

August, 1976
Volume XVIII
Number 8

SCOTS

n' water

C. Schreck (FS 1339)
and J. Stitt (FS 2062)
in action on Lake Pontchartrain,
1975 NAC.

Photo by Al Audleman



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Sandy Sez:

Put Membership First

In my various writings about the jib sheet track I have tried to express the thought that the significant importance of changing the SPECIFICATIONS would be the departure from one of our original one-design features and the setting of a precedent for making other arbitrary changes.

I have pointed out the danger to one-design classes from within, from the small group of well-meaning activists who become the ones to run the class, but who, in their enthusiasm, sometimes lose sight of the best interest of the majority of the members.

In the March-April issue of the Thistle Class BAGPIPE there is an article by T.C.A. President Charles Steigerwald in which he expresses this idea so well that I have asked him for permission to quote him. He graciously gives permission, writing in part, "I'm flattered that you would like to reprint part of the article ... Keeping things in hand and one-design is sure a constant struggle."

The pertinent part of his article follows:

"Too often, I guess, we think about the 100 or so people that attend the Nationals and the Mid-Winter championships. These are the people that are most vocal and most visible, and probably do most of the shaking. However, it is certainly true that the other 2,500 members are the people that allow the Class to be what it is. Whatever we do in the Class must first, last and always protect this larger group ..."

Let us keep in mind this thought, that first, last and always we must act in the best interest of the larger group.

Sandy
GORDON K. DOUGLASS



Sandy relaxes in "other" craft, an old canoe which he re-finished with loving care. The dark rib indicates "before" condition. Gerrie Becker (FS 1200) took the photograph on Deep Creek Lake to share with all Scotters.

Secretary Sez: Tall Ships, Scots Salute United States

By **HAL MARCUS**

The United States celebrated its Bicentennial Anniversary July 4, and I'll bet many FSSA members watched the "Tall Ships" and other sailing craft as they cruised up the Hudson River before millions of spectators.

Meanwhile, FSSA was advertised in the special Sunday Supplement of the "New York Times," thanks to JOHN C. JONES, III, our advertising agent.

The ad prompted 15 inquiries about Flying Scots the first day. These inquiries are important to continued growth of the class.

We mention this in case someone asks you about the value of FSSA membership. There is no better investment due to increased resale value of a Flying Scot.

PROXY ERROR REPORTED

T. HILLIS ESKRIDGE (FS 2157) Fleet Captain of Fleet 59 in Tulsa, OK reports that our proxy is in error in showing that Fleet 50, which was in danger of being suspended, is located in Tulsa. The report was in error; Fleet 50 is located in Oklahoma City, OK.

But we hear from JOHN E. RUTLEDGE that Fleet 50 has acquired a third member and is no longer on the endangered list. We congratulate JOHN and his old and new fleet members for their creative activity.

While we apologize to Fleet 59 for the error, we will not be changing the proxy form as neither Fleet 50 or Fleet 59 is in danger.

THREE UP, THREE DOWN

We are adding three new Mystery Scots to our list—812, 814, and 842. When you find a Mystery Scot, go over and introduce yourself to the owner and get his name and address. Tell him about the Flying Scot Sailing Association. Then drop us a line with the owner's name and address. We will send you a new Flying Scot Pocket Emblem, and when the new owner joins FSSA, we will send you a Flying Scot Lapel Pin. This issue, we report the discovery of 3 "Mystery Scots." Mystery Scot 1324 was purchased by CHRIS DALE BREDLOW, our sponsoring member in Detroit Lakes, MN. CHRIS expects to form a new Flying Scot fleet.

AL LANGLOIS (FS 1567) reports that Mystery Scot 1815 belongs to ACTON REAVILL in Warsaw, WI.

ACTON has recently joined FSSA and AL and CHRIS BREDLOW have both been sent their Flying Scot Pocket Emblems and Lapel Pins. We hope AL and ACTON are getting together for some strong fleet activities.

GERRIE BECKER (FS 1200) of Pittsburgh, PA has found Mystery Scot 106 on Deep Creek Lake. It belongs to DR. M. B. RICHMOND who lives in Kensington, MD. We have contacted DR. RICHMOND and asked him to join FSSA.

We congratulate everyone and hope that you have enjoyed playing the game.

OFFICIAL MYSTERY SCOT LIST

| | | | | | | | | | |
|-----|-----|-----|-----|------|------|------|------|------|------|
| 131 | 421 | 546 | 747 | 842 | 1419 | 1707 | 1740 | 1902 | 2216 |
| 146 | 425 | 644 | 766 | 1021 | 1547 | 1716 | 1741 | 1952 | 2223 |
| 212 | 508 | 651 | 812 | 1028 | 1573 | 1723 | 1809 | 2124 | 2443 |
| 327 | 527 | 720 | 814 | 1321 | 1634 | 1735 | 1821 | 2131 | 2446 |

SANDY DOUGLASS INVITATIONAL

DAVID MAYFIELD (FS 2429), Jacksonville, FL, reports an excellent week of sailing and instruction with Fleet 6 in Deep Creek, MD. While there, he persuaded SANDY DOUGLASS to lend his name to the new "SANDY DOUGLASS INVITATIONAL REGATTA."

The series will be held September 18-19 in Jacksonville with two races on Saturday, and one early Sunday morning. Trophies will be awarded.

For more information, please contact DAVID MAYFIELD, Suite 1540, Atlantic National Bank Building, Jacksonville, FL 32202.

DISTRICT REGATTA BUDGET

Many of you are "volunteered" to serve as chairman of a regatta. Whether the regatta is District, Regional or National in scope, many begin planning not knowing how much will be spent, how many boats will attend, and what to charge per boat.

We worked with ANNE FABER (FS 2846) of New York City as she made plans for the Greater New York District and Northeast Regional Regatta. ANNE has promised to share her thoughts about budgeting for a regatta.

We think this would be an excellent contribution, and we look forward to hearing more from ANNE.

(continued next page)

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Phone: 301/263-3261

Secretary Sez: *(continued from page 3)*

SECOND CHAMPIONSHIP OF CHAMPIONS

As we told you last month, the second annual Championship of Champions Regatta will be held at Lake Carlyle, IL Oct. 14-17. The series will be sailed in Y-Flyers and will be hosted by the Y-Flyer Yacht Racing Association. The boats, all provided with new sails, will be available through class auspices.

We hope the 1976 Flying Scot North American Champion will compete in this regatta. All of us who worked on the first Championship series this past March in Pensacola, recall the exciting experience we had as host. We are looking forward to the continuation of this excellent program which brings so many one design class sailors together to share experiences and ideas.

The time is almost upon us to be packing for the 1976 North American Championship Series at Lake Norman Yacht Club in Denver, NC. We are excited about the trip and look forward to seeing many FSSA members there. Reports received by phone and by mail indicate a large turn out.

See you there.

TROPHIES



Martingale trophies feature the engraving of the Flying Scot sailplan in sharp and crisp detail. A large selection is available - pewter, silverplate, plaques, half models, glassware. Write for 1976 catalog and sample.

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Regatta Schedule

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.)

Aug. 14-15—Fleet 95 Annual Invitational Regatta, Lake Minnetonka, Minneapolis, Minn.
 Aug. 16-20—Flying Scot North American Championships, Lake Norman Yacht Club, Charlotte, N.C.
 Aug. 22—Racine Yacht Club Open Regatta, Lake Michigan, Racine, Wis.

Sept. 3—Annapolis to Galesville Chesapeake Bay Racedown

Sept. 4-5—West River Sailing Club Regatta, Galesville, MD

Sept. 11-12—Harvest Moon Regatta, Atwood Yacht Club, Atwood Lake, Ohio.

Sept. 11-12—Walter Collier Regatta, Washington, D.C. Sailing Marina.

Sept. 11-12—Annual Wolverine-Hoosier Hot Scot Regatta, Huron Portage Yacht Club, Portage Lake, Pinckney, MI

Sept. 18-19—President's Cup Regatta, Washington, D.C. Sailing Marina

Sept. 18-19—Ohio Districts, Jolly Roger Sailing Club, Toledo, Ohio

Sept. 18-19—Glimmerglass Regatta, Otsego Sailing Club, Cooperstown, NY

Sept. 25-26—Fleet 23 Open House Regatta, White Rock Lake, Dallas, TX

Oct. 2-3—VISA Yacht Club Invitational Regatta, Smith Mountain Lake, Virginia

Oct. 16-17—Annual Barefoot Open Regatta, Lake Lanier, Atlanta, Ga.

Oct. 23-24—Cav-Oil-Cade Open Regatta, Port Arthur Yacht Club, Lake Sabine, Tex.

Nov. 5-7—Wurstfest Regatta, Lake Canyon Yacht Club, Canyon Lake, Tex.

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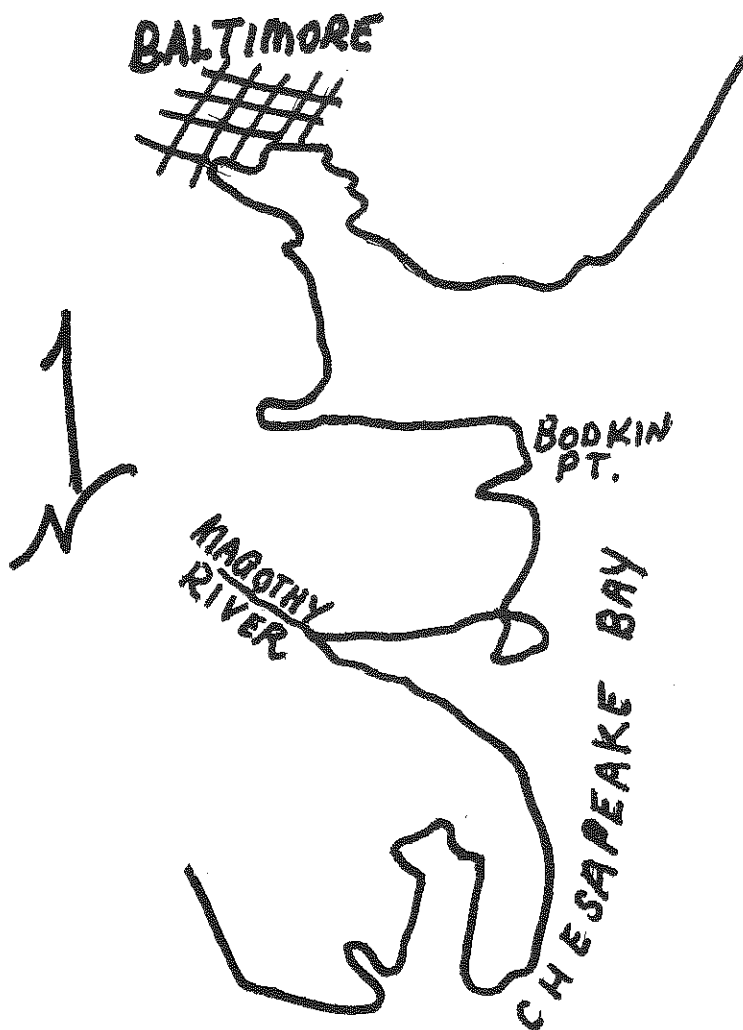
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Where Quality is a Tradition



By JAMES L. ANDREW

The weather forecast for Memorial Day weekend in Baltimore was gloomy—a low pressure area was moving in from the southwest bringing strong southeasterly winds, clouds and rain Saturday and Sunday with improving conditions Monday. The overnight cruise I planned to take in the Flying Scot was to start Saturday morning, and it did when my wife requested my presence at home on Monday in rather definite terms.

My plan was to sail from the mooring at the western end of the Magothy River, east five miles to Chesapeake Bay, six miles north to the Patapsco River and thirteen miles west into Baltimore's inner harbor. I would spend the night in a small river off the Patapsco and return to the mooring on Sunday. My friend Bill had other obligations, so it was to be a solo cruise.

Preparations included making a list of things to take which was lengthened and shortened several times. The final items taken were just about right with only a few things, like the air pump, to be left behind next time. A menu was thought out and supplies were

Solo Cruise Prov

Memorial Day Trip

Go to club Friday nite—load boat
Start early Saturday morning
Destination—Baltimore harbor
Explore creeks along way
Anchor out for night—find a good cove
Use telephone to call club or home
Head back to club on Sunday
Calculate distance on chart—figure six knots

gathered out of the family larder in enough quantity to feed two or three people rather than just one. I eat a lot, but there was food left over after this trip. The lists were invaluable when the last minute crunch of loading everything into the car came. By checking things off, I didn't waste a lot of time agonizing over what to take or wondering what had been forgotten. If it wasn't on the list, then it didn't go along.

MENU PLANNING

The menu was prepared with several thoughts in mind. I wanted a hot meal on Saturday night, and there was no refrigeration. With such a short trip spoilage was not a problem, and the hard boiled eggs and salami survived perfectly. Cold milk for cereal was carried in a steel vacuum bottle which was so efficient the milk was still cold Sunday afternoon, 40 hours later. For cooking, I used a wick type alcohol burner which will boil a quart of water in less than five minutes and is about the size of a coffee can.

Friday night was a scramble to pack everything into the car, drive to the boat (after a short stop at the grocery store) and ferry the supplies aboard after kissing the family good-bye and sending them home shaking their heads. I fooled around with the running lights for a while before deciding to bed down at the mooring and leave at dawn the next morning. Out came the air pump to blow up the mattress. It will stay home next time because lung power worked quicker and easier. The air mattress went on the floor of the boat with a polyester sleeping bag on top. The cockpit rain cover was rigged to keep the dew and threatened rain off, and I snuggled in for a good night's sleep. After a few false starts, spent readjusting the dinghy so it wouldn't bump, and getting my 6'4" arranged on a short mattress, I slept soundly and comfortably. My head and shoulders were under the aft deck and the rest stretched along the port side of the centerboard trunk. One can't sit up abruptly in the middle of the night, but otherwise it is a good arrangement.

es Scot Versatile, Dependable

At 6 a.m. Saturday, the boat and I were enroute to Baltimore. The Flying Scot is an excellent self-steering craft if you keep your head on tight with regard to wind strength and safety. She will sail away if you unexpectedly go over the side. But with a mild steady breeze, I put a boat cushion under the tiller and cleated down the sheets, freeing myself to eat breakfast with both hands, or finish stowing some of the gear away. The boat sailed, and I went along for the ride most of the way down the Magothy until increasing wind and the upcoming rougher waters of the Bay made some changes necessary. A double reef was rolled into the mainsail, and the rain cover was rigged over the cockpit with the hook on the aft end so that it could be unhooked easily when coming about. I rigged the cover to minimize the amount of spray coming into the boat. It worked surprisingly well with spray running off into the seat drains and my legs and lap dry and cozy under the cover.

We cleared the entrance to the Magothy at 8:30 and headed north up Chesapeake Bay. It was cloudy with a brisk wind blowing from the east, so we had a swift reach up the Bay under delightful conditions. The waves abated once we cleared the inlet, so the rain cover was rolled up and the self-steering set. A large merchant ship steamed up the channel a mile to the east and disappeared toward Baltimore.

DELIGHTFUL PLANING RUN

We rounded Bodkin Point with the wind from astern and commenced a delightful, sometimes thrilling, hour-and-a-half planing run into the harbor. The Bethlehem steel mills to the north were dumping cars of hot slag which looked like fiery candles in the haze, and a mammoth super tanker was on the ways at the shipyard. The tanker looked like a long mountain even from a distance of two miles. The new outer harbor bridge was visible for a long way, and it looked as if no work was being done until I came close enough to see tiny figures walking along the topmost beams of the structure. The passenger ship *Carnavale* was coming out under the bridge just as we were going in, but she gave us plenty of room.

The abandoned island, Fort Carroll, was intriguing with its gaping iron gun port shutters and stone walls, but the seas and wind were too blustery to attempt a landing at the dilapidated pier. Also a big sign said, "Private—Keep Out—Guard Dog." The route to the inner harbor took us past several anchored ships with containers stacked so high it seemed impossible not to lose some overboard in rough weather. A number

of ships were in drydock for repairs, and others were loading or discharging cargo. We finally reached the inner harbor and saluted the U.S.F. *Constellation*, famous American sailing warship.

After lunch the rain began, and the wind picked up. Of course, the only way out was to beat back against the wind. My foul weather gear and boots kept me dry, and the cockpit cover kept the boat dry. Halfway out I lowered the jib and put another reefing roll in the main because the wind was really blowing. It also was raining so hard that the waves were being flattened, so the boat moved quickly. The Marine Police came by towing a motor boat in and warned (via bullhorn) that small craft warnings (winds up to 33 knots) had been posted. They disappeared into the rain astern as we headed for Stony Creek and ducked in behind a protective curve of land which took all the force out of the wind and left the water smooth.

SNUG BERTH

It was still raining, so after dropping the anchor, I rigged the mainsail as an over-the-boom awning with the foot of the sail stretched fore and aft along the port side and the remainder tied off to starboard. It worked perfectly, and, after rigging a few drip catchers, I sponged the interior dry. Soon the stew was simmering on the stove. My dishpan hands got dried off by the heat, and I enjoyed that hot meal to the fullest. After supper it was time to hit the sack, so out came the air mattress and sleeping bag, and I was soon lulled to sleep by the sound of the falling rain.

It rained all night, but no water came into boat. The sail was an effective rain cover, although it was wet to touch on the inside. The next morning was cloudy with strong winds which diminished as we sailed down the Bay to the Magothy. The last leg up the Magothy to the mooring was a slow dull run. Give me lots of wind any day. A power boat wake made me drop my pad of paper over board as I steadied the boom, so the boat looked like laundry day as we made the final few miles with sheets of yellow paper drying everywhere.

The boat glided up to the mooring at 2:30 and soon all the papers were picked up and the gear unloaded. It was a successful cruise, proving once again how versatile and dependable the Flying Scot is. What a boat.

Editor's note: James Andrew is 34 years old, married with two children and one on the way. A Scot owner for three years, he has been sailing up and down the east coast for 13 years.

New FSSA Members

| Zip | FS# | Fleet | Dist. | Name | Address | City | State |
|------|-----|-------|---------------------------|----------------------|----------------|------|-------|
| 117 | 83 | MID | John D. Coad | 19 Greendale Drive | St. Louis | MO | 63121 |
| 135 | | CAP | Robert J. Baummer | 3509 White AVE | Baltimore | MD | 21214 |
| 479 | 37 | OH | Fred M. Baker, Jr. | 4603 Sandy Lane | Columbus | OH | 43224 |
| 541 | | M-O | Jerry Bakke | 1872 Walnut | Muskegon | MI | 49441 |
| 644 | | NE | E. Stanley Corneille, Jr. | 4 Terrace ST | Randolph | VT | 05060 |
| 806 | 59 | PR | Jack Barcus | 2652 S. Trenton | Tulsa | OK | 74114 |
| 835 | 3 | MID | Donald Hanigan | 310 Central | Wilmette | IL | 60091 |
| 1148 | | NE | Gary Walker | 10 Westchester DR | Westwood | MA | 02090 |
| 1190 | 41 | M-O | Stephen D. Redman | 2212 Virginia | Midland | MI | 48640 |
| 1280 | | CAR | G. F. Kirkland III | D-30 Carolina Apts. | Carrboro | NC | 27510 |
| 1287 | | GF | E. Randall Ricketts | 612 Weber Bldg. | Lake Charles | LA | 70601 |
| 1596 | 91 | GF | James D. Davis | P. O. Box 1431 | Alexandria | LA | 71301 |
| 1597 | 44 | MID | Van B. Hooper | Box 9 | Ephraim | WI | 54211 |
| 1733 | 79 | GF | Bill Leggett | 1036 E. Railroad ST | Gulfport | MS | 39501 |
| 1804 | 79 | GF | John Galloway | 403 Second ST | Gulfport | MS | 39501 |
| 1815 | | MID | Acton Reavill | RFD 3 | Wausau | WI | 54401 |
| 2689 | | CAP | S. Quay Jamison | 218 Narragansett DR | McKeesport | PA | 15135 |
| 2759 | | GNV | Harvey Katz | 338 Helena AVE | Yonkers | NY | 10710 |
| 2779 | | NE | Allan C. Hirsch | Heater RD at RT 120 | Lebanon | NH | 03766 |
| 2807 | | NE | Stewart B. Clifford | 120 East End AVE | New York | NY | 10028 |
| 2808 | | NE | William P. Ellison | 138 Powder Point AVE | Duxbury | MA | 02332 |
| 2823 | | NE | Freeman Boynton | Box 7 SHS | Duxbury | MA | 02332 |
| 2837 | 3 | MID | Robert W. Holland | 1015 Wilmette AVE | Wilmette | IL | 60091 |
| 2838 | 3 | MID | Boris Znamenski | 637 Le Claire AVE | Wilmette | IL | 60091 |
| 2839 | | MID | John U. Woulfe | 15965 Ellis AVE | S. Holland | IL | 60473 |
| 2852 | 15 | M-O | Joseph T. Sobota | 2312 Glenwood DR | Kalamazoo | MI | 49008 |
| 2870 | | CAP | Daniel Joseph | 254 Glenview DR | New Kensington | PA | 15068 |

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The Fleet's In

OHIO DISTRICT'S MEET SEPT. 18-19

After several false starts, the Ohio District Championship has been set for Sept. 18-19 at the Jolly Roger Sailing Club in Toledo, Ohio.

We would like to welcome Fleet 34, our newest member of the District, as well as Fleet 80 which will be in our District by September.

We will have trophies for visitors in addition to those awarded for the District; so everyone is welcome.

Details will be mailed to Ohio District members and fleet captains of nearby fleets. For more information call Terry Kilpatrick at Customflex 419/536-4693, Dave Sullivan at 419/693-8714, or Jack Huling at 614/882-4591.

JACK HULING
Governor—Ohio District

37—EHMAN TOPS BUCKEYE

Tom Ehman, Huron Portage Yacht Club, topped a fleet of 27 Scots to win the Buckeye Regatta, May 22-23, at Hoover Yacht Club, Westerville, Ohio. Fleet 37 was regatta sponsor.

Ehman and crew Rick Lyons, Junior North American Sunfish Champ, sailed a nearly perfect 1-2-1 series under beautiful spring Ohio skies and winds varying from 5-15 mph.

Following close behind Tom was Jack Seifrick, and crew Jean, with 2-4-3 finishes. Jack is a member of the host club.

Fred Meno of Leatherlips YC, Columbus, Ohio, with crew Mary and Debbie, placed third with 6-1-5. Rounding out the top four trophy winners was Jack Seifrick, Jr., and crew David O'Donnel with a 10-6-2 record.

Other clubs represented at the regatta include Atwood YC (Ohio), Berlin YC (Ohio), Cowan Lake (Ohio), Jolly Roger Sailing Club, Toledo, and Clear Lake YC (Indiana), the newest member of the Ohio District.

CHARLES ROWLAND

67—WURSTFEST REGATTA, NOV. 5-7

Flying Scot Fleet 67 invites all Scot sailors to the annual Wursthfest Regatta sponsored by the Lake Canyon Yacht Club, Nov. 5-7, with tune-up race Friday, Nov. 5.

Races will be held Nov. 6-7 on Canyon Lake between San Antonio and New Braunfels, Texas.

For more information contact Bob Killian, 14810 Willow Bend, San Antonio, TX 78232. Telephone: 512/826-8631 or 494-6616.

BOB KILLIAN



Buckeye winners—(l-r) Jack Seifrick, Jr., and crew David O'Donnel, Jack and Jean Seifrick, Tom Ehman and crew Rick Lyon, Mary, Fred, and Debbie Meno.

108—SCHULTZ WINS SAYRA MEET

The South Atlantic Yacht Racing Association held its first regatta, May 1-2, at Lake Norman Yacht Club near Charlotte, NC.

The first race started with winds of 18-22 mph. Hal Walker (171) won, followed by Dick Schultz (1885), Kirk Kirkland (1280), and Joe Lipe (1013). Kirkland had a fifty yard lead around the Olympic course until the final leg.

The second race had winds of 18-23 mph with some gusts up to 25 mph. Schultz led all the way followed by Lipe, Merritt Head (2140) and Kirkland. Walker dismasted Bert Allan and withdrew from the race.

Sunday brought sunshine and no wind. The boats were towed out at 10 a.m.; but the race committee called off the race at 12:30 p.m.

FINAL STANDINGS

| Skipper | Race 1 | Race 2 | Points |
|---------------------|--------|--------|------------------|
| 1. Schultz | 2 | 1 | 2 $\frac{3}{4}$ |
| 2. Lipe | 4 | 2 | 6 |
| 3. Kirkland | 3 | 4 | 7 |
| 4. Head | 6 | 3 | 9 |
| 5. Peterson | 5 | 5 | 10 |
| 6. Wilt | 9 | 6 | 15 |
| 7. Crowe | 8 | 8 | 16 |
| 8. Singletary | 11 | 7 | 18 |
| 9. Walker | 1 | DNF | 19 $\frac{1}{4}$ |
| 10. Robinson | 10 | 11 | 21 |

109—GLIMMERGLASS REGATTA SET

The Ostego Sailing Club is holding its annual Glimmerglass Regatta, Sept. 18-19, open to all Flying Scots. Last year over 80 boats, including 20 plus Scots, participated in the five-race series.

This is class boat competition. For details write: Larry Blackhurst, 71 S. 4th Ave., Ilion, NY 13357

LARRY BLACKHURST

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(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 2182—1973—Jib, mainsail, heavy weather anchor, cockpit cover. White hull with off white deck. Motor bracket and GHP Virgin Johnson. Price: \$3,500. Moriches Bay, Long Island, NY; James F. Finlay, P. O. Box 383, Remsenburg, NY 11960.

FS 1908—Customflex—White hull, white deck. Boston main and jib; cover; Pamco tilt trailer. Price: \$3,200. Bill Cushing, 4945 Whistlewood Ln., Westerville, OH 43081. Telephone: 216/882-0247.

FS 2698—White hull, white deck, red, white, blue boot; dry sailed, stored in carport, guaranteed new condition. Schreck sails, spinnaker-full race equipped-anchor lines, jackets, compass, whisker pole, ladder. Heavy duty Pamco trailer with spare. Price: \$3,800. K. L. Miller, 4929 Biscoe Rd., Memphis, Tenn. Telephone: 901/683-6959.

FS 834—Customflex—One suit of sails. One spinnaker. White deck, hull. Outboard bracket. Trailer. Price: \$2,000. H. L. Browns, 2145 Bennett Ave., Evanston, Ill. 60201. Telephone: 312/328-1147.

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 \$16.56 per hinge (\$16/hinge, 56¢ postage). 15% discount for 5 or more units ordered at same time: VIZ; 5 for \$68.00 plus postage. Money back guarantee.

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131 sq. ft. "storm" 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 \$255.00 plus postage. Numbers extra. Money back guarantee if returned 7 days after you receive them. *Battens, bag included, of course.

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Douglas Single-End Winch Crank

*Prices include postage: 1—\$1.24, 2—\$2.34, 3—\$3.45.

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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 95,000 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 63¢, incl. postage.*

*For prompt mailing, please send your check to:
J. C. Jones, III, 56 Hawes St., Brookline, Mass 02146.

FS 2767—Douglass 1975—Like new-Schreck main and jib; Galvanized tilt trailer; White hull and deck; reasonable offer. Bill Richards, 2190 St. James Blvd., Gulfport, Miss. 39501. Telephone: 601/896-5644.

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- 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
- 44—EPHRAIM, WISCONSIN—Eagle Harbor, Green Bay
- 47—EGG HARBOR, WISCONSIN—Green Bay (s)
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- 68—MADISON, WISCONSIN—Lake Monona
- 70—ROCHERT, MINNESOTA—Cotton Lake
- 83—CARLYLE, ILLINOIS—Lake Carlyle
- 88—IOWA CITY, IOWA—Lake Macbride
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- 115—RACINE, WISCONSIN—Lake Michigan
- 120—OSHKOSH, WISCONSIN—Lake Winnebago
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5916 Sandhurst, Apt. 125
Dallas, TX 75206

- 23—DALLAS, TEXAS—White Rock Lake
- 32—HOUSTON, TEXAS—Galveston Bay
- 51—SEABROOK, TEXAS—Galveston Bay
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- 69—AUSTIN, TEXAS—Lake Travis
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- 15—KALAMAZOO, MICHIGAN—Gull Lake
- 16—DETROIT, MICHIGAN—DETROIT YC
—Lake St. Clair
- 17—GROSSE POINT SHORES, MICH
—G. Pt 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
- 113—TRAVERSE CITY, MICHIGAN—Elk Lake

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Governor: JOHN HULING
677 Winmar Pl. South
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- 4—MANSFIELD, OHIO—Clear Fork Lake
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- 14—SPRINGFIELD, OHIO—Kiser Lake
- 19—CANFIELD, OHIO—Berlin Lake
- 26—TOLEDO, OHIO—Maumee River
- 34—RAY, INDIANA—Clear Lake
- 37—WESTERVILLE, OHIO—Hoover Reservoir
- 65—DELLROY, OHIO—Atwood Lake

GULF DISTRICT

Governor: MICHAEL S. JOHNSON
104 Ferry Rd.
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—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. Andres Bay
- 79—GULFPORT, MISS.—GYC—Mississippi Sound
- 85—MONTGOMERY, ALABAMA—Lake Martin
- 87—PENSACOLA, FLORIDA—Pensacola Bay
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—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
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- 102—FAIRHOPE, ALABAMA F.Y.C.—Mobile Bay
- 111—ATLANTA, GEORGIA—Lake Lanier
- 112—RIVER CITY SAILING ASSO.—Arkabutla Lake, Miss.
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- 77—MENAUAHANT, MASS.—Vineyard Sound
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- 64—BALTIMORE, MD.—Middle River
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- 86—BALTIMORE, MARYLAND—Magothy River
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