

SCOTS

n' water

JUNE, 1975

VOLUME XVII

NUMBER 6

1975 NAC Site

Southern Yacht Club
New Orleans, La.



Register Now for NAC — forms on pages 7 & 12
Yacht Racing Covers Midwinters — pages 8 & 9
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Commodore Says:



Racing Book Backs One Design Concept

This article has been prompted by my recent reading of "Racing with Cornelius Shields and Masters" (Prentice Hall, Inc.), a most interesting and entertaining book. Periodically the Flying Scot Board is asked to consider a modification of the Scot: perhaps a minor structural change, a deck sweeper jib or the addition of a go-fast idea. Many of the suggestions, if followed, would result in a faster boat, perhaps. But to what purpose? To be more competitive with other classes? Certainly not to gain an advantage over another Scot. It follows, of course, that the change, if approved, would have to be incorporated in all existing Scots at considerable trouble and expense. You owners do realize, do you not, that the restriction on purchasing new sails is to hold down the cost of being competitive?

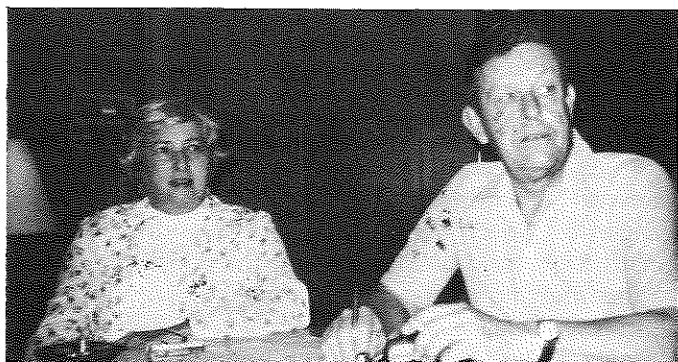
Sandy Douglass has always been our "anchor" to resist changes, to adhere to the one-design concept. He has spoken with conviction based on long experience. Now, if he needs it, I've discovered another strong advocate. Shields writes (page 97) on choosing a racing boat "these craft are carefully kept to rigid one-design standards, which is the prime requisite for the best racing." Earlier (page 13) Shields said "the importance of the modern high-performance planing dinghy is obvious, but what of its one-design characteristics, which to my mind make racing a true test of the sailor and not his pocketbook or the time he can give to rig and boat development? As a new class develops, it seems to gradually cost more for a sailor to stay competitive. Seemingly innocent, small changes are gradually introduced that make the boat less than one-design. These changes may expand the class, though I'm not too sure about that, but even one change destroys the purpose of the one-design concept. I think the outstanding characteristic of one-design racing is the focus on skipper and crew against skipper and crew with the boat merely the vehicle. Even if they are not the best boats, not the fastest, not the most difficult to tune, the fact that they are one-design and identical makes all the difference."

Surely you are now convinced. But, if necessary, consider how successfully the midwinter "Race of Champions" came off. Only in a one-design could an outsider compete so equally with class champions. In a Scot you are measuring your ability, not that of the boat. It makes your Commodore most humble to find himself, *always*, near the middle of the fleet.

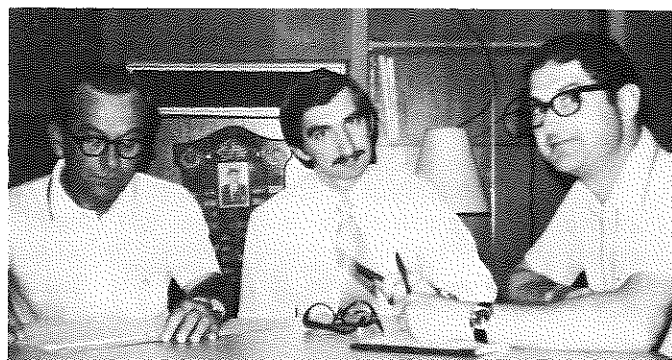
In conclusion, how can any Scot skipper fail to be proud of his Class after reading the words of the Detroit River Yachting Association Appeals Committee (Appeal #152):

"We have before us for basic consideration the current Handbook of the Flying Scot Sailing Association wherein are delineated the philosophy and rules established to guide the activities of Flying Scot sailors, and we are struck with their direct and zealous concern for protection of a basic one-design concept."

—THEODORE G. GLASS



Ann Potts and Race Committee Chairman Ross Allen listen to suggestions for complete "11 race" series at the 1975 NAC Regatta Planning Meeting held at Southern Yacht Club in New Orleans in preparation for the Aug. 9-15 meet on Lake Pontchartrain.



As all know, there's more to Regatta planning than the races. Here, left to right, Ewell "Sonny" Potts, NAC Regatta Chairman; Jack Hardaker, Southern Yacht Club Manager, and Hal Marcus, FSSA Executive Secretary, plan varied activities.

New Orleans Bound

NAC Activities Set August 9-15

BY HAL MARCUS

Southern Yacht Club, New Orleans, plans a gala North American Championships with Ewell "Sonny" Potts, 1975 NAC Regatta Chairman, preparing a value-packed program, Aug. 9-15.

Measurement begins Friday, Aug. 8, and continues through Sunday evening. The first annual Junior NAC will be sailed with two races back-to-back Saturday afternoon, Aug. 9, with the final race Sunday morning. Social activities begin with a "mixer" cocktail party for everyone Sunday evening.

The first two races in the Elimination Series will be sailed on Monday, Aug. 11, using our new sailing instructions, complying with current USYRU recommendations. Our regular Board of Governors meeting Monday evening will be preceded by a dinner for our officers, governors and their ladies. Other members will be free to visit restaurants and night spots in New Orleans' famous French Quarter.

Tuesday morning the final race in our Elimination Series is scheduled. If all goes well, we will not have to use Tuesday afternoon as make-up race time, leaving the afternoon free for the excellent New Orleans sightseeing tour Sonny plans. Or you can spend the afternoon exploring some of New Orleans' outstanding antique and art shops.

Our annual meeting is scheduled for Tuesday evening. Besides the election of 1976 national officers, we will vote on an important Constitutional change and three Specification changes explained in this issue. We also will consider suspension and revocation of Fleet charters for those fleets not maintaining their minimum requirement of three Active FSSA members.

Wednesday the first two races in our five race Championship and Challenger Series are slated. In the

low point scoring system the 55 percent with the lowest points in the three race Elimination Series enter the Championship Division, and the balance go into the Challenger Division. All points are thrown out following the Elimination Series, and you enter your final division with a clean slate.

Wednesday evening you are free to patronize any other fine New Orleans restaurant and continue your tour of the French Quarter.

We return to the race course for two more races Thursday. That evening SYC plans a dockside beer bust following our second race.

Our final race will be sailed Friday morning. A make-up race, if needed, will be that afternoon. Otherwise, you are free to sightsee, shop, sleep or celebrate. Our Friday evening dinner will be followed by the presentation of trophies and awards and dancing.

First place winners of all five races in the Championship and Challenger divisions will receive keeper trophies as will winners of the first five places in the Championship division and first three places in the Challenger division. Crew trophies also will be awarded to all of these boats.

In addition our Junior NAC winners will receive trophies, and our Perpetual trophies will be awarded.

Our 1975 NAC Regatta Committee held the line on our \$35.00 registration fee which covers the Sunday evening cocktail "mixer," the Thursday night beer bust and the Awards banquet and dance, including all trophies and awards. The registration fee covers up to three people in your boat. For registering by July 26, you will receive a 1975 NAC T-shirt as a bonus.

A NAC Regatta Registration form is included in this issue. Please fill out and send to Sonny Potts NOW.

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Not a careless claim, but a fact. Murphy & Nye's powered the Scot National Champion in '73 and the top boat in '74. During the winter we did our homework, and now you can have exact duplicates of the Championship sails *and* a concise guide that will help you use them. Contact any Murphy & Nye loft to place an order.

Our Prices: Main \$ 250
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Fleets Propose Spec Amendments

Several amendments to the Flying Scot Sailing Association Specifications and one amendment to the Constitution have been proposed for consideration by the membership at the annual meeting, Tuesday, Aug. 12, in New Orleans, La.

Fleets 28 and 87 propose the following amendment to Specifications:

That the length of the luffs of the spinnaker on the Official Plan be changed from 18' 3" plus or minus 3" to 18' 5" plus or minus 5"; that the Chief Measurer's Ruling in 1967 that the chords of the luff are measured instead of the actual luffs be repealed, and that Spinnaker Requirement No. 3 on the Official Plan be amended by adding at the end thereof "Luffs Measured Straight."

Fleet 87 also proposes that the second sentence of Specification Article S-III-5-d be amended to read as follows:

... The blocks or fairleads shall be attached directly to the deck track slide and the distance between the bearing surface of the sheave and an extension of the back of the seat shall not be greater than 2" with the block held at its maximum inboard position.

and that the first sentence of Specification Article S-III-5-d be amended to read as follows:

d. Jib sheets must be led from blocks or fairleads on deck track not less than 16" nor more than 20" long, located 16" plus or minus 1" abaft the forward edge of the cockpit on the coaming.

Fleet 28 proposes the following amendment to the Constitution:

ARTICLE X — Executive Officers

(add) 6. The retiring Commodore shall become the Immediate Past Commodore of the Association and shall remain an Executive Officer. The Immediate Past Commodore shall serve in this office for the term of the current Commodore.

The purpose of this amendment is to retain the advice and counsel of Past Presidents on the Board of Governors for an additional period of time.

Hott Explains Proposals

I. Change in jib track specification.

The existing specifications call for deck track "approximately 20" long" (S-III-5-d). The Official Plan (1974 Yearbook, page 38) specifies the deck track as "20" + 1/2", which would indicate a critical measurement.

Some years ago, the builders began installing deck track approximately 18" long, primarily because it was readily available as a stock item. When the very short tracks began appearing some years ago on the Flying Scot, I felt it was not possible to enforce the deck track length specification for the reason that only the oldest Scots were in conformity with the Official Plan. The thought of requiring several thousand Scots to install new 20" deck track was not acceptable, so the change in the specification of the length of the deck track is proposed.

As a matter of policy, in enforcing other specifications, it is not good to have a specification which can not be enforced. Since most competitive sailors sail with the jib block as far forward as possible, the change in the length of the jib track will not affect the speed of the boat.

II. Specification of the maximum inboard lead of the jib.

From the earliest days of the Scot, jib sheets have on occasions been sheeted directly to the windward side, bringing the jib block inboard, thereby closing slightly the slot between the jib and the main. Several years ago, the practice of using large jib blocks began, and some skippers were even using extensions between the block and the slide to obtain even greater inboard lead of the jib sheet. At that time, your measurer ruled that the jib block could not be off-set from the slide in any way so as to alter the angle of the jib to the centerline (Chief Measurer's Ruling No. 31) This was also incorporated in the rewriting of the Specifications in 1972. (S-III-5-d)

Whether the jib block was attached "directly to the deck track slide" became a matter of judgment with the various regatta measurers, and a source of contention. At the 1974 NAC, the distance between the bearing surface of the sheave of the block and an extension of the plane of the back of the seat was measured for all blocks which were approved as being attached directly to the deck track slide, and two inches was sufficient to permit the use of even Hexaratchet blocks.

The proposed change will make it easy for both the owner and the measurers to determine whether the jib block is legal, with exact measurements rather than judgments.

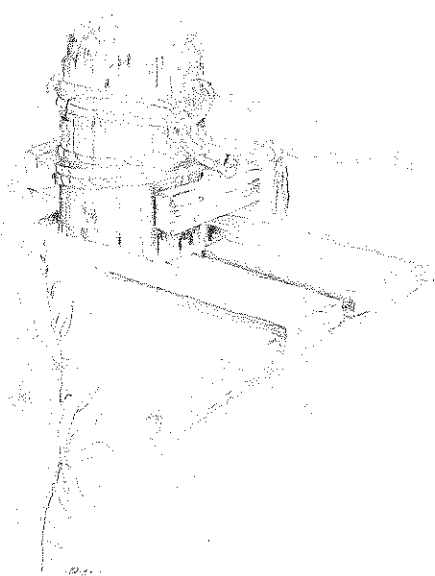
III. Change in dimensions of spinnaker.

When the spinnaker dimensions were originally established by the designer, spinnakers were generally cut with straight luffs, and the size was determined by the straight luff measurements.

When sailmakers began putting a roach on the spinnaker luffs, the question arose as to how the luffs were to be measured. The then Chief Measurer ruled that the chord of the luff should be measured, and not the straight luffs. (Chief Measurer's Ruling No. 12) This is when the problems began, namely, how to lay out the luffs of the spinnaker in a natural curve so as to measure the chord, considering the type of material spinnakers are made of. Each measurer would do this differently, and thereby obtain a different length for the chords of the luffs.

By leaving the minimum length of the luffs at 18' 0" and changing the maximum length of the luffs from 18' 6" to 18' 10", AND by changing the measurement from the chord of the luff to the straight line measurement of the actual luffs, there will be no change in the actual maximum size of the spinnaker since the curved luffs are actually about 4" longer than the chords now being measured. Spinnakers now oversize will remain oversize, and those now legal will remain legal. The purpose of the change is to make it easy for the owner and the regatta measurer to determine whether a spinnaker measures in. It will no longer be a judgment matter as to what the "natural curve" of the spinnaker luffs should be.

—DONALD C. HOTT



Midwinter Champion Reports Experiment in Sails All OK

The following article appeared in "News from North" (publication of North Sails) after Art Ellis's victories in both the Flying Scot Midwinters and the Comets competition.

This January, my wife and I received an invitation from the Flying Scot Association to compete in a series they were holding in conjunction with this year's Midwinters and in the Midwinters themselves. Neither Joan nor I had ever sailed a Flying Scot before and that left us in a rather peculiar situation . . . for the first time in a number of years I had to order a suit of sails from someone else — our experts on the Flying Scot were in San Diego — Pete Bennett and Dave Peterson. The roles were suddenly reversed. I found myself in the position of a customer, saying "Okay, guys, you know how it should be done. Make me the best suit of sails you can and tell me how to go fast." They did it, too. We had a super suit of sails, had super boat speed, and we even won. I am now of the opinion that it would be a lot easier to be simply a sails customer than a sailmaker.

We did experiment quite a bit and tried a number of different things. They actually built me another experimental suit of sails, probably because they thought I was a good guinea pig. I got involved in designing the experimental suit a little bit and guess what — they were slower. It showed me that when you're not an expert, the best thing is simply to put your faith totally in those people who are.

The experimental sails were considerably fuller than the standard sails and I was sure they were going to be faster. A Flying Scot is a lot of boat to push through the water, and I knew that meant more powerful sails. But they were slower, and the reason has to do with the fact that the centerboard in the Flying Scot is smaller than what would be optimum for a sailplan of that size. With full sails, you end up overloading the centerboard and causing a tremendous amount of drag. You don't point as high, and you end up being a minute slower to the windward mark. What is fast is rather flat sails with very smooth and even arc shapes in a flat sail, and I saw many examples of the problems on different boats at the Midwinters.

The shape of the spinnaker is affected by the small centerboard, too. We generally were sailing rather broad reaches in the preliminary "Race of Champions." However, we had a wind shift on one reach which made it quite tight. We were able to hold the boat down, and with the pole up against the forestay we were having no problem flying the



Tri-radial Spinnaker Powers Ellis Boat

spinnaker. But we weren't fast. Then all of a sudden it hit us — we were making tremendous leeway. This is hard to believe, but I bet we were making 15 degrees of leeway with the boat flat in the water and nothing overtrimmed. This means a couple of things in terms of sailing a Flying Scot: if you're in doubt as to whether you can carry a spinnaker or not, don't. You'll be faster without it. Similarly, to the sailmaker, it means that a flat chute will be faster and that the best chute will stay flat as the apparent wind goes forward. The morning of the Midwinters we pulled our new spinnaker out of the box and found a tri-radial. It's very unusual to make a tri-radial for a spinnaker that small. It is an additional expense, and the extra seaming in all those extra panels adds both weight and unevenness which usually makes it unacceptable in a small boat. However, the advantage of the tri-radial is that it is as stretch-free as is humanly possible, holding its shape better than any other type of spinnaker. In the Flying Scot that is unbelievably important.

The Flying Scot Midwinters was a very valuable experience.

—ART ELLIS

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Toledo, Ohio 43607

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Whitby, Ontario, Canada

Ranger Boat Company
Kent, Washington 90831

NAC Registration Form

FLYING SCOT NORTH AMERICAN CHAMPIONSHIP — 1975

Southern Yacht Club — Lake Pontchartrain — New Orleans, Louisiana

Skipper _____ Crew _____

Address _____ Crew _____

City _____ State _____ Zip _____

Fleet # _____ Hull # _____ (Sail & Hull #'s must be the same unless Chartering)

Hull Color _____ Spinnaker Color _____

I wish to Charter [☐]. My Sail # is _____ \$50 Charter Fee enclosed.

NOTE: Flying Scots will be Chartered from Fleet 96 only to individuals whose entry forms are postmarked by July 26th with \$50 Charter Fee enclosed with this form. Chartering terms are those of the Flying Scot Sailing Association and between the charterer and owner.

Enclosed is my check for \$35 Registration [☐] — \$50 Charter [☐]

Please make check payable to: "SYC — FS 1975 NAC" and send with this form to:

SONNY POTTS
SOUTHERN YACHT CLUB
P.O. Box 24070
New Orleans, Louisiana 70124

I certify that my Flying Scot is properly registered with the Flying Scot Sailing Association and that my 1975 FSSA dues have been paid.

Flying Scot Skipper

Date

PLEASE REGISTER BY JULY 26th

New FSSA Members

FS#	Dist.	Fleet	Name	Address	City	State	Zip
554	CAP	6	John A. Rickman	Route 2, Box 8H1	Swanton	MD	21561
806	PR	59	F. W. Heinrich	1510 E. 19th ST	Tulsa	OK	74120
988	M.O	20	Alf L. Cederquist	780 Green Hills DR	Ann Arbor	MI	48105
1237	MID	107	Raymond P. Brehm	862 First ST	Menasha	WI	54952
1449	CAP	97	Edward L. Schneider	21 Farmingham CT	Carney	MD	21234
1456	NE	58	Thomas J. Nolan	352 Central AVE	Milton	MA	02186
2098	MID		John A. Duffie	5710 Dorsett DR	Madison	WI	53711
2156	GNV		J. Paul Burkhardt II	311 S. Orange ST	Carlisle	PA	17013
2211	GNV		James L. Richards	400 Central Park W, 15P	New York	NY	10025
2239	GF		Charles A. Fowler	753 NW 9th AVE	Miami	FL	33136
2467	GNV	7	L. M. Saari	109 Hendrie AVE	Riverside	CT	06878
2560	MID	3	John Bruemmer	1940 Chestnut AVE	Wilmette	IL	60091
2563	M.O	20	Gregory W. Baumann	1929 Plymouth RD, #5026	Ann Arbor	MI	48105
2618	NE	57	Richard W. Howe	Box 216	Conway	MA	01341
2641	MID	110	T. H. Williams	1323 28th ST, SW	Rochester	MN	55901
2658	NE	57	Peter J. Haley	2 Pilgrim DR	Winchester	MA	01890

Scots Get National Attention

Notable examples of magazine and newspaper coverage of Flying Scot events reproduced on these two pages may suggest ways that fleets can publicize their activities.

From the May issue of *Yacht Racing*, Scots n' Water has excerpted comments by Diane Muhlfeld, managing editor of *Yacht Racing*, and Rick Grajirena, columnist. Additional information, covering five pages of the magazine, can be found in the May issue.

Marguerite Pfister sent the photograph from the *Milwaukee Journal*. The *Journal* filled half of the front page of the Sunday sports section with the picture.

"We are not as fortunate as you in the south, but we are just as enthusiastic," Mrs. Pfister writes.

Some fleets produce a newsletter, mail copies to fleet members and prospects, and send along a copy for excerpting for this magazine. Scots n' Water welcomes stories about racing, cruising, boat repairs

and maintenance and profiles and stories about Scot skippers. Send a black-and-white glossy photograph for our consideration.

Muhlfeld's and Grajirena's comments on the Midwinters follow:

Muhlfeld Crews for Grajirena

The second day . . . "we proceeded to rig the boat, the same boat Rick sailed in Pensacola in the warm-ups.

"We learned later in the day, to our distress, that we would once again have to draw for boats; but the Grajirena luck held, for we drew the identical boat for the race of champions; all our work was not wasted after all.

"Rigging the otherwise brand new, stock Flying Scot . . . consisted primarily of replacing or upgrading existing arrangements, all within the class rules, of course.

"Rigging innovation: ratchet blocks were placed on the jib sheets; though our third crew member . . . was very strong, the ratchet blocks proved a boon in heavy air. A ratchet mainsheet arrangement was also used, to enable Rick to play the main more effectively in the puffs. Blocks were placed on the spinnaker fairleads aft to permit easier reaching with the spinnaker; we also placed a bullet block on the spinnaker halyard for smoother, faster hoisting, and we changed the spinnaker halyard arrangement, to cleat on one side only, rather than both; in addition, we left the chute hooked up at all times — we didn't switch it from side to side, which saved time when hoisting.

"Rick also added an adjustable hiking stick which enabled him to sit far forward in light air while the crew sat to leeward, and far aft in heavy air, without the nuisance of a lot of hiking stick in the way. We also used pre-stretched line on the boomvang to eliminate as much stretch as possible; we may have eliminated too much stretch, because midway through one race the starboard vang cleat broke and port cleat wouldn't hold the line, which led to a few tense moments. Harken blocks were used on all the running rigging.

"We used a fairly large compass, taped into position below the vang, a location which offered the best visibility for both skipper and crew . . ."

"We went into the last race of the series . . . facing a first and a 22nd. It turned into one of the most exciting races we'd ever sailed, complete with a neck and neck finish (with Art Ellis).

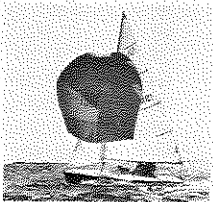
"Reactions among the Flying Scot sailors to having the "champs" participate in their Midwinters was good."

—DIANE MUHLFELD



Flying Scot Free

As guest crew of guest champ Rick Grajirena, Diane Muhlfeld describes the successful experiment in regatta format by the Flying Scot Class at their Midwinters in Panama City, Florida.



Sailmaker Pete Strickland of Lillian, Alabama, racing under transponder during the Flying Scot Midwinters. Dennis Blanton steered in the water.

"You see," Rick Grajirena explained to me one dreary day last November, "the Flying Scot Association has invited me to sail in their Midwinters and a special 'Race of Champions' series to be held the same week." Would I come South and crew for him? Would I? Oh, yes! Where will this be held? "Panama City." "Where?" "Panama City." "Oh."

According to Rand McNally, Panama City is almost in Mobile (or was it closer to New Orleans?). Either way, it had to be South . . . and sunny. And that was enough. En route to Panama City (you almost can't get there from Rowayton, Connecticut) via the airlines was another story, and we've all been through that. But arrive I did, to find that Panama City is a delightful spot — sunny, laden with palm trees, southern charm and Spanish moss — and everything else an otherwise snowbound Northeasterner could hope for in February. More good news on arrival: in Panama City, Yacht Racing columnist Grajirena had won the previous weekend's warm-up series . . . an auspicious start, or was it an omen?

Never mind. We hoisted several times to past and future good fortune

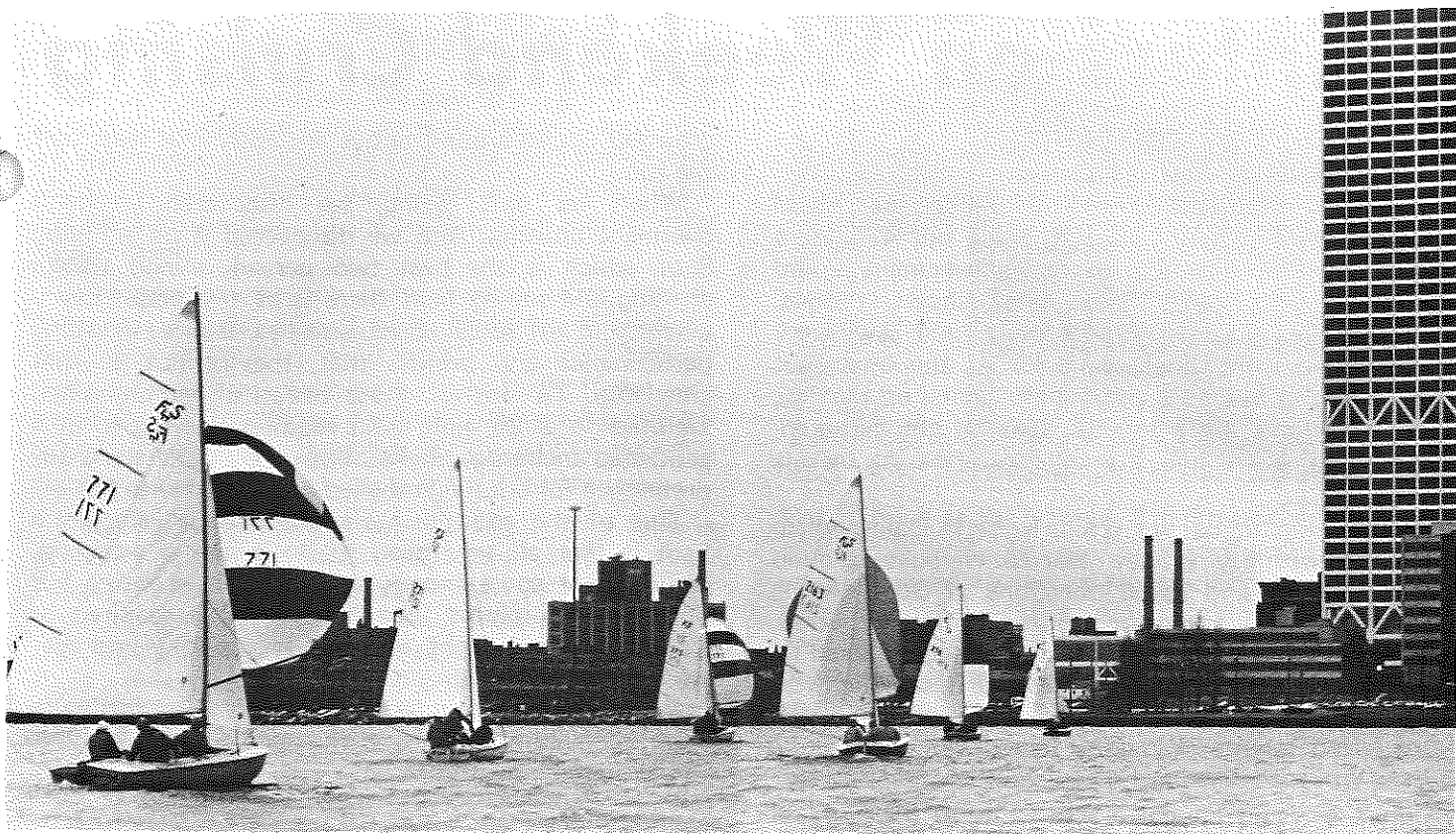
while Panama City native John Lee, who also owns the Half-Tonner Grajirena will campaign this summer, let me in on some of the local color.

The following day, a get-your-boat-on-shape day, dawned sunny and clear. We proceeded to rig the boat, the same boat Rick sailed in Pensacola in the warm-ups. The plan called for four races of champions, followed by three qualifying races to divide the fleet into challenger and championship divisions, followed by the three-race mid-winter series, counting the previous weekend's warm-ups. If races would be sailed by the end of the week. We learned later in the day, to our distress, that we would once again have to draw for boats; but the Grajirena luck held: for we drew the identical boat for the race of champions; all our work was not wasted after all. The gods were smiling. This was going to be a good week.

Rigging the otherwise brand new, stock Flying Scot Free were provided by Custom Flex and two by the Gordon Douglas Boat Co. which is headed by Scot designer Sandy Douglas. Consisted primarily of replacing or upgrading existing arrangements, all within the class rules, of course. I'm certain

YACHT RACING

Yacht Racing covers Midwinters



—Milwaukee Journal Photo

Chilly Wisconsin weather didn't deter members of Fleet 25 in their first spring outing. The *Milwaukee Journal* dubbed the picture "Spring Fever" and ran the boat race on the front page of its sports section on

April 27. Marguerite Pfister, publicity chairman of the fleet, reported seven boats turned out for the Frostbite Races. On race day, the temperature was 40 degrees with 15 knot winds on Lake Michigan.

Grajirena Comments

"The first thing we learned about sailing the Flying Scot was the need for the skipper to trim the mainsail constantly when sailing upwind. The main is so big that it actually acts as a rudder when sailing into weather. It is very important to ease the mainsail slightly in the puffs and trim back again after the puff in order to keep pointing high and moving.

"Crew weight seems to be fairly important. My crew consisted of Tommy Whitehurst, 1974 Junior NAYRU National Champion and Diane Muhlfeld of *Yacht Racing* magazine. All up, our weight ran 420 pounds which I thought was adequate for any wind condition. Many of the boats sailed with only two crew members; but I felt that having a third crew member was important, especially in tight situations when you needed an extra set of hands.... The Flying Scot class allows only one position for jib lead, so in order to barber haul them inboard you have to trim the weather sheet a little when sailing to weather. I don't think I ever would have thought of a trick like this, but Tom pointed it out to us and it helped quite a bit.

"It seemed to me that boat speed among the boats

was fairly close and we used a compass with a great deal of success. Anytime you sail in an area where wind shifts vary from 15 to 20 degrees, it's very important to have a compass. In our boat, Tommy played jib, Diane called the compass, and I played the main and steered.

"The last race turned out to be about the most exciting race I've ever sailed... we sailed five legs of a six-leg course and were overlapped at every single mark.

"The only change I would venture to make in the Flying Scot rules would be to allow hiking straps, as now, without hiking straps permitted, only a very agile, strong crew can mini-hike on the boat. What Tommy did was hold onto the jib sheet and droop-hike over the side of the boat with his only real support being the jib sheet. I think this is a little on the dangerous side but it is effective.

"...I've seldom been to a regatta where I enjoyed myself more... the boat is super for what it is designed to be — a three-man family centerboarder. The racing was very keen. My thanks to the Flying Scot Class for asking me to compete; I hope I'll be asked back again next year." —RICK GRAJIRENA

Pointers on Weekend Cruising

BY TOM NORRIS

Fleet 23, Dallas

When my roommate fell off her trapeze the second time we decided it was time to trade our 420 for a stable craft more suited to our advancing age and declining agility. We visited boat shows, dealers, manufacturers, marinas, yacht clubs and saw every trailerable cruising boat available. As the boats got bigger, so did our misgivings about giving up planing, spinnakers, and spray in our faces for the carpeted, upholstered plastic docility of those floating mobile homes.

Home lake for us was White Rock in Dallas which we shared with Flying Scot Fleet 23. We poked around the club dock and asked questions of Scot owners before we finally asked for a ride. During this period, we observed an interesting social anomaly — show an interest in a Scot skipper's crew and he may punch you in the nose, but show an interest in his boat and he's your friend for life. We hadn't felt so wanted since the first day of rush week in college.

When a friend bought a Scot we went for our first ride and we were hooked. This was it — excitement without exertion and stability without being a dog. That evening we started the twice daily ritual of studying the classified section of the newspaper. We were looking for a vintage Scot which had only been sailed to church on Sundays by a little old lady who had no idea of its value. When we found one it was only four years old and owned by a young family who sailed it very little but seemed perfectly normal in every other way.

They wanted too much money, of course, but since I was a cool, experienced negotiator, they came down fifty bucks before I called the credit union for a cashier's check.

A lot of skippers in the Texas District could tell you that Fleet 23 is a racing fleet. That being the case, we had to buy a stopwatch and a rule book. After getting several races worth of the helpful advice and courteous compliments from the captain that racing crews ought to expect, my crew and I had a bloodless meeting (bloodless because she had misplaced her cutlass) in which I was told rather pointedly what she thought of the *fun* of racing. Since good crews are hard to find and I objected to being set adrift in a small boat, we hung up the stopwatch.

Here we were with America's finest middle aged, middle class racing sailboat and didn't want to race. What a shame! Right? Wrong! Now, we don't have anything against racers. Some of our best friends are racers, and the crew wouldn't object to her sister marrying one. But those who only sail their boats in

crowded circles around buoys are missing at least half the fun.

When we quit racing, we discovered weekend overnight cruising. And we discovered it on a Flying Scot which is the best two person, inland waters cruising and sailing boat there is at any price. Every amenity in the so called cruisers has its price in sailing performance and besides that, they're not all that amenable. To use all those beautiful self-contained facilities in a 20 mph wind requires heaving to at a protected anchorage. Some of you may understand our preference for a fully-gimballed coffee can with lid.

One of the good things about your cruising on a Scot is that all you need to do is pick a weekend. We've spent some money and time in adapting our boat and equipment, but none of it is required to spend that first night on your favorite lake and see what it's all about.

We would be happy to testify that it is impossible to sleep all night on the floor of your Scot. It's possible to lay there all night, but not sleep.

Eric's New Jiffy Mast Raising Hinge

New mast raising hinge made by Kenyon Marine. Rugged, strong, all stainless steel. Used by Gordon Douglass Boat Co., 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* \$16.40 per hinge (\$16/hinge, 40c postage). Buyers in Mass. add 48c sales tax. 15% discount to fleets and clubs prepaying for 12 or more units ordered at same time. (12 hinges send \$156.70; \$154.70/hinges, \$2/postage). * Money back guarantee.

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. Ideal for youngsters, too — little sails for little muscles. Main and jib \$253.00 plus postage. Numbers extra. Money back guarantee if returned 7 days after you receive them. * Battens, bag included, of course.

Double-ended Halyard Winch 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. Prices include postage. 1—\$1.91, 2—\$3.74, 3—\$5.57.

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 92,000 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 safety precautions. Quantity prices on request. Single copy 60c, incl. postage.*

*For prompt mailing, please send your check to:

J. C. Jones, III, 56 Hawes St., Brookline, Mass. 02146.

Make Your Bed

The way to make your bed that first night is a sheet of half inch plywood lying across the seats topped with air mattresses and sleeping bags. Cut into twelve inch strips, the plywood can be stacked and secured across the seats in the front of the cockpit until you're ready to bed down.

If you want to cook using a camp stove, two of these strips make a good table. Speaking of cooking, don't use charcoal on your boat — one loose briquet and you've got a new hole in your boat. If you use propane, get the stove on deck before opening the valve — propane is heavier than air and will create a fire hazard in the bottom of your boat if not ventilated.

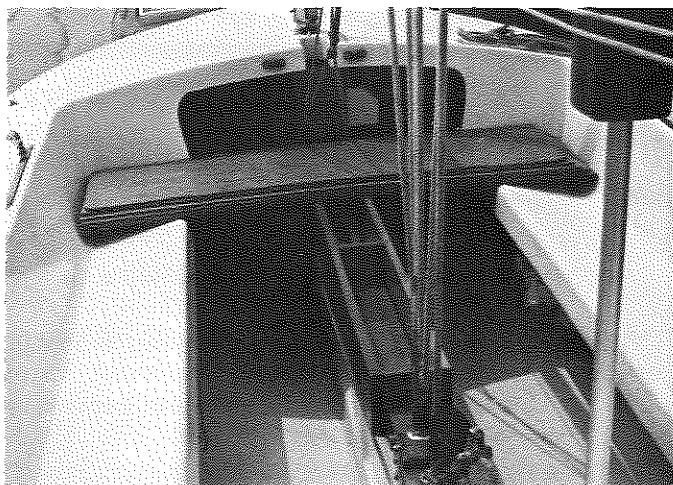
Anyone who hasn't spent the night on a lake is probably concerned about protection from insects. Forget it, the only ones you'll have are those you brought along. There's a certain distance from shore that flying insects don't exceed. I assume you might need a mosquito net in a small cove under certain wind conditions, but I've never gotten a bite.

A motor is not absolutely required, but surely makes launching easier and probably safer. Also in case of a wind shift during the night, it's nice to be able to move to a new position without making sail. If you have a motor mount, ask to borrow another sailor's outboard — most of them need to run more anyway. If more than one boat are going together, only one really needs a motor.

If you have a boom tent type boat cover, bring it along. In case of rain you'll find it's lack of headroom confining, but you'll have a dry stiff neck. That is you'll have a dry stiff neck if you kept your bedding out of the water in the bottom of the boat. Heavy plastic garbage bags are the best thing not requiring work, but be careful cause they aren't very tough. Putting the plastic bags in a laundry basket will help them keep waterproof.

It's entirely possible to cook elaborate meals aboard your Scot, but unless you're going to be out several days, I recommend you keep it simple. Franchise fried chicken, a loaf of French bread and red wine is our favorite first night supper and a round of cheese with the rest of the bread and wine for lunch the next day. Marinas and resorts also have restaurants so it may not be necessary to even take a stove.

The handle/bow plate on the Scot is an excellent anchor chock, but remember to feed the anchor line through it before fastening it to the anchor. The anchor line should be anchor line, not frayed sheets or halyards. Quarter inch nylon line is probably strong enough, but unless you use a chain, a heavier line will form a better catenary. The problem is not strength — it's keeping the anchor fastened to the bottom. We use an eight pound Danforth with half inch woven nylon



Bed is fixed as the frame is fitted over the centerboard cap and is supported at the forward end by blocks of wood screwed to the table. Plywood planks are then laid across the cockpit, making room for two people. Note that this boat is rigged with mid boom sheeting to prevent the main sheet from getting tangled in the outboard motor.

for overnight and a six pound mushroom with quarter inch woven nylon for lunch. We have 100 feet of line and increase scope with wind speed.

See Cruising, Page 14

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 Cathy Quinn, SCOTS N' WATER, 8721 Silverhill Lane, Austin, Tx. 78759 and checks to Hal Marcus, P.O. Box 2488, Pensacola, Fla. 32503.)

FS 385—Douglass — Maryland Registry MD-416-U — Blue hull with white deck — Gator trailer (1962) — New tires (1973) — New shrouds (1969) — Jib halyard (1971) — Three good sails, M.I.S. — Compass — Sea Gull outboard — Tent cover — Northhill anchor — 100' 5/16 Rod — Boathook — 7' Plywood dinghy — Albert S. Polk, Jr., 118 Castlewood Road, Baltimore, Md. 21210 — Telephone: 301/435-8735 (home) or 301/792-7800x7421 (office)

FS 2050—complete with sails and trailer. Price: \$3,000 Paul Schreck & Co., Lillian, Ala. 36549 — Telephone: 205/962-4345

FS 1287—Douglass — White with blue boat stripe — Two suits of sails & spinnakers: Boston/Schreck — Sterling tilt trailer — Lift bridle — Fully equipped for racing or cruising — Dry sailed — excellent condition. Price \$2990. Frank O. Pruitt, P.O. Drawer "P", Lake Charles, La. 70601 Telephone: 318/433-6355 or 478-1749. Boat at Lake Charles Yacht Club

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 Blyth, Battens, 804 Euclid Ave., Jackson, Miss. 39202.

STAINLESS STEEL HALYARD CRANK—Hardwood, roller handle is fitted on a machined stainless steel crank — Used successfully by hundreds of Scot and Thistle sailors — \$6.75. Postpaid. Send check to Curt Meissner, 2511 Drexel Ave., Racine, Wis. 53403.

FLYING SCOT SAILING ASSOCIATION — ROOM RESERVATION FORM

Complete this form and return to: Reservations Manager
Ramada Inn Causeway
2261 North Causeway Blvd.
Metairie, La. 70001

1975 Junior NAC — August 9-10 • • • • North American Championship • • • • August 11-15

Please Reserve _____ single rooms @ \$19.00 each and _____ double (2 beds) rooms @ \$26.00
each for _____ persons. Sales tax will be added to above rates.

Arrival on _____ (day) _____ (date) Departure on _____ (day) _____ (date)

Please issue room(s) from our block reservation and send my confirmation to:

Name _____

Address _____

City _____ State _____ Zip _____

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

Signature _____ Date _____

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THE WINNERS GO
NORTH!**



1975 Midwinter Championship — 1st

For information: Call Dave Peterson collect (714) 224-2424

or write North Sails

1111 Anchorage Lane

San Diego, Ca. 92106

Secretary Sez: FSSA Needs More Perpetual Trophies

RAMADA INN AT FAT CITY

That's the name of our "official" host motel for our 1975 NAC. We selected the Ramada Inn because it is very clean, reasonably priced, easy to reach and has ample parking for both your car and boat trailer. Children under 18 years old stay in the room FREE with their parents.

Please use the hotel reservation form included in this issue to reserve rooms if you did not do so last month. We have blocked 90 doubles with 2 double beds per room and 10 singles for our NAC, so it will be first come, first served. TEMPLE BROWN, SYC's Commodore, stated he expects between 80 and 100 Flying Scots at our 1975 North American Championships.

HONOR SOMEONE — OR YOURSELF

Our Flying Scot Sailing Association needs additional Perpetual Trophies. If you would like to contribute a trophy in honor of a loved one, friend, your company or yourself, please contact your Association's office.

At this time, we have the following openings:

Championship Division — Winner of Races 1-3-4

Challenger Division — Winner of Races 1-2-3-4-5 and
Final Position Winners — 2nd and 3rd Places

ENDANGERED FLEETS

The following Fleets were put on Suspension at last year's Annual Meeting for failure to have a minimum of three Active FSSA members in 1974 and have not reached the minimum for 1975:

Fleet 49 — Texas District — Houston YC — Galveston Bay, Tex.

Fleet 62 — Texas District — Lake Ray Hubbard — Dallas, Tex.

Fleet 74 — Greater New York District — Hudson River — Nyack, N.Y.

Fleet 93 — Prairie District — Lake Lawtonka — Lawton, Okla.

Fleet 101 — Ohio District — Turkey Foot Lake — Akron, Ohio

Fleet 103 — Capitol District — York River — Yorktown, Va.

These fleets are in danger of having their fleet charters revoked at our 1975 Annual Meeting. Please help your District Governors in trying to revive these fleets.

Fleets in danger of being put on Suspension at this year's Annual Meeting include:

Fleet 39 — Prairie District — Grand Lake of the Cherokees — Port Grove, Okla.

Fleet 51 — Texas District — Galveston Bay — Seabrook, Tex.

Fleet 91 — Gulf District — Lake Cotile —

Alexandria, La.

Fleet 106 — Prairie District — Lake Maloney — North Platte, Neb.

COMMODORE GLASS SERVES ON USYRU COMMITTEE

HAMILTON G. FORD, Chairman of USYRU's North American Sailing Championship Committee, recently appointed our FSSA Commodore, TED GLASS (FS 1890), to the committee responsible for the Mallory Cup Series, to be sailed in Flying Scots this year. The committee also is responsible for the proposed Championship of Champions Series. FSSA has submitted a proposal to host the first races for this new series.

ONE OFF AND ONE ON

In our continuing MYSTERY SCOT CONTEST, MRS. HERBERT BLUM of Rockville Center, New York, reports that Mystery Scot 1501 is owned by JOEL BERMAN of Hewlett, New York. Mrs. Blum has received her official FSSA pocket emblem for her lead and is talking to Joel about joining FSSA. When successful, she will receive her new FSSA lapel pin.

Mystery Scot 1021 that AL COGER of Customflex, Inc. reported was a bad lead. We have been unable to contact CHARLES REAMER, the reported owner at the address given, so FS 1021 is back on the Mystery Scot list.

Our new Mystery Scots for this month are 1610, 1617 & 1634. Please add these to your list.

MYSTERY SCOTS

21	212	432	644	1321	1573	1716
106	327	508	651	1324	1610	1723
131	421	527	1021	1419	1617	2124
146	425	546	1028	1457	1634	2131
				1547	1707	2152

IN MEMORIAM

Earlier this year, we received a very nice letter from FRANCIS G. COLE of Gaithersburg, Maryland, stating that he wanted to continue his membership in FSSA but could not. He was fighting a losing battle with emphysema and strongly advised all of us to give up smoking. His letter was so meaningful and sincere that we made an "executive decision" and gave Mr. Cole a complimentary membership for 1975.

Mr. Cole's wife, ESTHER, wrote recently, saying he had passed away on March 17th. Mrs. Cole added that our not crossing him off our list was a source of great pleasure to him and was greatly appreciated by her since it made him so happy.

— HAL MARCUS

Cruising *Continued*

After you're anchored, tie the line securely to the mast. I sometimes cheat and use a cleat, but I wouldn't trust a cleat in a blow. Bring your board full up and either ship your rudder or tie the blade up and lash the tiller amidship. If you leave either down, your Scot will try all night to sail away from your anchorage.

When the sails are stowed under deck, it's time to discuss who forgot the 1. Corkscrew; 2. Church Key; 3. Hand cleaner. But as the sun goes down, you're in for some of life's rare pleasures. There are stars in the sky you've never seen till then. There are sounds you've only heard when they were amplified for a nature show on TV. And there's a closeness shared with all the other sailors who've watched that same moon and listened to the waves over the years.

Equipment List

The following list includes those items of equipment which we found to be particularly useful to the type of cruising described above. You may want to add other items of standard camping equipment.

Mandatory

8th Danforth or equivalent

100' anchor line

Coast guard approved *jacket* for each occupant & one throwable cushion

Mandatory for night sailing

Running lights

Mandatory for night anchoring

Anchor light (a flashlight 6' up the forestay is sufficient)

Optional, but very useful equipment

A jug of water in addition to the canned drinks

Plastic trash bags to help equipment dry

Sun tan cream or lotion

Wash'N Dri for clean hands

A coffee can with lid (No through hull discharge allowed)

Seven pieces of ½" plywood 1' wide and 4' long (A bed for two people between the seats)

Air or foam mattresses

Prepared or easy food for breakfast and lunch, and dinner.

FSSA Fleets and Districts

MIDWESTERN DISTRICT

Governor: ROBERT K. TURNER JR.
2101 E. Olive St.
Milwaukee, WI 53211

- 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—Crescent Orchard Lake
- 34-RAY, INDIANA—Clear Lake
- 44-EPHRAIM, WISCONSIN—Eagle Harbor, Green Bay
- 47-EGG HARBOR, WISCONSIN—Green Bay (s)
- 54-FREMONT, INDIANA—Lake George
- 60-CHICAGO, ILLINOIS—Burnham Harbor, Lake Mich.
- 68-MADISON, WISCONSIN—Lake Monona
- 70-ROCHERT, MINNESOTA—Cotton Lake
- 83-CARLYLE, ILLINOIS—Lake Carlyle
- 88-IOWA CITY, IOWA—Lake Macbride
- 95-MINNEAPOLIS, MINNESOTA—Lake Minnetonka
- 107-NEENAH, WISCONSIN—Lake Winnebago
- 110-ROCHESTER, MINNESOTA—Lake Pepin

PRAIRIE DISTRICT

Governor: JOSEPH L. McDONALD
3762 E. 47th St.
Tulsa, Okla. 74135

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

TEXAS DISTRICT

Governor: CHARLES BRAD DAVIS
5920 Sandhurst, #132
Dallas, TX 75206

- 23-DALLAS, TEXAS—White Rock Lake
- 32-HOUSTON, TEXAS—Galveston Bay
- 49-HOUSTON, TEXAS—Houston YC—Galveston Bay (s)
- 51-SEABROOK, TEXAS—Galveston Bay
- 62-DALLAS, TEXAS—Lake Ray Hubbard (s)
- 66-PORT ARTHUR, TEXAS—Lake Sabine
- 67-SAN ANTONIO, TEXAS—Canyon Lake
- 69-AUSTIN, TEXAS—Lake Travis
- 84-LAKE CHARLES, LOUISIANA—Lake Charles

PACIFIC DISTRICT

Governor: JACKSON T. WITHERSPOON
1255 Hamilton Avenue
Palo Alto, California 94301
415-321-4497

- 40-INVERNESS, CALIFORNIA—Tomaes Bay
- 100-SEATTLE, WASHINGTON, Lake Washington (s)—Charter Suspended

MICHIGAN-ONTARIO DISTRICT

Governor: THOMAS F. EHMAN JR.
8940 Dexter-Pinckney Rd.
Pinckney, MI 48169

- 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: DERRICK LONSDALE
2627 Lee Rd.
Cleveland, OH 44118

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

GULF DISTRICT

Governor: MICHAEL S. JOHNSON
104 Ferry Rd.
Ft. Walton Beach, FL 32548

- 28-FORT WALTON BEACH, FLORIDA—Choctawhatchee Bay
- 38-MOBILE, ALABAMA (MYC)—Mobile Bay
- 45-JACKSON, MISS.—Ross Barnett Reservoir
- 55-MOBILE, ALABAMA (BYC)—Mobile Bay
- 75-PANAMA CITY, FLORIDA—St. Andrew Bay
- 79-GULFPORT, MISS.—GYC—Mississippi Sound
- 85-MONTGOMERY, ALABAMA—Lake Martin
- 87-PENSACOLA, FLORIDA—Pensacola Bay
- 90-MIAMI, FLORIDA—Biscayne Bay
- 91-ALEXANDRIA, LOUISIANA—Lake Coteau and St. John
- 92-PASCAGOULA, MISSISSIPPI—Mississippi Sound
- 96-NEW ORLEANS, LOUISIANA SYC—Lake Pontchartrain
- 98-BAY ST. LOUIS, MISSISSIPPI—Bay St. Louis
- 99-NEW ORLEANS, LOUISIANA NOYC—Lake Pontchartrain
- 102-FAIRHOPE, ALABAMA F.Y.C.—Mobile Bay
- 111-MARIETTA, GA.—Lake Lanier

WESTERN NEW YORK DISTRICT

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

- 35-CHAUTAUQUA, NEW YORK—Chautauqua Lake
- 43-SYRACUSE, NEW YORK—Skanateles 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
617-275-7453

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

GREATER NEW YORK DISTRICT

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

- 7-RIVERSIDE, CONN.—Long Island Sound
- 10-MORICHES, L.I., NEW YORK—Moriches Bay
- 21-LOVELADIES' HARBOR, NEW JERSEY—Barnegat Bay
- 22-SPRAY BEACH, N.J.—Little Egg Harbor
- 24-BROOKFIELD, CONN.—Candlewood Lake
- 31-SHORE ACRES, NEW JERSEY—Upper Barnegat Bay
- 46-ISLAND PARK, N.Y.—Hempstead Bay
- 72-AMITYVILLE, N.Y.—Great South Bay
- 73-PERTH AMBOY, N.J.—Raritan Bay

- 74-NYACK, NEW YORK—Hudson River (s)
- 94-LAKE HIAWATHA, NEW JERSEY—Western L.I. Sound

CAPITOL DISTRICT

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

- 6-OAKLAND, MARYLAND—Deep Creek Lake
- 42-WASHINGTON, D.C.—Potomac River
- 63-HAYDE DE GRACE, MD.—Susquehanna River
- 64-BALTIMORE, MD.—Middle 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 (s)

CAROLINAS DISTRICT

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

- 27-HENDERSON, N.C.—Kerr Lake Reservoir
- 48-CHARLOTTE, N.C.—Lake Norman
- 71-ROANOKE, VIRGINIA—Smith Mountain Lake
- 78-MOREHEAD CITY, N.C.—Bogue Sound
- 108-SOUTHMONT, N.C.—High Rock Lake

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**9 of the first 12 boats in the 1974 North American Championships
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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.

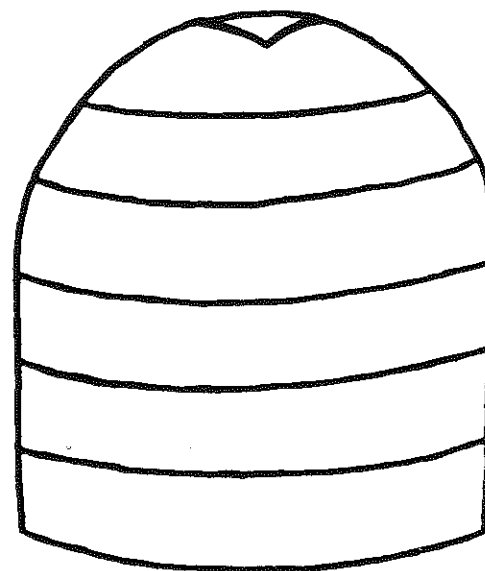
Suit — 5 oz. Dacron — \$345.00
Jib — 5 oz. Dacron — \$109.25
Main — 5 oz. Dacron — \$247.25
Spinnaker — ¾ oz. Nylon — \$161.00
Spinnaker — ½ oz. Nylon — \$172.50
Combination Spinnaker — ½ & ¾ oz. — \$172.50
Windows — \$10.00 each
Tell Tale Windows — \$5.00 each
Brummels — set \$7.00

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 Pensacola, Fla. 32503

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Regatta Schedule

June 7-8 — Berlin Regatta, Berlin Lake, Ohio.
 June 7-8 — UCBYC Invitational, Havre de Grace, Md.
 June 14-15 — Prairie District Championships, Keystone Lake, Okla.
 June 14-15 — Ohio District Championship, Berlin Lake, Ohio.
 June 21-22 — Governor's Cup, Kerr Lake, N.C.
 June 21-22 — Glenmar SA Invitational, Fleet 64, Baltimore
 June 21-22 — Wisconsin Cup, Lake Winnebago, Neenah, Wisc.

July 5-6 — LNYC Invitational, Lake Norman, N.C.
 July 11-13 — Midwestern District Championship, Milwaukee Yacht Club.
 July 11-13 — Red Grant Regatta, Raritan, N.J., Yacht Club.
 July 12-13 — Oriental, N.C., Sailing Social
 July 12-13 — Port Arthur Yacht Club Open Regatta, Lake Sabine, Tex.
 July 12-13 — Annual CLYC Open Regatta, Fremont, Ind.
 July 19-20 — Greater New York Flying Scot District Championships, Sayville Yacht Club, Blue Point, L.I.
 July 24-27 — Race Week, Sheridan Shore Yacht Club, Wilmette, Ill.
 July 24-27 — Marblehead Race Week.
 July 25-27 — Northeast Regional Regatta
 July 26-27 — Northeast Districts
 July 26-27 — Maryland State Championship Invitational, Deep Creek Yacht Club, Deep Creek, Md.
 July 26-27 — Gulf Districts, Ft. Walton Yacht Club, Ft. Walton Beach, Fla.

Aug. 2-3 — Southern Massachusetts YRA Flying Scot Regatta, Harwich Port, Mass.
 Aug. 2-3 — SAYRA Open Regatta, Wrightsville, N.C.
 Aug. 8-10 — South Atlantic YRA Championships, Augusta, S.C.

Aug. 9-10 — Downtown Toledo River Front Regatta, Toledo, Ohio
 Aug. 11-15 — Flying Scot North American Championships, Southern Yacht Club, New Orleans.
 Aug. 16-17 — Wayzata Yacht Club Flying Scot Invitational, Minneapolis, Minn.
 Aug. 30-31 — HRYC Invitational, High Rock Lake, N.C.
 Aug. 30-31 — LNYC Invitational, Lake Norman, N.C.

Sept. 6-7 — Maumee River Yacht Club, Toledo, Ohio
 Sept. 6-7 — Wolverine-Hoosier Hot Scot Regatta, Prairie Creek Lake, Muncie, Ind.

Oct. 4-5 — VISA Invitational, Smith Mountain Lake, Va.
 Oct. 25-26 — CavOilCade Open Regatta, Lake Sabine, Port Arthur, Tex.

If your fleet has a major regatta open to Scots from other fleets, we'd like to include it in the Regatta Schedule. Just drop a note or postcard to Cathy Quinn, Scots n' Water, 8721 Silverhill Lane, Austin, Tex. 78759. (And don't forget to send in the results after the race.)

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