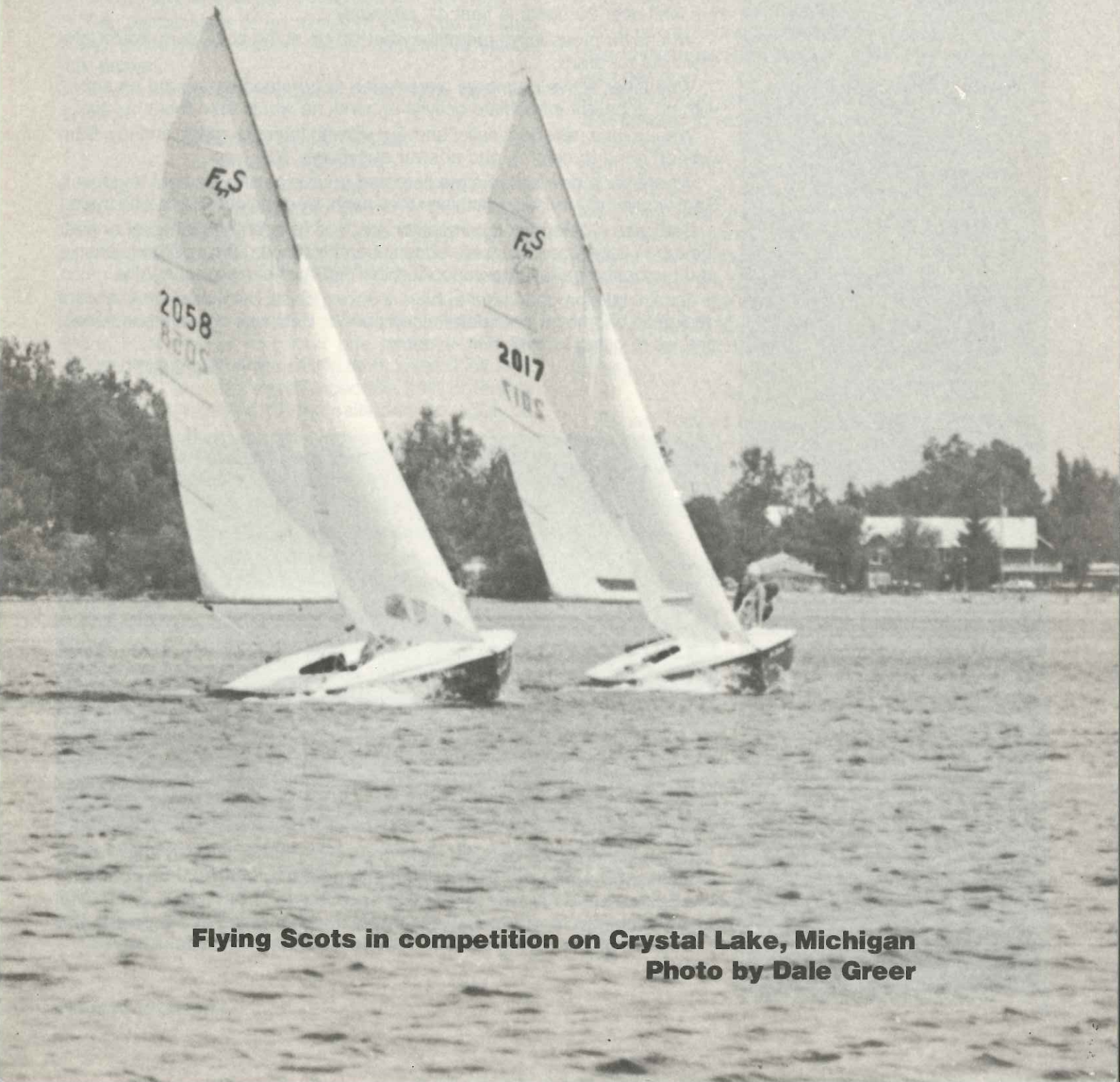


August, 1977  
Volume XIV  
Number 8

**SCOTS**

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



**Flying Scots in competition on Crystal Lake, Michigan  
Photo by Dale Greer**

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# Fleet 41 Mourns Death Of Sam "FS" Tellschow

Sam Tellschow died in Florida early this Spring; yes, he had his Flying Scot #2210 down there with him.

Since 1961, when he purchased his first Scot (#175), Sam and his Flying Scot were never far apart.

A tool and die maker in Lansing, until his retirement a few years ago, he introduced the Flying Scot to Crystal Sailing Club in Mid-Michigan just about the time that the club was being organized.

In his quiet, but persistent, manner Sam, more than anyone else, was responsible for promoting the Scot class throughout the club's history; there are well over 30 boats in fleet 41, presently.

Whenever prospective members showed up at the club, Sam would take them out for a sail.

Whenever active members were found to be standing around on shore, with no apparent immediate activity in mind, he would take them out too.

Whenever a new Scot sailor showed up with their new pride and joy, Sam was on hand to help rig and answer questions.

Whenever a new sailor in the fleet had trouble getting his boat to go well, Sam would tactfully suggest things they might try or go out sailing with them.

Sam was a determined competitor, too, and frequently finished at or near the top in fleet races. He traveled to several North American Championship and regional regattas and supported the FSSA at every opportunity.

Sure, it takes a good boat to have a strong class, but it also takes a lot of dedicated effort by a lot of determined people; Sam was one of those people and we're going to miss him — a lot.

DUANE P. SMITH



Several Flying Scot owners have reported pulling water skiers. John Sullivan (FS 1598) of Fleet 2, Lafayette, Indiana, shares the proof with us. Sullivan and his wife Jan pulled son Shawn about a mile on Crystal Lake, Michigan in winds about 20 mph, another proof of the power and ... speed of the Flying Scot ... Photo by Stuart Sullivan



# Secretary Sez:

By **HAL MARCUS**

You may be interested to know that FSSA's 1977 active membership has set a new record. We have 1,677 active and family active FSSA members, not counting August which ends the fiscal year.

Total active and family active membership for 1976 was 1,608. This year's 69 new members represent an increase of 4%, which compares favorably with that of another major one-design showing a 2% increase.

The combination of an excellent boat and an outstanding class association should continue to stimulate growth.

To emphasize the excellence of the Flying Scot, we mention. . .

## **RUDDER CLUB HOLDS SAILING SCHOOL**

Randy Randall (FS 2711) has just conducted a basic sailing and seamanship course at the Rudder Club of Jacksonville, Florida and was kind enough to send us his "students' course critique sheets." All of the comments were favorable of the Flying Scots as the following show:

Frances Rogers stated, "I think the choice of the Flying Scot was an excellent one because it is so well-equipped to illustrate sailing techniques. I felt safe and secure, but also experienced the thrill of feeling the power of the wind on the sails and the ability to control the boat."

Robert Jeffreys said, "The Flying Scot is the perfect boat for this type of class. It was big enough for four people and very stable and simple to sail."

## **FLEET 41 DONATES TROPHY**

Sam Tellschow, one of the most conscientious supporters of the Flying Scot and an active member of Fleet 41, died unexpectedly early this summer, and the Fleet is dedicating a trophy to his memory. The perpetual trophy will be presented to the second place overall winner in the Challenger Division of the North American Championships.

Dr. Howard Teitelbaum (FS 2017) reports that Fleet 41 members are actually making the trophy to show dedication to the memory of their lost member.

Another very active FSSA member has expressed interest in donating a perpetual trophy. Since trophies at each NAC are offered for the first five places in both Championship and Challenger divisions, we have suggested this member donate a perpetual trophy for the winner of the fifth race in the Championship Division. More about this later as decisions are made.

Meanwhile, we remind everyone about openings for

# FSSA Membership Continues Growth

perpetual trophies in the Challenger Division:

Overall winners for the third, fourth and fifth places  
Winners of the second, third, fourth and fifth races

For more information, please contact Commodore Buddy Pollak or your national FSSA office. Response has been tremendous, but we would like to fill the gaps.

## **FS 3000 AWARDED TO DOUGLASS**

The Deep Creek Inner-Club Yacht Racing Association, home of Flying Scot Fleet 6, held the Sandy Douglass Invitational Regatta, July 30-31, honoring Flying Scot designer Gordon K. "Sandy" Douglass. An excellent sailing and social program was planned, and we look forward to reading the results of the Regatta.

The Gordon Douglass Boat Company presented Flying Scot 3000 to Sandy in recognition and appreciation of his efforts in the development and promotion of the Flying Scot and the Flying Scot Sailing Association. The Company is now headed by Mary and Eric Ammann of Oakland, Maryland.

If all goes as scheduled, FS 3000 will be at Lake Charlevoix for the 1977 NAC. Also, we are expecting FS 3 owned by Ed and Bill Sharp of Alexandria, Virginia . . . an opportunity to compare the oldest with the newest.

## **FLEET 82 SAVED**

We are happy to report that Fleet 82 of Prince Gallitzin State Park, Pennsylvania, which sails on Lake Glendale, now has the minimum three active members for 1977 and will be removed from the suspension list prior to voting at our annual meeting, Wednesday, Aug. 17, at Lake Charlevoix, Michigan.

## **"HIGHLIGHTS" SAVES THE DAY**

Wally Perry (FS 204) writes that he is a relatively new member of FSSA and needed advice on a heavy weather helm. While he had much information about the Flying Scot, he could find no reference to this problem.

We told Wally about an excellent article on the subject in the recently revised, *Highlights of Scots n' Water: 1959-1977*.

The answers to many of your questions are contained in this publication, and we recommend the revised edition to all members. Available through your national FSSA office at \$3.00 per copy, they make an excellent gift, for new and prospective owners, as well as novice sailors.

We have a limited number of copies, so please do not delay your order.

(continued next page)

## Secretary Sez: (Continued)

### ARE YOU IN THE NEW ROSTER?

Several members have written to say they were omitted from the new 1977-1978 FSSA Membership Roster. After checking each case, we find dues were received after the March 1, 1977 cutoff.

Each November, dues statements — containing a self-addressed return envelope and application form — are mailed.

Then postcard reminders are sent for several months. These follow-up mailings are added expense to your Association. To help eliminate increased cost and to ensure that your name and address are included in future rosters, we again request that you mail your dues and application forms as soon as possible.

### MORE ON ONE-DESIGN

Ben Lawson (FS 2879) mentions that he is new to Flying Scots, but not to "one-design" sailing. Ben has sailed another "one-design" class yacht for 22 years. One of his reasons for changing is that he "prefers strictly one design" and for that reason has chosen the Flying Scot.

The class that Ben left is not only involved with one-design problems, but also has shown little growth for the past three years. The FSSA is growing and prospering and enjoys an excellent reputation in the one-design sailing world.

### FAREWELL TO CATHY

This marks the final issue edited by our peerless Managing Editor Cathy Quinn. As our editor Dick Elam moves to Chapel Hill, North Carolina to take over his new duties as Chairman of the Department of Radio, TV and Motion Pictures, the position of Managing Editor moves also.

Cathy has done a beautiful job editing our magazine for the past two and one-half years, and the national office has considered it a pleasure to work with her.

The best testimony we can give her comes from George Lynch of Glenwood, Illinois who states, "Well, I am hooked. I had the pleasure of reading SCOTS N' WATER and was really impressed. I'd like to subscribe to the magazine through a membership."

Cathy, we wish you success in your new position, and we look forward to welcoming our new Managing Editor in North Carolina.

### THE MORAL IS: DON'T COMPLAIN

Earlier this year, Joe Nichols (FS 2303) wrote "complaining" that he had not heard from Fleet 97.

Recently he wrote, "That taught me a lesson. I am now Captain of Fleet 97."

"Don't misunderstand. I'm enjoying every minute of it. The Burnsides, Barnes and Bevans are great."

The moral of this story: Be sure to do everything possible to involve all Flying Scot owners in fleet activities.

## REGARDING FLEET 77 . . .

We received a very nice letter from Charles Frost (FS 523) of Morris Plains, New Jersey. A former member of FSSA and Fleet 77, Mr. Frost recently heard about the death of John C. Jones, III, (better known as "Sailing Johnny,") last fall.

He writes, "Since I have not seen a Scots n' Water for a while, I do not know whether Johnny's passing was noted. Not only was he the founding father of Fleet 77, he held it together for many years and was known by most Scots sailors in New England as "Johnny." He was genuinely a sincere proponent of the Flying Scot as a one-design class.

"Although hobbled by physical infirmities that would have overpowered ordinary men, Johnny followed his calling, the sea, as long as he lived.

"A beautiful man who disdained pity and practiced what he preached, FSSA, Fleet 77, his family and all his friends must feel a great void . . . Johnny Jones was a unique man."

FSSA has dedicated the "John C. Jones, III Memorial Trophy" for the winner of the third race in the Championship Division of the North American Championship.

### SACHNOFF IN NEWS AGAIN

Jerry Sachnoff writes that we should "look no more for Mystery Scot 2465." He did not tell us where he found it, only that he bought it. Consequently, he will receive not only an "F/S" pocket emblem, but also his new lapel pin, which has already been sent.

Jerry also says that he is working on a cruising story for SCOTS N' WATER using the cover that he sold to the late John C. Jones, III. Our non-racing members are always interested in cruising stories, and we look forward to Jerry's article.

We have just heard from Tom Langer (FS 738), Secretary of Fleet 114, that Mystery Scot 1321 has been found. The new owner is Charles Llanes of Lombard, Illinois. Langer reports that Charles and his wife Sue will be members of Fleet 114.

New Mystery Scots for this month are — 325, 332, and 339.

When you spot a Mystery Scot, introduce yourself to the owner and get his name and address. Send this information to your national FSSA office. You will receive an official FSSA pocket emblem, and when the owner joins FSSA, you will receive a lapel pin.

#### OFFICIAL MYSTERY SCOT LIST

131	325	527	814	1028	1723	1952	2216	2443
146	332	651	842	1547	1740	2029	2223	2446
212	339	720	902	1573	1741	2038	2302	2450
219	421	747	904	1634	1809	2040	2304	
221	425	766	911	1707	1821	2124	2307	
226	508	812	1021	1716	1902	2131	2434	

# Blonski, Ehman, Merlin Triumph In District Championship Regattas

## Michigan-Ontario

The Michigan-Ontario District Championship was hosted by Fleet 41 on Crystal Lake, July 9-10.

Tom Ehman (Fleet 20) won the District title with a perfect record of five first-place finishes.

The next five finishers were: 2. Steve Redman, Fleet 41; 3. Dick Hawkins, unaffiliated; 4. Bob Welty, Fleet 20; 5. Jim Smith, Fleet 16; and 6. Jack Redman, Fleet 41.

R. J. REMSBERG

## Ohio District

Good winds and good sailors — that was the story of Ohio's District Championship Regatta hosted by Fleet 65 of the Atwood Yacht Club, on Atwood Lake, Ohio.

Seventeen visiting Scots completed a fleet of 25 entries, including Ohio's best known skippers.

Atwood's shifting winds were no problem for the visitors. The first four places were captured by Scot sailors whose names you have heard before: Paul Blonski, Lakewood, won the championship for the second year running amidst rumors he had been scouting the lake the previous week. Jack Sefrick, Jr., Columbus, stole second place from his Dad by ½ point (Jack Sefrick, Sr. who had two firsts and an eight, complained with a smile that he thought there should have been a throw out race). Ken Schmidt, Lakewood, took fourth place in his *SCOTS N' WATER* April issue cover boat "Flower Power."

### FINAL STANDINGS

Skipper	#1	#2	#3	Total
1. Paul Blonski	1	2	2	4¾
2. Jack Sefrick, Jr.	2	3	4	9
3. Jack Sefrick, Sr.	8	1	1	9¾
4. Ken Schmidt	3	4	6	13

ED HANNUM

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Customflex, Inc.  
1817 Palmwood Ave.  
Toledo, Ohio 43607

Gordon Douglass Boat Co. Inc.  
Route 4, Drawer AB  
Cemetery Lane  
Oakland, Maryland 21550

Ranger Boat Company  
25802 Pacific Hwy., South  
Kent, Washington 98031



Tom Ehman winning final race

## Capitol District

Chip Merlin topped a field of 19 Scots to win the 1977 Capitol Districts hosted by Fleet 97, July 9-10, at Podickory Yacht Club, Annapolis, Maryland.

Saturday's two races were sailed over triangular courses in 0-4 knot, shifty winds. Rick Newell of Fleet 97 led with two firsts at day's end. Merlin and Dennis Morris, both of Fleet 42, finished close behind.

Sunday's two races were sailed in 0-8 knot, shifty winds accompanied by more chop than the previous day. Jeff Stamper won the third race and Bruce Drury won the fourth race. Again Merlin finished close behind, and his consistency yielded the lowest point score for the championship.

### FINAL STANDINGS

Skipper	Races	#1	#2	#3	#4	Total
1. C. Merlin	2	4	2	3		11
2. D. Morris	4	3	6	2		15
3. J. Stamper	11	2	1	6		19¾
4. R. Newell	1	1	11	11		23½
5. R. Mcgihon	9	7	4	4		24

BILL TREPP

# NEW FSSA MEMBERS

FS#	Dist.	Fleet	Name	Address	City	State	Zip
67	GNV	10	Bayard C. Fenner	Box 395, Brushy Neck Lane	Remsenburg	NY	11960
107	MID	107	H. Wynn Topley III	301 E. McArthur ST	Appleton	WI	54911
203	CAP		Terry L. Eckert	2212 Berryhill ST	Harrisburg	PA	17104
349	NYL		Dale W. Mack	RD 3, Box 260B	Owego	NY	13827
679	CAP		Lois Moran	10650 Weymouth ST	Bethesda	MD	20014
764	M-O		Dirk T. Sybersma	270 Ontario ST	Stratford	ONT	N5A 3H5
1201	OH	12	Kenneth M. Hugh	4550 Laurel RD	South Euclid	OH	44121
1227	NYL	43	Roger F. Kinney	1 Gulf Line RD	Liverpool	NY	13088
1253	TX	23	Chris E. Dukeminier	6861 Winchester	Dallas	TX	75231
1520	TX		R. C. Ivey	1725 Westwood	Abilene	TX	79603
1521	MID		Thomas Patrick Chisholm	Route 6, Box 284	Grand Rapids	MN	55744
1554	CAP	82	Brian C. Anderson	RD 1, Box 304	Ebensburg	PA	15931
1865	PAC	100	George J. Vennes	3850 NW Kaiser RD	Portland	OR	97229
1901	MID		Donald B. Schultz	RT 1, Box 112	Menasha	WI	54952
1928	GNV		Jonathan Zich	514 West End AVE	New York	NY	10024
2578	TX	23	Robert K. Fox, Sr.	3020 Purdue	Dallas	TX	75225
2648	M-O		Tom Unger	303 Baldwin	Birmingham	MI	48009
2725	CAP	82	Elwyn Roberts	220 W. Chapel Ridge RD	Pittsburgh	PA	15238
2773	M-O		Loren England	505 Central DR	Lake Orion	MI	40835
2879	NE	124	Frank B. Lawson	P.O. Box 386, Snug Harbor	Duxbury	MA	02332
2910	CAP	6	Joseph H. Smith	4706 Locust Hill CT	Bethesda	MD	20014
2965	CAP		Gay G. Frank	7 Byrer AVE	Uniontown	PA	15401
2966	GNV		Charles M. Winterfeldt	1060 Ocean AVE	New London	CT	06320
2973	CAP		Jack K. Robinson	8 Foxcroft RD	Williamsburg	VA	23185
2998	CAP		Frank B. Haskell III	11210 Bennington DR	Upper Marlboro	MD	20870
2999	CAP		Roland L. Capelle	9430 Lauham-Severn RD	Seabrook	MD	20801
3001	GF		Michael B. Huffman	4575 Voyager DR	Pensacola	FL	32503
3022	M-O		James B. Solomon	728 South First	Edmore	MI	48829

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THE WINNERS GO  
NORTH!**



During the past two seasons we have worked very hard developing a suit of sails which would be the fastest available for the Flying Scot.

**RESULTS—2nd in the 1976 North Americans  
1st in the 1975 Midwinters**

Through extensive analysis of cloth stretch and fatigue characteristics, North Sails can produce identical sails which are not only fast out of the bag, but give superior performance for many seasons' use. To avoid the springtime rush, order today!

Call collect or write North Sails San Diego.

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San Diego, Calif. 92106  
(714)224-2424

## *With or without a rudder*

# Skipper Finds Scot Stable, Sailable

By ROBERT J. DOYLE

If you lose the rudder of your Flying Scot, you'll probably have to drop out of the race; but you can sail the boat home without it.

Dick McCoy and I made that discovery during a Sunday morning race this summer on Lake Monona at Madison, Wisconsin.

It was cold and overcast, with a strong wind, and only two Scots from Fleet 68 were among the mixed bag of a dozen boats at the starting line. On the second leg, a reach, we were about a length ahead of Bob and Sandy Warren in FS 2617.

"Neither of us can do worse than second," Dick shouted at 2617, "unless something breaks."

A moment later my boat, FS 643, began nosing into the wind, and I couldn't hold it on course. As the Warrens sailed past, I crawled back to check the rudder and found it bent up about 45 degrees to one side.

I eased the main and we reached the second mark with the main flapping, then began the downwind leg with our crippled rudder.

The rudder had been bent before in strong winds, but never this badly. Each time I had straightened it out after the race. But I knew that it was getting progressively weaker, and I was waiting for delivery of a new rudder blade ordered a week before this race.

We rounded the downwind mark and tried going upwind; but as soon as the boat heeled over, I felt the rudder blade snap off, leaving me with a free-swinging tiller. I made one futile try at using our short paddle as a rudder, then decided there was no choice but to get out the anchor to keep from being blown against a rocky causeway several hundred yards downwind.

We found, though, that by balancing the jib and main we could move slightly upwind. We were going the wrong direction. But Dick eased the jib, and we came about quickly and set a wobbly course for home, about a mile and a half away and a bit upwind.

Each time we headed up too much, Dick trimmed the jib and I eased the main. As soon as we began to fall off, I pulled in the main; and he let out the jib. It takes concentration, because your normal reaction with the main is just the opposite — let it out when you fall off and trim it in when you point up.

Thanks to the design of the Scot — and a lot of shouting back and forth — our see-saw technique worked fine. We sailed a bit upwind of our pier and let the boat drift down into it. It wasn't the best landing we have ever made, but it wasn't the worst, either.



Bob Doyle (left), skipper of FS 643, displays the new rudder as crew Dick McCoy holds what was left of the old one which broke during a race at Madison, Wisconsin. They sailed a mile and a half home without a rudder, by see-sawing the main and jib.

## 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 Dick Elam, SCOTS N' WATER, Box 8, Chapel Hill, NC 27514. (And don't forget to send in the results after the race.)

Sept. 10-11 — Harvest Moon Regatta, Atwood Lake Yacht Club, Atwood Lake, Ohio.

Sept. 10-11 — Annual Hoosier-Wolverine Hot Scot Regatta, Clear Lake Yacht Club, Fremont, Ind.

Sept. 17-18 — Glimmerglas Regatta and Invitational, Otsego Sailing Club, Cooperstown, NY. Fleet 109, Otsego Lake hosting.

Oct. 1-2 — VISA Invitational Regatta, Smith Mt. Lake, Roanoke, Virginia

Oct. 16-17 — Third Annual Barefoot Open Regatta, Barefoot Sailing Club, Atlanta, GA, Lake Lanier.



# Flying Scot No

By TOM EHMAN

*Yachting Magazine's* ninth One-of-a-Kind Regatta was run in superlative fashion by the Carlyle Sailing Association on southern Illinois's Lake Carlyle in May. The excellent facilities, good sailing conditions, and warm hospitality were no surprise to me, having sailed at Carlyle last fall at the USYRU Champion of Champions regatta.

Over 100 different boats competed in five divisions, racing boat-for-boat and on a handicap basis against similar boats. The list of skippers read like a Who's Who of North American small boat sailors, including Hans Fogh, Dick Tillman, Bill Shore, Bill Cox, Gordie Bowers, John Bertrand, John Koliuss, Bill Allen, Ian Bruce, Tom Whitehurst, Larry Klein, Ed Adams, and on and on.

The catamarans were perhaps the main attraction. Hobie Alter was sailing his new Hobie 18, Buddy Ebsen (of Beverly Hillbillies and Barnaby Jones TV fame) piloted his *Polynesian Concept IV* ocean-cruiser cat, and the event's overall winner was the Tornado catamaran skippered by young Keith Notary.

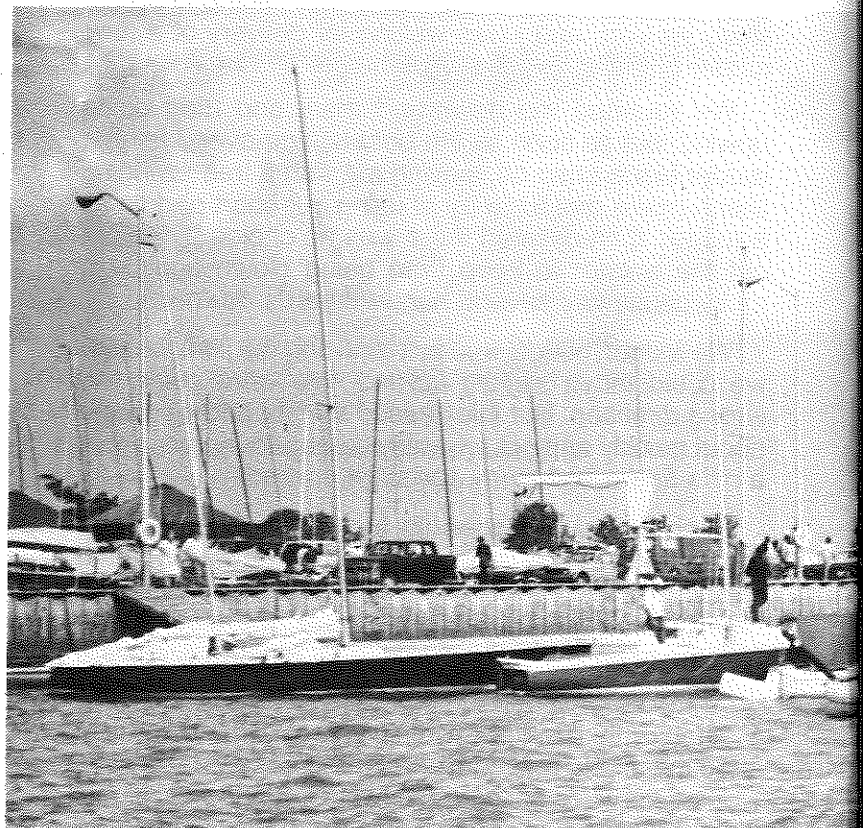
Twenty-five boats competed in Division 3-A (center-



International Tornado Catamaran crosses the finish line flying the windward hull. Skipper Keith Notary won Best Performance Prize with a perfect 1-1-1-1-1 score.



Lightning quick International Canoe, complete with sliding-seat hiking board ... maybe that's the answer to no hiking straps on a Flying Scot.



Flying Scot 3003 (covered) lies moored at the dock.



# tes from One-of-a-Kind Regatta

boarders without trapeze, with crew) including everything from a Penguin to the Highlander. The rather simple rating rule is none too kind to the heavier boats as sail area and length are the major factors in deriving the handicap of each yacht. The Highlander, Thistle, and Flying Scot were rated 1, 2, and 3 respectively in Division 3-A, which meant we had to give time to the Windmill, Y-Flyer, Lightning, Buccaneer, Interlake, and every other boat in the Division except the higher rated Thistle and Highlander.

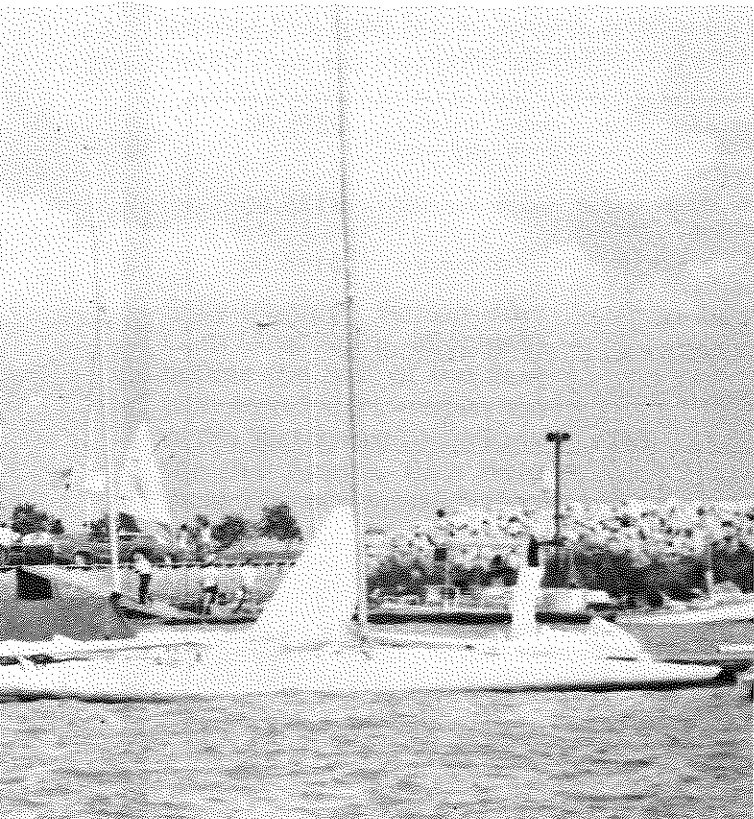
The racing was surprisingly tactical with many boats very close together all the way around the course. Boat for boat, Larry Klein, sailing the Highlander, won all but the last race (he dumped at the jibe mark in 27-35 mph winds). He finished ninth overall on corrected time. Our elapsed finishes of 6-8-8-4-7-6 (corrected to 11-11-12-7-17-13) were good for tenth overall. The top three boats overall in Division 3-A were the Windmill, Coronado 15 (modified), and Y-Flyer.

The first two races were sailed in light to medium air, the final four races saw quite a lot of wind. Predictably, we went well upwind and slowly downwind in the light stuff, and poorly upwind and very well downwind in the heavier going. The *only* boat which went better than

the Scot off the wind was the Windsurfer tandem (yes, a two person, two sail contraption where they do it standing up!). It was very unsettling to be screaming along on a beam-reach, full spinnaker plane and have these two little kids go skimming by you on a surf board. On the whole, the performance of the Scot surprised a lot of people who otherwise considered it to be a lower performing boat. ("You don't have *any* hiking straps?"). Furthermore, ours was the cleanest, simplest, and best looking boat at the event. After the day's racing, we'd have our boat covered up and be at the beer van while nearly everyone else was still tinkering or repairing (or replacing).

There has been some discussion in Scot circles that since we can't realistically expect to win the OOAK, we therefore shouldn't send a representative. But competing is only a small part of the overall event. The media exposure, the chance to meet other sailors, the exchange of information and ideas all makes it worthwhile.

In assessing why the ninth OOAK had been the best, Bob Bavier put it this way — "not only do we have the 'hot' classes and sailors, we have the *premier* classes: the Snipe, Thistle, Lightning, and Flying Scot."



with the A Scot, Highlander, and Etchells 22.

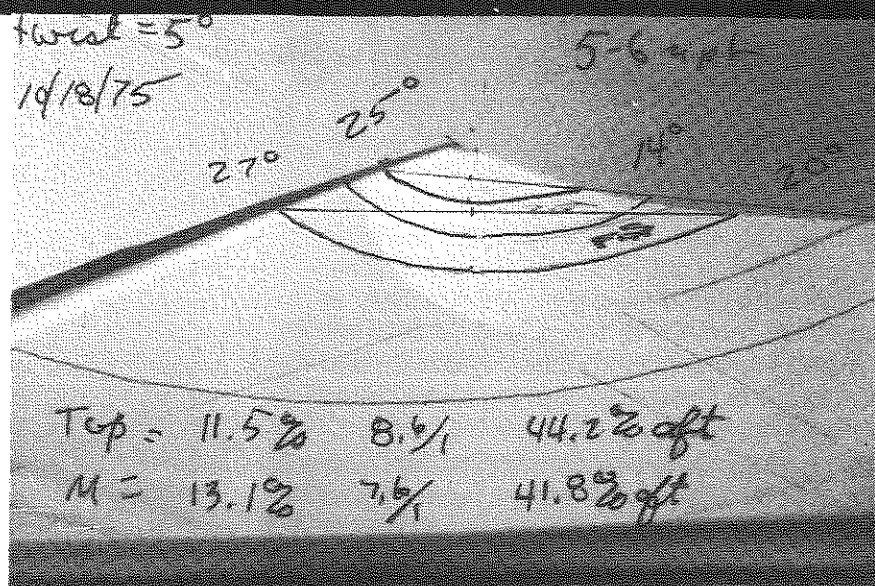


Buddy Ebsen and his ocean-going catamaran Polynesian Concept IV.

Photos by . . .

Tom Ehman

# 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 analyzation, using traditional and computer programming, gives us winning sail designs produced by Bowers Sails.

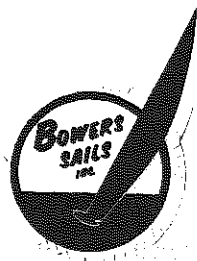
Following a three-year period of exhaustive design research in producing winning Flying Scot sails for local competitors, our sails were aboard for their first national championship regatta of this class and took a first and second in the two-race series.

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 spinnaker 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

<b>MAIN</b>	All weather, yarn tempered dacron including window, battens, Cunningham grommet numbers and bag.	<b>\$275.00</b>
<b>JIB</b>	All weather, hard finished dacron including window, and bag.	<b>\$125.00</b>
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<b>COLORS</b>	(For numbers and insignia check preference) <input type="checkbox"/> RED <input type="checkbox"/> BLUE <input type="checkbox"/> BLACK	
<b>TERMS:</b>	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.	

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# Women Advance to Adams Competition

By **BARB WRIGHT**

Crystal Sailing Club in central Michigan hosted Adams Cup eliminations for Michigan Inland Yachting Association (MIYA) June 27.

These races are sailed round-robin with as many races as there are entries from clubs in the association. Members of the host club loan boats which must handle a 3-person crew and spinnaker. Similarly, USYRU sponsors the Mallory Cup for men and the Sears for teen-agers as well as several other cup races with specific requirements for boats, skippers and crews.

This year Flying Scots will be used in all events of the Adams Cup. The Michigan winning crew from the Crystal eliminations goes to the area competition at Huron-Portage Yacht Club in southern Michigan. Area winners go to the nationals in Beach Haven, New Jersey at Little Egg Yacht Club Aug. 29 where the winners become the national women champs.

Because of its one-design qualities, the Scot is an ideal boat for these round-robin events, and its stability makes it a good boat for races on both inland lakes and larger bodies of water.

Winning at CSC was the Huron-Portage YC entry with Susan Bartlett, skipper, and Cris Ehman and Felicia Cathey as crew. Barton Boat Club is the alternate. MIYA wishes them good luck as they continue in competition. They are very good sailors.



**Susan Bartlett, Cris Ehman, Felicia Cathey**

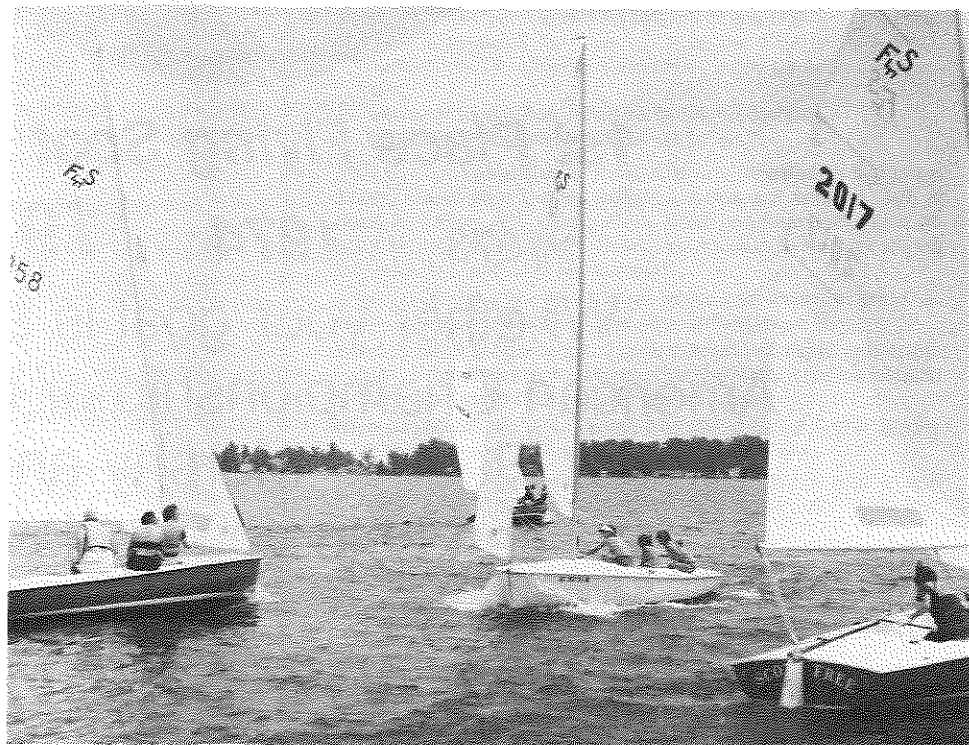


**Crystal Sailing Club**

Sally Martin of Barton Boat Club (Ann Arbor, Michigan) braves the rest of the fleet with a port start in one race of the Michigan eliminations for the Adams Cup held June 27th at Crystal Sailing Club.

**Photos by . . .**

**Dale Greer**





# ON THE BALL



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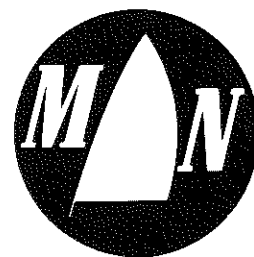
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(If you have a Flying Scot or Scot equipment to sell, we'll be glad to advertise it in **SCOTS N' WATER**. The charge is \$5 for each insertion, and the deadline is the 15th of the month prior to the month of publication. Send copy to Dick Elam, **SCOTS N' WATER**, Box 8, Chapel Hill, NC 27514 and checks to Hal Marcus, P.O. Box 2488, Pensacola, Fla. 32503.)

**FS 2856**—Customflex — White/yellow accent — Murphy & Nye sails/radial head spinnaker with take up reel — aft position, internal Cunningham and boom vang — all Harken equipped — Cover — Tilt trailer — Sailed two months last year, stored in winter — excellent condition. Price: \$4,200.  
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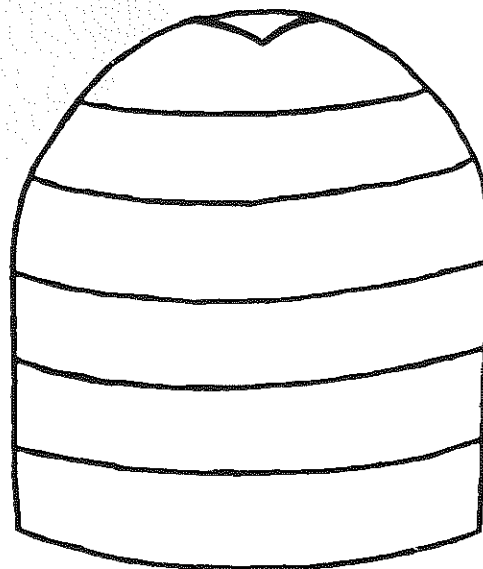
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# Dick Schultz Captures Carolina Cup

Dick Schultz, winning skipper in a Flying Scot fleet of 34 boats, had the highest average among 200 entrants in 14 classes to win the 20th annual North Carolina Governor's Cup Regatta at Kerr Lake, Henderson, North Carolina, June 18-19.

One of the biggest regattas on the east coast, the Governor's Cup annually attracts sailors from throughout the eastern portion of the United States. Schultz, with son Rik as crew, had one first and two second place finishes in three races to become the first North Carolinian in four years to win the prestigious cup.

Hitting the starting line under cloudy skies and 10 mph winds, Sam Leager (FS 29) and Robbie Robinson (FS 2680) led at the first mark followed by Charles Fowler of Miami and Schultz (FS 1885). On the second beat Leager maintained his lead followed by Schultz,

Fowler and Robinson. In a photo finish Schultz nosed out Leager by five feet with Fowler third, Ted Glass (FS 1890) fourth, and Macon Singletary (FS 2110) in fifth place.

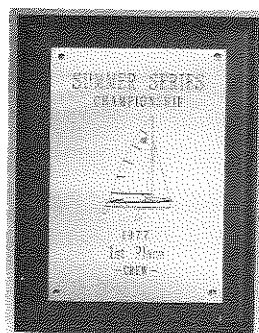
In the shortened second race (high winds and rain) Hap Crowe (FS 2720) led all the way with Schultz finishing second.

Sunday morning brought a reverse course with puffs of wind up to 15 mph. Singletary took the pin end of the starting line, rolled over to port tack and was first at the windward mark. Glass rounded second followed by Schultz, Fred Stone (FS 2748) and Fowler. On the spinnaker leg to the second mark Schultz moved into first place with Singletary, Glass and Fowler in that order. On the second weather leg Fowler moved into second place and on the next leg passed Schultz for the lead. Fowler finished first with Schultz second and Singletary, third.

The top six finishers among Flying Scots were: 1. Schultz, Reidsville, NC; 2. Macon Singletary, Durham, NC; 3. Crowe, Raleigh, NC; 4. Ted Glass, Mt. Vernon, Ill.; 5. Robbie Robinson, Winston-Salem, NC; and 6. Paul Newton, Greenville, SC.



Hal Walker's light works — Davidson skipper stands by his trailer light bar that attaches to safety rings on the aft end of the Flying Scot. The light bar also cradles the mast. The rudder pin provides attachment, and Walker adds a shock-cord tie-down to cinch up. Wire attaching to the car runs across the top of the boat. The lights come off when the rudder goes on — and before the boat goes into the water.



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