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Volume XIV
Number 3

SCOTS

n' water



Gordy Bowers, Mid-Winters Champion

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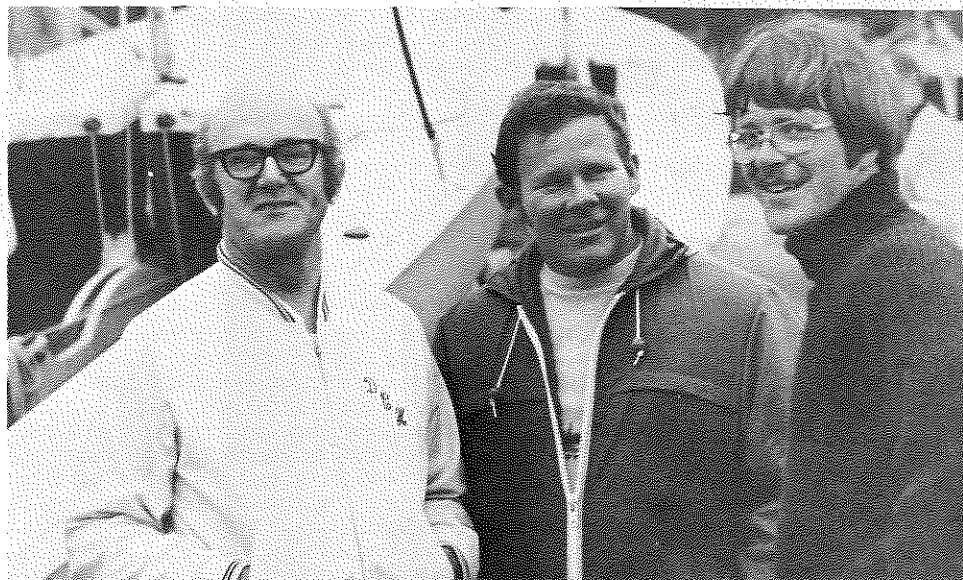
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MEASURER, SAILMAKER, BOAT BUILDER — Waiting for the fog to clear are measurer Don Hott, sailmaker Al Schurr, and boat builder David Bell.

Measurer Sez:

Check Flotation Straps

From time to time, stories are circulated about flotation becoming dislodged following a capsize of a Scot. In almost every instance, the flotation had been removed by the owner and had been reinstalled with inadequate fastenings. In only a few instances had it been a builder's defect.

When you get ready for the spring overhaul and launching, check the installation of the flotation. Remember, in case of a 90° lay-over, with water in the hull, the entire weight of the boat, and possibly the crew as well, is being supported by the submerged flotation, which is no more secure than the straps holding it in place.

In case of a 180° turtling, the entire weight of the boat, and possibly the crew, will be supported by those straps. Too many owners consider the only purpose of the straps as holding the blocks of flotation up under the side decks. One owner even reinstalled his with duck tape, which held the blocks in place nicely, until a capsize, and the flotation came out.

The present Specifications for builders require, for each of the four sections of foam, the following:

Three transverse strips of fiberglass mat and cloth [5" X 22"] plus an end strip [5" X 22"] fore and aft on each side of the boat, for a total of twelve transverse strips and four end strips.

Older boats may not have the end strips, which keep the blocks of flotation from moving fore and aft. They should be added if there is any looseness in the fit of the blocks. Check the strips for adhesion to the boat and for their general condition. Rope, wire, or narrow straps are never adequate. The styrofoam is soft, and these will eat their way completely through the block.

We intend to check the installation of the flotation at the NAC this year. You owe it to yourself, your crew and the crash boats trying to rescue you to have securely attached flotation in your Scot.

Good Sailing,
DONALD C. HOTT,
Chief Measurer

Bowers Tops Mid-Winters

By DICK ELAM

Gordon Bowers. That's a new name in Flying Scots.

Call him "Gordy." He sails from Minneapolis, Minn. Gordy makes sails, races Flying Dutchmen and E-Scows, and is good enough to coach and tune-up the American Olympic entry in the Flying Dutchman.

Gordon Bowers also won the Mid-Winters Flying Scot Championship sailed in Panama City March 5.

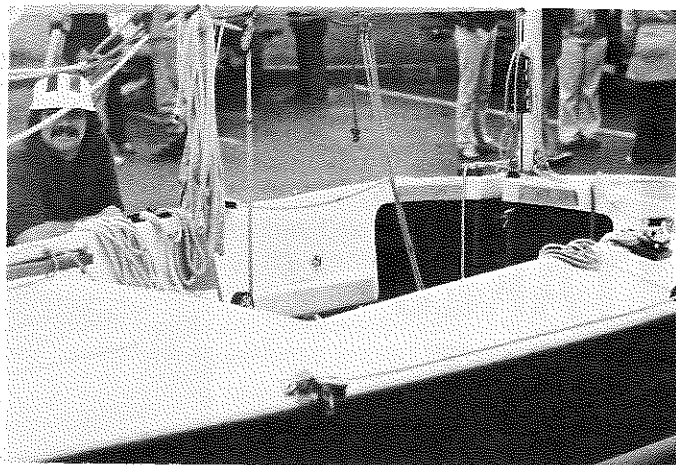
Winds, fog, and thunderstorms reduced the number of races to only two. Gordy finished second in the first race, then first in the second race.

That put Bowers five-and-one-quarter points ahead of Tom Whitehurst of Pensacola. And Whitehurst was three-quarters of a point ahead of Marc Eagan from Bay Waveland, Miss., the defending champion. Eagan won the first race, but finished seventh in the second.

The third and final race never materialized. The race committee waited out fog on Sunday morning. When the fog lifted, the committee announced a race, but then the thunderstorms visited Panama City.

The 10 a.m. Sunday morning race, postponed to 11:30 a.m., was cancelled. That was the fourth of six scheduled races the committee was forced to cancel.

On Thursday high winds, sometimes gusting near 30 knots, caused cancellation of the first qualifying race. A seminar on sailing (to be reported next issue) was held. Then on Friday, fog settled on St. Andrews Bay, forcing cancellation of the next two scheduled



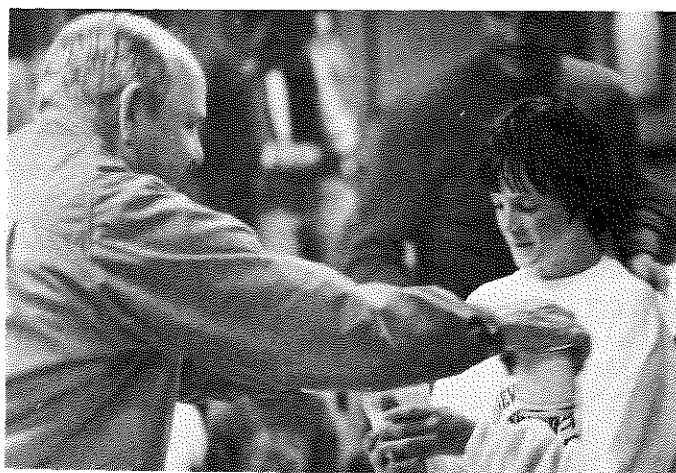
WINNING BOAT AND CREW — John Gleuk smiles from the port side of "Good Grief," the winning Scot. Note that the Bowers' Scot leads the jib through a Harken ratchet block mounted on the deck behind the jib lead, turning into a metal cam-action cleat. Spinnaker sheets are led from a block aft, through a fairlead and into a metal cam-action cleat.

qualifying races. (After two days without racing, one skipper passing from the bar observed "if we don't get to sail soon, we are all going to be alcoholics.")

To decide who qualified for the Championship, the race committee let skippers select their fleet, reserving the right to promote "sandbaggers" to the tougher series. Of the 51 entries, 32 chose to sail in the Championship, while 19 opted for the Challenger series. Had the qualifying races been held, the Championship fleet would have been 55 percent of the entries, or 28 entries.

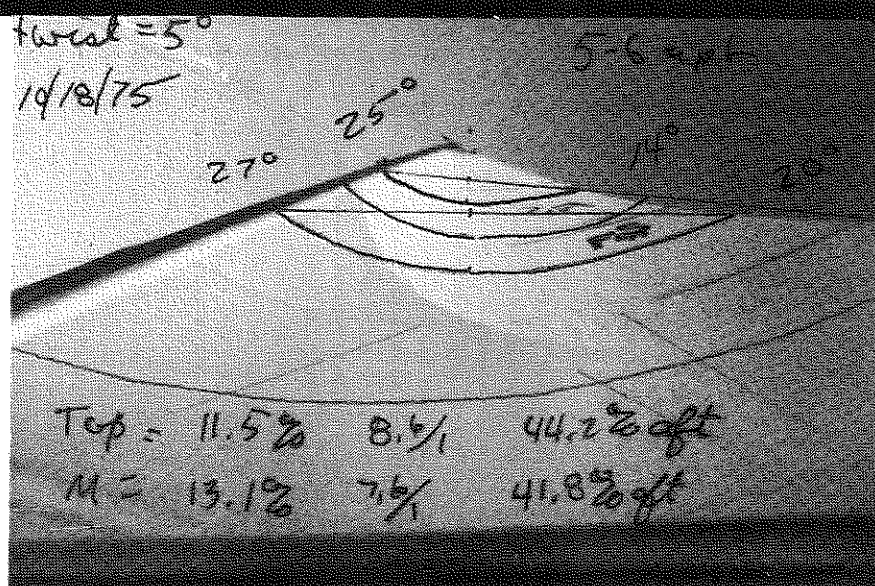
CHAMPIONSHIP DIVISION

Skipper	Boat	Races		Total
		#1	#2	
1. Gordy Bowers	2518	2	1	2 3/4
2. Tom Whitehurst	2597	5	2	7
3. Marc Eagan	GYA 93	1	7	7 3/4
4. Jack Laird	GYA 65	6	6	12
5. Kelson Elam	1198	10	3	13
6. Gene Walet	2623	4	9	13
7. Click Schreck	3001	3	14	17
8. Buzzy Heausler	2093	12	8	20
9. Tom Ehman	2835	8	12	20
10. Cam Bahn	2395	16	4	20
11. Neil McMillan	2062	21	5	26
12. Greg Reardon	GYA 170	9	20	29
13. Paul Schreck	1901	13	16	29
14. Ken Kleinschrodt	1812	19	11	30
15. Harry Chapman	2092	11	19	30
16. Mike Douglas	GYA 61	15	17	32
17. Doug Sansom	1939	22	10	32
18. Randy Miller	GYA 60	24	13	37
19. E. Wm. Sharp	2172	14	23	37
20. George Haynie	GYA 14	17	22	39
21. Jack Seifrick	1629	25	15	40
22. Randy Santa Cruz	2195	18	29	47
23. David C. Bell	2772	20	28	48
24. John Heath	2905	23	27	50
25. Floyd Davis	2282	27	24	51



REGATTA CHAIRMAN Allen Douglas presents trophy to Bowers' other crew member, young David Warner of Panama City, who weighs a whopping 78 pounds. Bowers watches in background.

BOWERS SAILS TAKES FIRST AT SCOT MIDWINTERS



HERE'S A SAMPLE of our homework in defining our sail shapes including entry angles, exit angles, percentage of draft position and draft ratios. This data, gleaned from hours on the water, plus staff analysis, using traditional and computer programming, gives us winning sail designs produced by Bowers Sails.

Following a three-year period of exhaustive design research in producing winning Flying Scot sails for local competitors, Gordy Bowers of Minnetonka, entered his first national championship regatta of this class and took a first and second in the two-race series.

According to Bowers, the overall wins at the 1977 Midwinters Regatta, held at the St. Andrews Bay Yacht Club, Panama City, Florida, simply proves the analysis of pictures taken from inside and outside the boat, combined with local fleet racing results, and the

knowledge gained from 10 years of sail making for scows produces winning sail speeds.

The Bowers all-weather, hard finished yarn tempered mains and jibs combined with the all white, low stretch, cross cut Dynac spinakker provides a suit of winning sails for all Flying Scots.

(Competitors, take note:) The picture analysis above is two years old, but now that we have the winning patterns, anyone can sail faster with a suite of Flying Scot sails from Bowers.



YOUR
RACE
IS
IN
OUR
BAG

MAIN	All weather, yarn tempered dacron including window, battens, Cunningham grommet numbers and bag.	\$275.00
JIB	All weather, hard finished dacron including window, and bag.	\$125.00
SPINNAKER	All white, low stretch cross cut Dynac including numbers and bag.	\$195.00
	Two claw brummers.	\$4.00

FLYING SCOT ROYALTY TAGS INCLUDED ON ALL SAILS

NAME _____

ADDRESS _____ CITY _____ ZIP _____

PHONE _____

SAIL NUMBERS _____

COLORS

(For numbers and insignia check preference)

☐ RED ☐ BLUE ☐ BLACK

TERMS:

One half the cost of sails ordered should accompany the order. When completed, the sails will be shipped C.O.D. for the balance and shipping charges. If you prefer, send the check for full payment with the order and we will send your completed sails prepaid.

WRITE OR CALL COLLECT

BOWERS SAILS, INC.

14916 MINNETONKA BOULEVARD

MINNETONKA, MN. 55343 PHONE (612) 933-6262

. . . race by race results

Gordon Bowers sails a black-hulled boat with purple stern letters that read "Good Grief."

For Bowers it was good. He finished second and then first. Bowers never reached any mark in any place lower than fourth, and Tom Whitehurst was the only competitor who didn't finish sixth or worse in one of the two races. Whitehurst took fifth in the first race, and then finished second.

FIRST RACE

Wind blew from the north, and if you looked inland you could get some indication of direction and velocity by watching the white smoke from the Panama City paper mill. The smoke was not rising much, and from a crew's viewpoint, the wind was 12 to 14 knots.

Approaching the windward mark the fleet found that winds shifted near the shore. Scots on the left side of the course got a lift near the mark, more pronounced for those on the inside of the lift.

That lift found Bowers sailing on the outside of the lift, but near the front. Bowers stayed starboard for about a quarter of the first leg, and then tacked port on a header. When the wind shifted, Bowers was lifting on port, but boats inside lifted higher. For example, Harry Chapman had equipment trouble 30 seconds before start. The boom came loose at the gooseneck. The Chapmans dropped back, repaired, and then picked their way across to the favored side, starting last, but rounding sixth. Bowers was also sailing patiently waiting for a shift that would let him sail for the windward mark. When he tacked to starboard, there was a slight shift, making it impossible for Bowers to round on that tack. "I should have held port for a few more boat lengths," Bowers said. He still rounded in second, just ahead of Click Schreck.

On the next beat to windward, the winds lightened, and Bowers lost ground first to Click Schreck, and then to Gene Walet from New Orleans. "I didn't loosen my sails (for the light wind), and we weren't hauling (to windward) the lazy sheet," Bowers remembers.

Marc Eagan, the defending champion, sailed around in first place, and held to win the race.

Bowers picked up Walet with an inside position at the windward mark. He set his spinnaker to leeward while others jibed. (Bowers explains that he tries to take his chute down to weather in anticipation of the fifth — downwind — leg of an Olympic course.) Bowers observed that the leaders jibed into a hole (light wind) giving him a chance to move into second place.

The winds freshened, and Tom Whitehurst charged up the middle of the course to move from around tenth to fifth. Tom reported he made ground by tacking on every shift, passing Kelson Elam, then Greg

Reardon, next Tom Ehman, Paul Blonski (who got forced about at the finish line), and finally, Jack Laird. Click Schreck, sailing brand-new 3001, finished third ahead of Walet in fourth.

SECOND RACE

Grief arrived as the fleet sailed out to the start. Rains fell again for the second time. Wind blew from the north, but swung to the east under a high overcast. The rains quit before the start. Sandy Douglass estimated winds at eight knots.

Bowers "went out of the blocks" with Whitehurst to weather and Eagan to leeward. He held his speed and sailed free from their cover. Bowers said he didn't want to sail too far to the left, and his decision paid off. The leader on the left side of the course, Kelson Elam, found himself being lifted to the mark, and then, as the shift became more pronounced, overstanding the windward mark. Bowers was in good position when the shift arrived, and he sailed around in third place behind Whitehurst.

When the fleet rounded the leeward mark and started back to windward for the second time, Tom Whitehurst had moved into first place, and Bowers was second. Jack Laird from Panama City, a former North American Scot champion, sailed in third, and Elam was fourth.

Winds freshened going to weather for the second time. Elam passed Laird, while Bowers stood to the left of the course, Whitehurst loosely covering in the middle of the course. But at the weather mark, the winds lightened, then freshened first on Bowers. He lifted to the mark, crossed Whitehurst, and then took a lead he never relinquished. Whitehurst rounded close, while Elam rounded three boat lengths behind.

Elam jibed and tried a windward set of his chute, but the spinnaker wrapped, and the leaders pulled away while the crew went forward to pull the foot and free the wrap.

Bowers took a loose cover on Whitehurst, who tacked to starboard to free himself. Elam rounded the leeward mark, took a short port tack, and then came about on a line that led to the leeward, but longer, end of the line. Bowers stayed between the two to win. Elam made up distance, but lost to Whitehurst at the finish by less than a boat length. Cam Bahn finished fourth, followed by Neil McMillan. Both passed Laird, who took his second sixth — good enough for a fourth place in the regatta.

Bowers sailed with John Gluek of Minneapolis. John works in the Bowers sail loft and crews often for Bowers. Added crew was young David Warner of Panama City, who weighed in at 78 pounds.

Secretary Sez: New or Old Scot Still Competitive

By HAL MARCUS

Betty Smith of St. Andrews Yacht Club in Panama City (serving her sixth year as chairman of the Flying Scot Midwinters registration committee), told me as I checked in that Bill Sharp (FS 3) of Alexandria, Virginia, was registered for the Mid-Winters.

Knowing Tom Ehman had brought his new Flying Scot 3003, my first thought was that one of the oldest and one of the newest Flying Scots would be competing.

As it turned out, Bill had chartered a boat for the Mid-Winters; but he assured me that FS 3 would be at the North American Championships at Lake Charlevoix, Michigan, in August, adding interest to the 1977 NAC.

We look forward to Tom Ehman bringing FS 3003; and with the rapid building of Flying Scots, we hope that FS 3103 also will be among the boats at Lake Charlevoix.

A WET MID-WINTERS

The Mid-Winters were plagued by very high winds (or no winds at all), much rain, and fog.

No races were sailed in the Elimination Series, and the fleet was divided by a system used by the Snipe fleet in Wichita, Kansas.

The Regatta Committee and FSSA Executive Committee picked twenty of the fifty-one skippers for the Championship class, asking others to use their own best judgment in volunteering for either the Championship or Challenger Division.

The skippers discussed the decision among themselves, and there were no dissenting comments. You may wish to use this system, if ever caught in the same situation.

SEMINAR, MOVIES AND SLIDES ADD INTEREST

Mike Johnson (FS 1432), FSSA Treasurer, held a sailing seminar Thursday afternoon when racing was canceled.

Panelists were: Gene Walet, former Mallory Cup and Lightning Champion who has been active in FSSA since sailing in the 1975 Race of Champions; Paul Schreck, many-time Scot Champion and sailmaker; Larry Kline of Boston Sails, active in Thistle and Highlander classes and current Highlander Champion; Al Gooch, active ocean racer and North Sails representative in New Orleans; Tom Ehman, three-time FSSA North American Champion and current USYRU Champion of Champions; and Gordy

Bowers, sailmaker, current E-Scow North American Champion, and third place finisher in the last Championship of Champions.

Some of the questions asked were: "What do Champions look for in their sails?" and "How much rake should there be in the Flying Scot mast?"

Answers were interesting in their detail and varied, since panelists did not agree with one another. Class Champion Ehman said, "Whatever feels and looks good to you."

Ninety-one people attended the seminar.

Friday, after waiting out a rain storm in the morning only to be fogged in with no wind in the afternoon, Al Gooch and Larry Kline set up movies and slides on sailing.

We thank the participants for giving their time and sharing their expertise.

BUMPER STICKER CONTEST

Several interesting entries have been received in the Bumper Sticker Contest.

Finished art work is not needed. Your ideas and suggestions can be translated into the finished product. Winner of the contest will receive a brass Flying Scot belt buckle. Deadline for entries has been extended to April 30, 1977.

FLEET 128 LAUNCHED

Fleet 128 has chartered in Petoskey, Michigan. The fleet sails on both Walloon Lake and Lake Charlevoix, site of our 1977 NAC. Fleet 128's charter captain is Ken Morin (FS 2291), who was one of the active early members of Fleet 111 in Atlanta, Georgia.

Morin helped establish Fleet 128, garnering five charter members.

Tom Walenta is charter secretary. Other charter members are Richard Pajtas (FS 1672), Nayfe Jabara (FS 992) and Fletcher Johnson (FS 2035).

Fleet 128 is anxious to help Fleet 20 with the 1977 NAC.

MYSTERY SCOT 327 FOUND

Loretta and Carlyle (Corky) Ott (FS 1675) write: "You can scratch FS 327 from the list of Mystery Scots. While vacationing in Florida, we visited a marina on Sanibel Island off the coast of Ft. Myers. We noticed a Flying Scot covered and tucked away, but in top condition. The owner of the Marina gave us the address of the owner, and we dropped him a letter."

Owner of mystery Scot 327 is Gene H. Kalal who will soon be retiring in Dayton, Ohio and moving to Sanibel Island. Mr. Kalal states that he purchased number 327 ten years ago from Dwight Matheiry and sailed at Kiser Lake until last year.

The Otts have received a pocket emblem for their detective work and will receive a new lapel pin when Mr. Kalal joins FSSA.

To enter our Mystery Scot contest, find a Scot whose hull number is listed below and send the information to the National Office with the owner's name and address.

This month we add Mystery Scots 2302, 2304 and 2307.

OFFICIAL MYSTERY SCOT LIST

131	527	814	1028	1707	1821	2223
146	651	842	1321	1716	1902	2302
212	720	902	1419	1723	1952	2304
421	747	904	1547	1740	2124	2307
425	766	911	1573	1741	2131	2443
508	812	1021	1634	1809	2216	2446

BERLIN YACHT CLUB IN DANGER

FSSA Fleet 19 asked us to intercede with the US Corps of Engineers to provide some relief to the Berlin Yacht Club. The Corps proposes to lease public land, adjoining the BYC property, to an adjacent marina operator. Berlin Yacht Club feels this action will seriously restrict their operations and eventually eliminate organized sailing from Berlin Lake.

Your FSSA Office contacted US Representative William Stanton, 11th District in Ohio, and Col. Max R. Janairo, Jr., Commander of the Pittsburgh District of the US Corp of Engineers. They have responded and, hopefully, the matter will receive a full review.

FROM THE "WINDMILL NEWS"

In the "Notes from the Editor" in the October/November, 1976, issue of the "Windmill News" we note the following: "The Lake Carlyle Yacht Club of Illinois recently sponsored a 'Championship of Champions' in which various class champions sailed against each other in 'Y-Flyers'."

"Denis Fontain did a very creditable job, finishing 8th of 20, but my winter has been rendered hideous by the fact that the winner was Flying Scot Champion Tom Ehman. Several of my dear friends, who should know better, sail Flying Scots, and are enjoying their victorious triumph to the ultimate. Next year, Denis, you have just one assignment . . . Beat that Scot!"

FLYING SCOT 5 JUST INSURED

WALLY LINEBURGH of Lineburgh and Company, our FSSA approved hull insurance carrier, informs us that Flying Scot 5 has been insured for \$4,100, the same amount that F S 3005 will be insured for. You can sail your Flying Scot all year round for your premium coverage.

During the Mid-winter warm ups in Pensacola, I had the opportunity to talk with John Heath (FS 2905). His brand new boat was being used in the Flying Scot Junior Mid-winters at Fairhope, Alabama in mid-January when it turned turtle and the mast was stuck in the mud. Extensive damage was done to the mast and spars, and Lineburgh and Company paid off immediately.

The insurance protection that Lineburgh offers for your Flying Scot uses the underwriting concept that a total or partial loss to the boat, spars, sails or equipment will be paid on a "new for old" basis. In other words, there is no depreciation taken. Consequently, an older boat has the same agreed amount of insurance as a new boat.

Premiums are based on the four geographical areas listed in the Lineburgh and Company advertisement and on your home port, but you may sail elsewhere without additional premium.

You must be a current active member of FSSA to be eligible for this outstanding insurance policy. Please check it out today.

Wally Lineburgh's Insurance Is Different

1. Every Flying Scot is insured for \$4100 regardless of age.
2. Every Trailer insured for actual cash value up to \$400.
3. Hull, spars, sails, covers and all miscellaneous equipment is included except personal effects.
4. Coverage is "all risk" while racing, day sailing, trailing and ashore year round anywhere in the U.S. and Canada.
5. Reimbursement for loss is "New for Old" with a \$100 deductible. No depreciation taken even on sails and covers.
6. Damage to another boat up to \$4100 applies.
7. Medical payments provided up to \$2,000.

This policy is available in most states where Flying Scots are sailed. Send your Name, address, class sail number, age of boat & trailer, and Home Port. Your premium depends on your Home port location. Select your area. Make your check payable to Lineburgh & Company.

Area 1: \$61.00 per year. Inland lakes and rivers of the U.S. including the Great Lakes and Chesapeake Bay.

Area 2: \$120.00 per year. South Atlantic Coastal and tributary inland waters below the North Carolina/South Carolina state line including Gulf coast.

Area 3: \$89.00 per year. North Atlantic Coastal and tributary inland waters above the N.C./S.C. state line.

Area 4: \$71.00 per year. Pacific coastal waters and inland waters for the states of California, Oregon, and Washington.

LINEBURGH & COMPANY

1960 Bronson Road, Fairfield, Conn. 06430
(203) 255-1571

ESTABLISHED 1866

Governors Tighten Scot Specific

Spinnaker launchers are out. Transom ports are in. Masts will come from one mold — the present one. Safety lines will be required.

Specifications for Flying Scots — except for a hole opened in the transom — were tightened at the Board of Governor's meeting, but exact wording awaits the Chief Measurer's writing of rules. Approval follows at the annual meeting of the Association when members vote during the North American Championships.

The Board also legislated a method of breaking ties when tied skippers have beaten each other an equal number of times. In that deadlock situation, the tie would be broken by the number of firsts, seconds, third places that one skipper had scored.

For example, fifth place in the Mid-Winter Championships ended in a tie for fifth. Elam had finished

tenth, then third, for total of 13. Walet had finished fourth, then ninth, for an identical total of 13. Both had beaten the other once. Elam won the fifth place trophy on the basis of the highest finish, a third.

"Forget it" was the report of a committee named in August to investigate the possibility of a single sailmaker for the class.

Commodore Lewis B. Pollak reported that after talking to representatives of Alcott, makers of Sunfish, and Laser representatives, he was told to forget the concept. Pollak said he felt the one-sailmaker concept violated freedom of choice. He called the idea "sticky."

Tom Ehman questioned whether what was wanted was one sailmaker or a one-design sail (pattern) that could be made by different sailmakers.

Mike Johnson Takes Challenger Series

Young Mike Johnson from Ft. Walton Beach, Fla., won the Challenger series with two firsts.

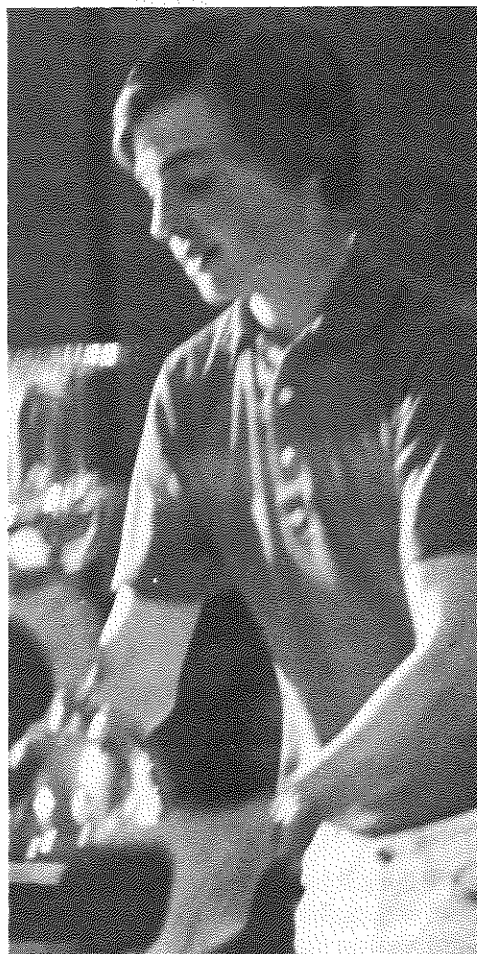
And Dan Miller had second placed locked with two seconds.

Ron Fink from New York City finished three boats ahead of Past Commodore Ted Glass of Carbondale, Ill.

Decision to sail in the Challenger Division was voluntary, 19 skippers electing to compete.

CHALLENGER DIVISION

1. Mike Johnson, Jr.	1432	1	1	2
2. Dan Miller	1800	2	2	4
3. Ron Fink	2442	3	4	7
4. Ted Glass	1890	6	3	9
5. Terry Schroeder	2161	5	5	10
6. Jimbo Jolly	1715	7	6	13
7. Dick Schultz	1885	4	11	15
8. Billy Mason	2278	9	7	16
9. Tommy Wright	2146	8	10	18
10. Jerry Dees	2708	10	8	18
11. Geoffry Cavson	2786	13	10	23



MIKE JOHNSON, JR.

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Skipper

1. Gene
2. Maro
3. Neil
4. Tom
5. Mike
6. Paul
7. Ed R
8. Paul
9. Mike
10. Jack
11. Click
12. Ron
13. Jerry
14. J. T.
15. Dan
16. Ted
17. Jimbo
18. Wayn

cations, Legislate Tie Breakers

Pollak said that representatives of the Lightning and Thistle class that he contacted also recommended against the single sailmaker concept.

Measurer Don Hott reported that the drawing showing how to measure sails will be changed before publication of the next handbook.

Hott also said that a draft on how to measure spars and hulls, written by Ray Weeks of Charlotte, N.C., would be field tested at the next North American Championship.

Ron Fink of New York presented arguments for using spinnaker launchers. Fink said the launcher made it easier for a wife to crew in high winds. Fink used his spinnaker launcher at the Pensacola warmup races and said he didn't think he was faster than others, but slower.

Measurer Hott proposed two rules that would abolish the launcher. One prohibited a "spinnaker launcher." The second rule prohibited the use of a dousing line on a spinnaker, allowing only sheets and halyard to be attached. The Board voted to adopt both languages so that their intent of "no spinnaker launchers" would be clear.

Ehman and Pollak both reported on race management rules that will take effect May 1 of this year in USYRU events.

Principal change will be in timing flags at the start. Under the new rule, the white and blue flags will be lowered ONE minute before the following flag. That means the blue flag goes down one minute before the start, or red flag is hoisted. Previously, the signals were lowered 30 seconds before.

et Wins Warmups, an Finishes Second

Walet, III, entered the third and final race of Winter Warmups with a 5¼ point lead over the better young sailors on the Gulf Coast. Eagan had nine points; so did Neil McMillan. has won two Mallories and a brace of other he sailed to a cautious fifth to go with his first

finished second, while McMillan was finish- n, and that gave Eagan the second place. ehurst won the last race on home waters to rth. Young Mike Douglas tuned up for the k with a fifth.



WINNERS IN WARMUP — Gene Walet, III, right, and his wife and crew Sheila, left, get their sailing instructions. Walet won the Pensacola warmup series, then tied for fifth in the two-race Mid-Winter Championship.

Invitations Presented For Future Regattas

Riverside, Conn., Fleet 7 invited Flying Scots to hold the North American Championship on Long Island Sound in 1978.

Vice-President Robert Vance presented the invitation.

St. Andrews Bay Yacht Club invited Scot skippers to return in 1978 for the Mid-Winters Championship.

Both invitations will be voted upon in August.

Warmup Standings

	Boat	#1	Races			Total Points
			#2	#3		
Walet	2623	1	3	5		8¾
Eagan	2637	5	4	2		11
McMillan	2062	2	7	4		13
Whitehurst	2597	7	8	1		15¾
Douglas	2277	8	5	3		16
Chreck	3001	9	2	8		19
Edon, Jr.	2478	3	9	9		21
Wanski	2843	4	11	6		21
Johnson, Jr.	1432	11	1	12		23¾
Chrick	1629	10	10	7		27
Chreck	1901	6	6	DNF		31
Wanski	2442	12	14	11		37
Wanski	2708	17	12	10		39
Hott	2146	15	15	13		43
Wanski	1800	16	13	14		43
Wanski	1890	13	16	DNS		48
Wanski	1751	14	17	DNF		50
Wanski	2815	DNF	18	DNS		56

SCHRECK SAILS

were used on seven (7) of the top ten (10) boats in the 1976 N.A.C.

Four (4) first place finishes in whole series

Jack Seifrick first in qualifying series

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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.

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Spinnaker— $\frac{1}{2}$ oz.198.00

Spinnaker—combination $\frac{1}{2}$ and $\frac{3}{4}$ oz. ...198.00

* Includes royalty tag

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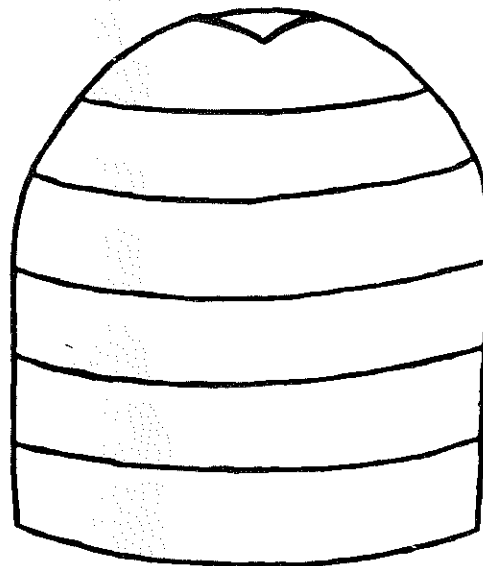
Brummelsset 7.00

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Signature _____



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RIGGING — ROPE TO WIRE SPLICING

The Fleet's In

10—Moriches YC Hosts New York Districts

Moriches Yacht Club, Inc., will host the Greater New York F/S District Championship, July 8-10, on Moriches Bay.

Registration will be Thursday night and Friday morning. This will be a five-race series, commencing Friday afternoon and ending Sunday afternoon.

For more information, write John Pasasrello, 6 Private Rd., Center Moriches, NY 11934 or Angela Rufing, 6 Crosby St., Center Moriches, NY 11934.

37—Buckeye Regatta Sets May Date

The annual Buckeye Regatta will be held May 21-22 at Hoover Yacht Club in Westerville, Ohio.

Two races will be sailed Saturday afternoon and one on Sunday morning. The Saturday races will be followed by a free cocktail party and a pizza party later in the evening.

Information will be mailed to members of nearby fleets and sailors may contact Jack Huling, 677 Winmar Pl. S., Westerville, Ohio. Phone: 614/882-4591.

JACK HULING

65—Ohio Districts Scheduled June 18-19

Fleet 65 and Atwood Yacht Club will host the Ohio District Championship, June 18-19. Races will be sailed at Atwood Lake, Dellroy, Ohio.

Details will be mailed to district fleet captains and secretaries in May. For more information contact District Governor Edward Forrest at 1602 Dunkeith Dr., N.W., Canton, Ohio 44708.

FRANK HEIMBAUGH

96—Southern YC Hosts One Designs

Southern Yacht Club will host its annual One Design Invitational Regatta Memorial Day weekend, May 28-29. SYC facilities include three high-speed hoists, launching ramp, dry storage area, restaurant and bar, and swimming pool.

Fleet 96 invites all Scot sailors to participate in this major annual event, which drew over 200 one-design boats in fifteen classes last year.

For further information, contact Larry Taggart, c/o Southern Yacht Club, P.O. Box 24070, New Orleans, La. 70184.

LARRY TAGGART

98—Gulf Districts at Bay Waveland

Bay Waveland Yacht Club in Bay St. Louis, Miss., will host the Flying Scot Gulf District Championship Regatta, April 30-May 1. Regatta Chairman Woody Santa Cruz has announced that registration and sail measurement will begin at 9 a.m. Saturday, April 1. Two races will be sailed the first day, weather permitting, with the final race on Sunday.

Meals will be available at the club all weekend, beginning with Friday night dinner for those who come early. Entertainment is being planned to make the weekend fun as well as competitive.

Bay Waveland's Jourdan River Classic will be held just one week prior to the Districts, so skippers who can come to the Bay April 23-24 can compete in this unusual series and leave their Scots at BWYC for the Districts the next week.

ANA STIEFFEL

107—Lake Winnebago Midwest Districts Site

The 1977 Midwest District Regatta will be held on Lake Winnebago, off Neenah, Wisc., July 15-17. Terry Schroeder, Midwest District Governor, is Regatta General Chairman. Other officials are Bruce Heyl, Sr., race committee; Tom Tollette, hospitality; Ron Hansen, weighing and measuring; Chuck Sauter, publicity and trophies; and Kurt Kreuter, budget and registration.

Twenty-two Scots from Fleet 107 competed at Neenah Nodaway Yacht Club during the 1976 season, with Bud Dick (FS 1305) and crew Barbel Terhorst and Will Casey emerging as fleet champions. Dave and Dan McKee (FS 2693) with Rene Roeder, won the Challenger division.

Fleet 107 sailors also did well in area competition, with Bruce, Carol, and Erica Heyl (FS 2370) winning the Pioneer Regatta at Oshkosh and Joel and Lynn Ungrodt (FS 765) and Todd Kohl taking honors in the Wisconsin Cup Regatta for the second consecutive year, this time on Lake Monona. Nine Scots travelled to Ephraim for the 70th annual Ephraim Regatta, where Dick, Ungrodt and Heyl took three of the first four places.

Officers for the 1977 season are Tollette, fleet captain; Hansen, measurer, and Kreuter, secretary-treasurer.

BUD DICK

Regatta Schedule

April 30-May 1 — Gulf District Championship Regatta, Bay Waveland Yacht Club, Bay St. Louis, Miss.

May 21-22 — Buckeye Regatta, Hoover Yacht Club, Westerville, Ohio.

May 28-29 — One Design Invitational Regatta, Southern Yacht Club, New Orleans, La.

June 18-19 — Ohio District Championship, Atwood Yacht Club, Atwood Lake, Delroy, Ohio.

July 8-10 — Greater New York District Championship, Moriches Yacht Club, Inc., Moriches Bay, New York.

July 15-17 — Midwest District Regatta, Lake Winnebago, Neenah, Wisc.

Aug. 13-14—FSSA Junior NAC, Lake Charlevoix, Michigan

Aug. 15-19—FSSA North American Championship, Lake Charlevoix, Michigan

FSSA Fleets and Districts

MIDWESTERN DISTRICT

Governor: TERRY R. SCHROEDER
1044 S. Park Ave.
Neenah, WI 54956
414/722-5645

- 2—LAFAYETTE, IN—Lake Freeman
- 3—WILMETTE, IL—Lake Michigan
- 9—STURGIS, MI—Klinger Lake
- 25—MILWAUKEE, WI—Lake Michigan
- 29—MUNCIE, IN—Prairie Creek Reservoir
- 30—CARBONDALE, IL—Crab Orchard Lake
- 44—EPHRAIM, WI—Eagle Harbor, Green Bay
- 47—EGG HARBOR, WI—Green Bay (s)
- 54—FREMONT, IN—Lake George
- 60—CHICAGO, IL—Burnham Harbor, Lake Mich.
- 68—MADISON, WI—Lake Monona
- 70—ROCHERT, MN—Cotton Lake
- 83—CARLYLE, IL—Lake Carlyle
- 88—IOWA CITY, IA—Lake MacBride
- 95—MINNEAPOLIS, MN—Lake Minnetonka
- 107—NEENAH, WI—Lake Winnebago
- 110—ROCHESTER, MN—Lake Pepin
- 114—JANESVILLE, WI—Delevan Lake
- 115—RACINE, WI—Lake Michigan
- 120—OSHKOSH, WI—Lake Winnebago
- 123—BOTTINEAU, ND—Lake Metigoshe

PRAIRIE DISTRICT

Governor: JOHN E. RUTLEDGE
6004 North Quapah
Oklahoma City, OK 73112
405/942-7260

- 39—PORT GROVE, OK—Grand Lake of the Cherokee
- 50—OKLAHOMA CITY, OK—Lake Hefner
- 59—TULSA, OK—Keystone Lake
- 89—TOPEKA, KS—Lake Perry
- 106—NORTH PLATTE, NE—Lake Maloney
- 119—HAYS, KS—Cedar Bluff Reservoir

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Governor: CHARLES BRAD DAVIS
5916 Sandhurst, Apt. 125
Dallas, TX 75206
214/745-4787

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- 32—HOUSTON, TX—Galveston Bay
- 66—PORT ARTHUR, TX—Lake Sabine
- 67—SAN ANTONIO, TX—Canyon Lake
- 69—AUSTIN, TX—Lake Travis
- 84—LAKE CHARLES, LA—Lake Charles

PACIFIC DISTRICT

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

- 40—INVERNESS, CA—Tomales Bay
- 100—SEATTLE, WA—Lake Washington

MICHIGAN—ONTARIO DISTRICT

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4168 Wabaninoh
Okemos, MI 48864
517/349-3204

- 8—DETROIT, MI—Edison, BC—Lake St. Clair
- 15—KALAMAZOO, MI—Gull Lake
- 16—DETROIT, MI—Detroit YC—Lake St. Clair
- 17—GROSSE POINT SHORES, MI—G. Pt YC—Lake St. Clair
- 18—DETROIT, MI—Detroit, BC—Lake St. Clair
- 20—PINCKNEY, MI—Portage Lake
- 33—LONDON, ONTARIO, CAN—Fanshawe Lake
- 41—CRYSTAL, MI—Crystal Lake
- 52—LAKE ORION, MI—Lake Orion
- 113—TRAVERSE CITY, MI—Elk Lake

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1602 Dunkeith Dr., NW
Canton, OH 44708
216/477-6322

- 1—WILMINGTON, OH—Cowan Lake
- 4—MANSFIELD, OH—Clear Fork Lake
- 12—CLEVELAND, OH—Edgewater YC—Lake Erie
- 14—SPRINGFIELD, OH—Kiser Lake
- 19—CANFIELD, OH—Berlin Lake
- 26—TOLEDO, OH—Maumee River
- 34—RAY, IN—Clear Lake
- 37—WESTERVILLE, OH—Hoover Reservoir
- 65—DELLROY, OH—Atwood Lake
- 80—PITTSBURGH, PA—Lake Arthur

GULF DISTRICT

Governor: CHARLES L. DEES
930 Sea Cliff Dr.
Fairhope, AL 36532
205/928-8942

- 28—FORT WALTON BEACH, FL—Choctawhatchee Bay
- 38—MOBILE, AL (BYC)—Mobile Bay
- 45—JACKSON, MS—Ross Barnett Reservoir
- 55—MOBILE, AL (BYC)—Mobile Bay
- 75—PANAMA CITY, FL—St. Andrew Bay
- 79—GULFPORT, MS—GYC—Mississippi Sound
- 85—MONTGOMERY, AL—Lake Martin
- 87—PENSACOLA, FL—Pensacola Bay
- 90—MIAMI, FL—Biscayne Bay
- 91—ALEXANDRIA, LA—Lake Coteau and St. John
- 92—PASCAGOULA, MS—Mississippi Sound
- 96—NEW ORLEANS, LA SYC—Lake Pontchartrain
- 98—BAY ST. LOUIS, MS—Bay St. Louis
- 99—NEW ORLEANS, LA NOYC—Lake Pontchartrain
- 102—FAIRHOPE, AL FYC—Mobile Bay
- 111—ATLANTA, GA—Lake Lanier
- 112—RIVER CITY SAILING ASSO.—Arkabutla Lake, MS.
- 118—BIRMINGHAM, AL—Lake Logan Morgan
- 121—TUSCALOOSA, AL—Lake Tuscaloosa

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Governor: LEROY JONES
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Utica, NY 13501
315/724-1964

- 35—CHAUTAUQUA, NY—Chautauqua Lake
- 43—SYRACUSE, NY—Skaneateles Lake
- 53—CAYUGA, NY—Cayuga Lake

- 104—OLD FORGE, NY—Fourth Lake
- 109—COOPERSTOWN, NY—Otsego Lake
- 122—HADLEY, NY—Great Sacandaga Lake

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Governor: JAMES G. BEATON
5 Kristin Lane
Canton, MA 02021
617/828-6239

- 5—BURLINGTON, VT—Mallet's Bay
- 11—ROCKPORT, MA—Sandy Bay
- 36—MONTREAL, QUEBEC, CAN—Lake St. Louis
- 57—HARWICH PORT, MA—Nantucket Sound
- 58—WOLLASTON, MA—Boston Harbor
- 76—SHARON, MA—Lake Massapoag
- 77—MENAUAHANT, MA—Vineyard Sound
- 105—COHASSET, MA—Cohasset Harbor
- 116—MANCHESTER, NH—Lake Massabesic
- 117—SHELBURNE, VT—Lake Champlain YC
- 124—DUXBURY, MA—Duxbury Bay

GREATER NEW YORK DISTRICT

Governor: ROBERT E. RICH
114 Raymond Street
Rockville Center, NY 11570
516/536-6905

- 7—RIVERSIDE, CT—Long Island Sound
- 10—MORICHES, L.I. NY—Moriches Bay
- 21—LOVELADIES' HARBOR, NJ—Barnegat Bay
- 22—SPRAY BEACH, NJ—Little Egg Harbor
- 24—NEW FAIRFIELD, CT—Candlewood Lake
- 31—SHORE ACRES, NJ—Upper Barnegat Bay
- 46—ISLAND PARK, NY—Hempstead Bay
- 72—AMITYVILLE, NY—Great South Bay
- 73—PERTH AMBOY, NJ—Raritan Bay
- 94—LAKE HIAWATHA, NJ—Western L.I. Sound
- 125—LIVINGSTON, NJ—Lake Hopatcong

CAPITOL DISTRICT

Governor: BRUCE B. DRURY
619 Greenbriar DR
Silver Spring, MD 20910
301/585-1261

- 6—OAKLAND, MD—Deep Creek Lake
- 42—WASHINGTON, DC—Potomac River
- 63—HAVRE DE GRACE, MD—Susquehanna River
- 64—BALTIMORE, MD—Middle River
- 81—WRIGHTSVILLE, PA—Lake Clarke
- 82—PRINCE GALLITZIN STATE PARK, PA—Lake Glendale
- 86—BALTIMORE, MD—Magothy River
- 97—BETHESDA, MD—Chesapeake Bay

CAROLINAS DISTRICT

Governor: DR. HALLAM WALKER
P.O. Box 2185
Davidson, NC 28036
704/892-1276

- 27—ENDERSON, NC—Kerr Lake Reservoir
- 48—CHARLOTTE, NC—Lake Norman
- 71—ROANOKE, VA—Smith Mountain Lake
- 78—MOREHEAD CITY, NC—Bogue Sound
- 108—SOUTHMONT, NC—High Rock Lake
- 126—HIGH POINT, NC—Oak Hollow Lake

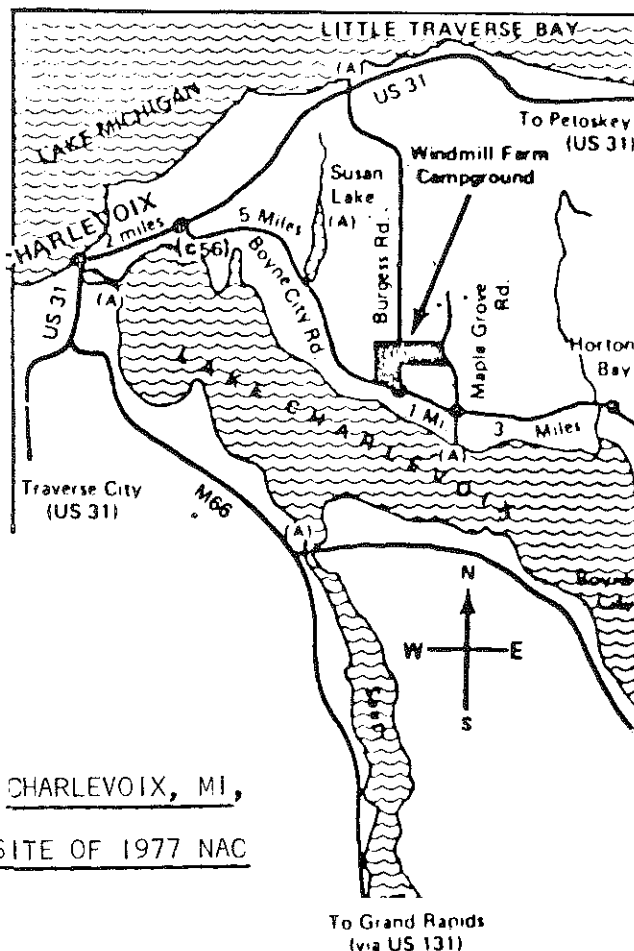
Make Early Reservations For '77 North Americans

Huron Portage Yacht Club, host for the 1977 Flying Scot North American Championship, will be assisted by Charlevoix Yacht Club, switching the sailing site to the town of Charlevoix at the northwest end of Lake Charlevoix in northern Michigan.

Regatta officials have reserved 55 rooms in the name of Steve Emerson (Fleet 20) at two of the larger motels in Charlevoix — The Weathervane and The Lodge. The Weathervane will be "host" motel. Reservations must be confirmed, by deposit, as soon as possible but no later than June 15.

There are excellent camping facilities in the area, and reservations are being made at a 500 acre camp named Windmill Farms on the north side of Lake Charlevoix. Participants may also make reservations at a state park close by.

Note these addresses: The Lodge (Jack Uhrick), Charlevoix 49720, call collect 616/547-6565 (\$24—\$32 — double occupancy); Weathervane Terrace (W. Lenardson) 111 Pine River Ln., Charlevoix 49720, call collect 616/547-9955 (\$26-\$34 — double occupancy); Windmill Farm Campground (Stewart Bowl) RFD 3, Charlevoix 49720, call (summer) 616/547-2647 or (winter) 312/446-0825; Uhrick's Campground, RR 3, Box 49, Charlevoix 49720.



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FS 251—Customflex — Red hull/White deck — Boston Sails with red, white, and blue spinnaker, full spinnaker gear — Outboard motor and bracket — Compass, Anchor, Cover — Gator tilt trailer with spare tire. All excellent condition — Dry sailed. Price: \$2,400.
Sam Thomas, R.R. 2, Findlay, Ohio. Phone: 419/422-6804.

FS 1750—Douglass — Main, jib, and spinnaker — Main has Harken blocks, other sails have factory rigging — White hull & deck — Fleet Capt. galvanized trailer, used twice. Ready to sail for \$2,500.
James Dugan, 957 Stroman Ave., Orangeburg, SC 29115. Phone: 803/536-0025 (9 to 5 weekdays)

FS 1997—Customflex — White hull, deck — tilt trailer — Schreck sails — main, jib, rainbow spinnaker — anchor, motor bracket, cockpit cover. Price: \$3,600.
Fred Campbell, 935 Westchester, Grosse Pte. Mich. 48230. Phone: 313/823-6076.

FS 2293—Douglass — Yellow hull/off-white deck. Boston main, jib, spinnaker. Schreck main and jib. Race equipped, lifting bridle, Little Dude tilt trailer. Excellent condition. Price: \$3,700.
Perry McCahill, 100 Woodcliff Circle, Signal Mt., Tenn. 37377. Phone: 615/886-5238.

FS 2796—Customflex — Tangerine hull — race equipped with compass, Harken blocks, etc. — Murphy & Nye sails and spinnaker — Full cover and trailer. Mint condition. Price: \$4,000.
Scott Wellford, 1574 Harbert, Memphis, Tenn. 38104. Phone: 901/754-0969 after 7 p.m.

FS 1366—Main, jib and trailer. Only sailed two summers. Price: \$3,000. Phone: 716/763-6470.
Kenneth R. Lawson, Quigley Pk., R. #1, Ashville, NY 14710.

FS 1198—Douglass — White hull, oyster deck, three suits of sails (Boston, North and brand new Ulmer) — Sterling trailer — will sell immediately following Midwinters. Has placed high in North American championships and Midwinters. Worth \$3,600. Dick and Kelson Elam, 1801 Lavaca 14K, Austin, TX 78701.
Phone: 512/478-3534.

FS 567—Loftland — White hull with red stripe and blue deck. Schreck sails with spinnaker, used one season; and old set of Boston sails. With trailer. Price \$2,200.
M. R. Steinke, Box 367, Trenton, Nebraska 69044. Phone: 308/334-5157 after 5:00 p.m. CST.

FS 2675—Douglass — White hull — excellent condition — fully equipped. Trailer, covers. Seagull outboard. Used very little. Price: \$4,200.
Edwin P. Friedberg, P.O. Box 2979, Raleigh, NC 27602. Phone: 919/834-6255.

FS 2387—Douglass — White hull/off-white deck — Schreck main, jib (used 2 years) and new spinnaker — Full spinnaker gear — Shoreline trailer (spare tire), Danforth (corsair) compass, cockpit cover, motor bracket, lifting bridle. All excellent condition, dry sailed. Price: \$3,800.
D. L. Bokelman, 81 Wood View Dr., Doylestown, PA 18901. Phone: 215/348-9572.

Detroit Boat Club has two Flying Scots, #107 and #149, for sale. These boats have been rerigged and the hulls refinished recently. Price \$1,200 each, complete with sails.
Contact James Shaughnessy — 313/525-9130.

FS 376—Douglass — North American Championships 1967 (3rd), 1968 (3rd), and 1969 (8th). Good condition. Fracker spinnaker. Racing hardware. Outboard bracket. Anchor. Trailer (poor condition, but operable). Price: \$2,250. Skippers have left home.
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(Continued next page)

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Flying Scot Class Gets CBYRA Sanction

The Chesapeake Bay Yacht Racing Association (CBYRA), which coordinates all sail racing activities of 64 member yacht clubs on the Bay and the North Carolina coast, has announced that the Flying Scot class has achieved fully sanctioned status.

The sanction is the result of completing a two-year probationary period during which the FS Class exceeded participation requirements in invitational regattas on Chesapeake Bay.

Achievement of full CBYRA sanction will help boost growth of the FS Class on the Bay and provide an even greater number of regatta invitations for Scot racing sailors.

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.

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Cemetery Lane
Oakland, Maryland 21550

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371		PAC	Thomas C. Heidersbach	540 Canal ST, #10	San Rafael	CA	94901
409	83	MID	Curtis Elmer	20 Clif-Side DR	Glendale	MO	63122
566	23	TX	Harold H. Leeper	6256 Glennox Lane	Dallas	TX	75214
584	45	GF	J. B. Goldman, Jr.	3907 Stuart Place	Jackson	MS	39211
667		NYL	T. Richard Hunter	18 London Lane	Endicott	NY	13760
691		GNV	Leon Shen	8 Redcoat DR	E. Brunswick	NJ	08816
828		GNV	Adolphe E. Christ	853 Seventh AVE	New York	NY	10019
871		CAP	Thomas A. Upchurch	333 Oak Forest DR	Pittsburgh	PA	15216
920		GNV	Emile E. Sylvestre	P.O. Box 138	Remsenburg	NY	11960
992		M-O	Nayfe Jabara	610 Spencer	Petoskey	MI	49770
1033	88	MID	Kris E. Stanley	2502 E. AVE, NE	Cedar Rapids	IA	52402
1042	41	M-O	Ernest Reynolds	Box 1821	East Lansing	MI	48823
1124		GNV	Edmund A. Schwesinger, Jr.	94 Cutler RD	Greenwich	CT	06830
1150	42	CAP	Arthur A. Whiting, III	3527 Jean ST	Fairfax	VA	22030
1178	42	CAP	H. D. Logsdon	1200 S. Arlington Ridge RD	Arlington	VA	22202
1231		GF	Daniel L. Sexton, Jr.	2585 S. Bayshore DR, #T1B	Coral Gables	FL	33134
1237	107	MID	Bruce A. Armstrong	808 S. Bayview	Neenah	WI	54956
1263		TX	Bob Buchner	3820 Buffalo Speedway	Houston	TX	77098
1564		OH	William C. Aufderheide	5848 Alex Lane	Sylvania	OH	43560
1576	55	GF	Richard Peraza	1359 Reams DR, W	Mobile	AL	36608
1582		MID	Barrie March	Route 5, Box 117	Detroit Lakes	MN	56501
1608	99	GF	Chris Wientjes	1601 Elise AVE	Metairie	LA	70003
1685	111	GF	W. C. Chip Jones	2766 Farmstead RD	Smyrna	GA	30080
1699	98	GF	Robert C. Stroh	304 Carroll AVE	Bay St. Louis	MS	39520
1727	9	MID	William A. Barnes	1010 N. Oakden RD	Muncie	IN	47304
1825	29	MID	Donald H. Koeppen	31 Eucalyptus, RR 12	Muncie	IN	47302
1898	42	CAP	Russell Strand	5900 Ipswich Road	Bethesda	MD	20014
1913	92	GF	John Lindgren	915 Farnsworth	Pascagoula	MS	39567
2097	16	M-O	Alan T. Kreger	2449 Ewald Circle, #105	Detroit	MI	48221
2176	32	TX	G. D. Lemons	6110 Renwick #222A	Houston	TX	77081
2243	59	PR	Keith Hall	3320 E. 54th ST	Tulsa	OK	74135
2395	99	GF	Cam Bahn	10100 Joel AVE	River Ridge	LA	70123
2526	16	M-O	Diane Louise Burton	24672 Glen Orchard	Farmington Hills	MI	48018
2527	16	M-O	Norman J. LeVasseur	9118 Riverdale	Detroit	MI	48239
2549	19	OH	Donn Colbrunn	360 E. Boston Mills RD	Hudson	OH	44236
2627	42	CAP	Lloyd Redlin	947 Swinks Mill RD	McLean	VA	22101
2640		PR	Michael W. Wills	P.O. Box 2257	Ft. Riley	KS	66442
2650	27	CAR	Robert B. Brainard	712 Dartmouth RD	Raleigh	NC	27609
2737		GNV	Henry Spaoff	1647 Bayview AVE	Bronx	NY	10465
2812	65	OH	William Cuming	2969 Midvale, NW	Canton	OH	44718
2813	20	M-O	Alegro Godley	2009 Hyde Park DR	Detroit	MI	48207
2824		MID	R. F. Pickerling	425 Red Fox RD, SE	Cedar Rapids	IA	52403
2835		M-O	Peter H. Deloof	111 S. Fourth AVE	Ann Arbor	MI	48104
2847		TX	R. K. Bean	52303-2 Lenape CT	Ft. Hood	TX	76544
2856		MID	Richard Garton	7233 Winnebago DR	Fort Wayne	IN	46805
2875	42	CAP	L. Stephen Quanannens	8002 Northumberland RD	Springfield	VA	22153
2878	125	GNV	Theodore Weiss	56 Martin RD	Livingston	NJ	07039
2900		CAP	John L. Corse	9405 Winterset DR	Potomac	MD	20854
2902	42	CAP	John F. Tucker	6536 N. 29th ST	Arlington	VA	22213
2933	7	GNV	James S. Brown	15 Marshall ST	Old Greenwich	CT	06870
2937	6	CAP	Ray V. Thayer	1603 Pinetree DR	Pittsburgh	PA	15241
		MID	Gordon Bowers, Jr.	14916 Minnetonka Blvd.	Minnetonka	MN	55343
	107	MID	Ron Henrichs	220 Edgewater DR	Menasha	WI	54952
		CAP	John C. Virag	2575 Matterhorn DR	Wexford	PA	15090