

SCOTS

OFFICIAL PUBLICATION OF THE FLYING SCOTS SAILING ASSOCIATION

n' water

fleets

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|-------------------------------|-----------------------------------|---|
| 1-COWAN LAKE, OHIO | 2-COLUMBUS, OHIO | 3-WILMETTE, ILL. |
| 4-MANSFIELD, OHIO | 5-BURLINGTON, VT. | 6-OAKLAND, MD. |
| 7-RIVERSIDE, CONN. | 8-DETROIT, MICH. (EDISON) | 9-STURGIS, MICH. |
| 10-MANHASSET BAY, N. Y. | 11-ROCKPORT, MASS. | 12-CLEVELAND, OHIO (EDGEWATER YC) |
| 13-CHATTANOOGA, TENN. | 14-SPRINGFIELD, OHIO (KISER LAKE) | 15-GULL LAKE, (KALAMAZOO) MICH. |
| 16-DETROIT, MICH. (DYC) | 17-GROSSE POINTE, MICH. | 18-DETROIT, MICH. (DBC) |
| 19-BERLIN LAKE, OHIO | 20-PORTAGE LAKE, MICH. | 21-COLD SPRING HARBOR, LONG ISLAND, N. Y. |
| 22-SPRAY BEACH, N. J. | 23-WHITE ROCK LAKE, DALLAS, TEX. | 24-CANDLEWOOD LAKE, CONN. |
| 25-MILWAUKEE, WISC. | 26-TOLEDO, OHIO | 27-RALEIGH, N. C. |
| 28-SHEEPSHEAD BAY, N. Y. | 29-MUNCIE, IND. | 30-CARBONDALE, ILL. |
| 31-SHORE ACRES, N. J. | 32-GALVESTON BAY, TEX. | 33-LONDON, ONTARIO |
| 34-RAY, INDIANA | 35-CHAUTAUQUA, N. Y. | 36-MONTREAL, QUEBEC |
| 37-WESTERVILLE, OHIO | 38-MOBILE, ALA. | 39-PORT GROVE, OKLA. |
| 40-INVERNESS, CALIF. | 41 CRYSTAL LAKE, MICH. | 42-WASHINGTON, D. C. |
| 43-SOUTHPORT, CONN. | 44-EPHRAIM, WISC. | 45-JACKSON, MISS. |
| 46-HEMSTEAD BAY, L.I., N.Y. | 47-EGG HARBOR, WISC. | 48-CHARLOTTE, N.C. |
| 49-LAKE GRANITE SHOALS, TEXAS | | |

Vol. VII NO.9

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AUG.-SEPT., 1965

Robert L. Lindgren, Secretary, Flying Scot Sailing Association, 1047 Blackthorne Lane, Northbrook, Ill.

SANDY DOUGLASS WINS NATIONALS AT MILWAUKEE

Gordon K. "Sandy" Douglass of Oakland, Md., designer and a builder of the Flying Scot, sailed his boat "Flying Scot IV" to his fifth title in the 7th National Championship Regatta held on Lake Michigan off Milwaukee, Wis. August 17-20. Scott Stokes of Winnetka, Ill., who won the National Sunfish Championship the previous weekend at Indian Lake, Mich., was second aboard "Brigadoon", James B. Lester of Two Rivers, Wis. third on "Mabee", and Merritt R. Hayes, Captain of the Milwaukee Y. C. host fleet, fourth with "Patriot."

48 boats from 11 states and the Province of Ontario competed in a 5 race series, the first 3 of which were used to determine qualifiers for the National Championship. The 22 non qualifiers competed in the last 2 races in a separate division for the Challengers Cup. Scores for all 5 races were aggregated to determine prize winners. In the initial 3 races the fleet was divided into 4 sections, 2 of which sailed in one division and the other 2 in another. The sections were rotated in each race so that every boat sailed against every other boat at least once. At the end of the 3 races, points were totalled to determine qualifiers. A low point system was used, 3/4 pt. for the winner, 2 pts. for 2nd, 3 for 3rd, etc. All races were modified Gold Cup courses, a triangle plus windward leeward, 6-7.5 miles overall. A lead boat set the windward and reaching marks after the starts.

The first race on Tuesday afternoon started with 6 knots S. E. winds. In the Division I race, half way up the windward leg the wind died out and later came in from the S. W. eventually piping to 8 knots. Douglass and Stokes, who were behind but on the shore side of the course, were lifted to the windward mark and thereafter traded the lead several times. Sandy emerged a close winner over Stokes with Fred Weintz of Riverside, Conn. third. In Division II, Dave Rodenkirk, the local fleet's leading skipper, romped to an easy victory. Nathan Dreyer of Jamestown, N. Y. was second and Mrs. William C. Garrett of Dallas, Tex., the 1963 National Champion, third.

A nasty line squall followed by a calm caused postponement of the second race to Wednesday afternoon. In 5-8 knots easterly winds, Sandy won his division followed by Paul McRoy of Carbondale, Ill. and John Lane of Kenilworth, Ill. in that order. Scott Stokes was the other division winner with Tim Stearn of Sturgeon Bay, Wis. second and Roger Jordan of Racine, Wis. third.

The third race Thursday morning had the best winds of the Regatta - N. E. 10-15 knots on seas characterized by big swells interspersed with a random chop. The first three in Division I were Stokes, Steele T. Griswold of Essex Jct., Vt., and Dave Rodenkirk. Fred Weintz grabbed the Division II start near the favored windward end but soon lost the lead to Merritt Hayes who played the shifting winds on the first windward leg better than anyone else. At the end, Hayes got the gun followed by Weintz. The latter barely beat out fast closing Sandy Douglass who's virtuoso spinnaker handling picked up a number of boats on that final downwind leg.

During the lunch break at Milwaukee Y. C. everybody's aggregate points were totalled, and the top 26 skippers in overall point standings were notified they were to sail in the fourth race that afternoon in the Championship Division. The four leading qualifiers were Stokes 3-1/2 pts., Douglass 4-1/2 pts., Weintz 9 pts., and Dave Rodenkirk 10-3/4 pts.

As the boats sailed out to the starting area for the fourth race, the morning N. -N. E. winds had abated to about 6 knots, and after the committee boat anchored, started to shift to the east. It continued to shift after the warning and preparatory guns. Unfortunately, the race committee had insufficient cartridges to signal a postponement to reset the line, so at the start, the line was about 40° off perpendicular favoring the committee boat end. Naturally, everyone was jammed together at the weather end amid much shouting and hand waving. In the melee, Sandy was "parked" just short of the line next to the committee boat luffing until seconds before the gun when he gathered way and once clear of the committee boat, flopped over to port and was off in clear air. This tactic virtually clinched the Regatta victory for him as it permitted an easy race win while other contenders spoiled their starts. Jim Lester came in second and Steele Griswold third. After a bad start, Stokes worked his way up to 6th, but Dave Rodenkirk was 14th and Fred Weintz a dismal 19th and out of contention after his butchered start.

At the Thursday evening banquet, posted point totals showed Sandy having regained the lead with 5-1/4 pts., Stokes second with 9-1/2, and Fritz Hanselman of West Hartford, Conn. third with 23. Dave Rodenkirk had 24-3/4, John T. Gelderman of Evanston, Ill. 25, Hayes 25-3/4, and Jim Lester 27.

In the final race Friday morning, the leeward flag end was slightly favored. Steele Griswold got a safe leeward position on the fleet and thereafter sailed beautifully in the S. E. 5-7 knots breezes on a choppy sea to win convincingly over Tim Stearn. Sandy finished third.

In the Challengers Series, John F. Penner of Fox Point, Wis. was the winner with 50-3/4 pts., Alfred L. Fitch of Salem, Ohio second with 56 pts., and Daniel L. Beyer of Brooklyn, N. Y. third with 59. In this division, the fourth race winner was Dr. Herschel Brown of Evanston, Ill. Penner won the last race. Charles S. Rettie of Riverside, Conn. finished 13th in the Challengers Series after a DSQ in the fourth race and a 13th in the finale.

Milwaukee Fleet 25 hosted this year's successful and enjoyable Regatta on August 17-20 at the Milwaukee Yacht Club located on the city's beautiful Lake Michigan waterfront. Credit is due that eminent and articulate administrator and master-of-ceremonies (whether it be hospital or regatta), Bill Claypool, and his fine local organization, including Fleet Captain Merritt Hayes, Sid Podell, Bob deMille, Lou Kagen, Alan Lillie, the Rodenkirks and many others of Fleet 25. Our thanks also go to Mr. John J. Luthe, Commodore, and others of the Milwaukee Yacht Club, including the spectator craft skippers, who made the Club facilities available for the Seventh Annual F/S Regatta.

In addition to a large banner on the City Hall - "Welcome Flying Scot Sailors", the local Milwaukee Journal and Sentinel gave good F/S coverage, with Mrs. Harris Garrett of Dallas, Texas, the 1963 F/S National Champion, featured in one write-up, and daily race result articles headed "Local Boater Wins in Surprising Time" (It was Dave Rodenkirk in the 1st race), "Maryland Sailor Leads", "Stokes of Winnetka, Illinois Rounds Marker" (A good shot of Scott and George in the lead at one point on Tuesday), "Starboard Breeze Wins for Douglass" and "Douglass Closer to 'Scot' Crown", plus "Maryland Skipper Boosts Scot Lead". But the final ending was just what you have already guessed - Sandy Douglass wins the Regatta. And that happened without his faithful crew over the years, Mary Douglass, to whom Sandy granted a 1965 sabbatical leave of absence to catch up on her concert work. Alan was along this year as usual, but no dog on Sandy's boat as in some past years. Eric Ammann proved to be a very satisfactory crew substitute for Mary this year, with Eric and Alan correcting Sandy's mistakes fast enough to give Boat #450 an overall first place for the Regatta.

Originally scheduled for one race Tuesday afternoon and morning and afternoon races Wednesday and Thursday, the weather intervened Wednesday, resulting in the morning race being held after lunch and each of the remaining races set back, with the 5th and final one held Friday morning. The awards were therefore made shortly after noon Friday rather than at the Winners Dinner Thursday night.

Ed Cobb, National Measurer, didn't bring his boat from Massachusetts, but crewed in the Nationals. . . . Eighteen year old Scott Stokes with fine help from his dad, George, as crew, Fleet #3 of Wilmette, Illinois, did a wonderful job in their first year sailing a Scot, ending up in second place. Incidentally, Scott also won the National Sunfish Championship in August, repeating his 1963 performance. . . . The new "wrong way Corrigan" theme -- the Jerry Chambers - Jack Lacey combine sailed off with the wrong division in Wednesday's race, learning about their DSQ after the race. Frantic waving and calling by others during the contest were interpreted by Jerry and Jack as cheers for their fine sailing and superb boat handling. . . . Nat Dreyer and crew were jubilant and even surprised themselves with their second place in one of the races. . . . At the next midwestern F/S National we hope to have John Foley and other Manhattan area sailors competing, and guarantee these provincially inclined people that the Indian raids are now well in hand and they should not fear such local uprisings to mar their trip. . . . John and others should check with Dan Beyer and his crew who came all the way from Brooklyn, and from all reports, enjoyed Lake Michigan waters, walking off with a third in the Challenger Group, barely nosing out Jerry Chambers of the Wilmette Fleet. . . . Steele Griswold exhibited his usual consistent form again this year. . . . Fred Weintz in his well known quiet unassuming way did well for most of the series, but slipped down the drain a bit late in the series to end up with an overall tenth place. . . . Jim Lester and Mrs. L. as crew proved that their one-boat Scot "fleet" at Two Rivers, Wisconsin can do well even without regular competition except taking in regattas for practice whenever they can. . . . Merritt Hayes led the Milwaukee contingent with an overall 4th. . . . The Joyce-Gelderman syndicate was the only boat from the large Wilmette group present, except Stokes, to finish in the first ten places. . . . Ben Hanselman with a 6th and Bob Wilson 14th did

well for the Door County Fleet 44 from Ephraim. . . . Paul McRoy carried the Carbondale, Ill. fleet's colors to end up the Championship Division. . . . Fred Tears joined with Bill and Harris Garrett from way off Dallas to both place in the Championship group. . . . and a former FSSA national president, Jack Beierwaltes of the Wilmette Fleet "Played it Smart" in following the lead of a top Milwaukee skipper, Dave Rodenkirk, in the last race of the Championship Division, after Jack's consistent placing in former races - except that southerly tack just didn't work, landing Jack as the 21st boat out of 21 that finished in the last race, which just doesn't fit the usual Beierwaltes sailing pattern. . . . With 48 boats racing, it was necessary to divide the first races into two divisions, ending up the Regatta with the Championship and the Challenger Divisions. . . . John Penner of the local Milwaukee Fleet topped the Challengers, Al Fitch, to the extreme delight of wife and boys, even surprising themselves, carried the Salem, Ohio colors into 2nd place for Fleet 19. . . . It was a pleasure to have John McGugan and crew from London, Ontario's Fleet 33 present, and who placed 6th in the Challenger Division. . . . Chuck Rettie all the way from Riverside, Conn. sailed consistently, with the one DSQ pulling him down considerably. . . . A broken hip and on crutches couldn't deter Fred Crapo from Muncie, Indiana from being at the Nationals. . . . Now, let's plan for the 1966 Regatta, after such a successful one at Milwaukee.

Isabelle Lillie of Milwaukee Fleet 25 has supplied the tabulated results of both the Championship and Challenger Divisions, as follows: -

CHAMPIONSHIP DIVISION

No.	Boat	Skipper	1st	2nd	3rd	4th	5th	OA	Total Points
450	Flying Scot	Sandy Douglass	1	1	3	1	3	1	8-1/4
715	Brigadoon	Winscott Stokes	2	1	1	6	8	2	17-1/2
477	Mabee	Jim Lester	12	6	7	2	4	3	31
476	Patriot	Merritt Hayes	7	8	1	10	6	4	31-3/4
373	Lassie	Dave Rodenkirk	1	7	3	14	11	5	35-3/4
488	Nutmegger	Ben Hanselman	4	5	5	9	17	6	40
331	Un. Molly B.	Steele Griswold	DSQ	9	2	3	1	7	40-3/4
684	Glas-Scow	Fred Joyce	8	8	5	4	18	8	43
808	Mollie Jane II	Harris Garrett	3	11	8	8	13	9	43
222	Deuces Wild	Fred Weintz, Jr.	3	4	2	19	16	10	44
804		Tim Stearn	5	2	11	DSQ	2	11	46
100	Hibernian	Tom O'Brien	6	7	13	15	5	12	46
306	En-To-Do	Nathan Dreyer	2	13	12	12	12	13	51
374	Sasha	Robert Wilson	DNS	10	4	5	10	14	53
329	Hottscott	Don Hott	7	10	17	13	9	15	56
412	Porpoise	Don Rodenkirk	20	4	7	21	7	16	59
386	Harmanee	Ralph Manee	14	6	6	7	DNS	17	59
460	Dolly	Bill Claypool	4	9	9	11	DNF	18	59
289	Ghost	John Lane	8	3	4	20	DNS	19	61
739		Dr. Tony Hermaun	11	3	9	16	DNS	20	65
575	Butter Scotch	Paul McRoy	16	2	10	23	15	21	66
361	Great Scot	Jack Beierwaltes	10	12	12	18	21	22	73
553	Lisa T	Fred Tears	6	15	15	24	14	23	74
371	Tane	Bob De Mille	9	18	10	22	20	24	79
595	Scamper Too	Robert Sullivan	18	5	DSQ	17	19	25	84
686	Rampage	Vince DiMaio	5	11	18	25	DNS	26	85

CHALLENGER DIVISION

No.	Boat	Skipper	1st	2nd	3rd	4th	5th	OA	Total Points
408	Pursuit	John Penner	11	13	14	12	1	1	50-3/4
472	Sari-Mari	Al Fitch	10	19	20	5	2	2	56
499	Capriole	Dan Beyer	14	17	8	15	5	3	59
390	Seal Morning	Jerry Chambers	16	DSQ	6	2	10	4	59
413	Podillie	Sid Podell	15	DSQ	17	3	4	5	64
439	Blue Skye II	John McGugan	9	DNF	14	11	7	6	66
503	Scandal	Bill Scanlon	13	21	16	6	11	7	67
295	Bonnie II	Herschel Brown	22	22	11	1	12	8	67-3/4
610	Hot 'n Cold	Carl Rippel	13	16	21	9	9	9	68
175		Sam Tellschow	17	15	21	4	14	10	71
561	Hott Mon	Wayne Roper	19	20	19	7	6	11	71
383	Bonnie Rabbit	Ernest Godshalk	17	14	13	8	DSQ	12	76

CHALLENGER DIVISION (Cont.)

<u>No.</u>	<u>Boat</u>	<u>Skipper</u>	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>	<u>5th</u>	<u>6th</u>	<u>Total Points</u>
273		Chuck Rettie	12	12	15	DSQ	13	13	78
738		Margie Bonness	DSQ	21	20	13	3	14	81
670		John Walker	19	18	16	14	15	15	82
433	Laura II	John McCoy	15	14	18	19	DNS	16	90
410	Andiamo	Dr. Carl Levinson	18	DNF	23	10	16	17	92
741	Tory	Gerry Zimmermann	20	16	22	18	17	18	93
527	Lazy Bones II	Dr. Louis Kagan	21	DNS	24	20	8	19	98
689		Perry Wolk	23	20	22	16	18	20	99
507		Greg Amundson	21	17	19	DSQ	DNS	21	107
603		Frank Fisher	24	19	DSQ	17	DSQ	22	109

FRANK BLOOMER CAPTURES FLYING SCOT NORTHEAST DISTRICT CHAMPIONSHIP

H. Franklin Bloomer, Jr. of the host Riverside Y. C. skippered "Skye" to victory in the 2nd annual Northeast District Flying Scot Championship held on Long Island Sound off Riverside, Conn. August 6-8, 1965. Host Fleet 7 skippers captured the first 6 places overall in the regatta which was attended by 29 skippers from Conn., Mass., N. J., and N. Y.

Five races were held, each a modified Gold Cup - a triangle plus a windward-leeward, the first 4 about 5 miles in length and the last 6 miles. A high point system was used with each race winner receiving a bonus of 1/4 point. Overall trophy winners were Bloomer with 129-1/2 pts., first, Horace A. "Tom" Sawyer 124-1/2 pts., second, G. Kendall Parmelee 117-1/4 pts. third, and J. Fred Weintz, Jr. 110 pts. fourth. The top visiting skipper was Edwin B. Cobb of Gloucester, Mass. who's "R-D-Lite III" finished with 87 pts. for 7th place.

The first 3 races were all sailed on Friday amid S. W. winds which were about 6-8 knots in the first race, 10-14 knots in the second race, and 5-9 knots in the third.

In the first race, haze bordering on fog caused considerable confusion and numerous skippers badly overstood the windward mark. Ken Parmelee, who didn't, won handily, followed by Tom Sawyer and Frank Bloomer in that order.

Bloomer won the second race. Fred Weintz piloted "Deuces Wild" across the line second followed by Neil Thomas of Riverside skippering "Per Se."

In the third race, Bloomer again got the gun. Dr. Ted Engel of Rockport, Mass. sailed "Sea Spray" to a second, and Weintz was third.

That evening, as everyone enjoyed a cook-out at Rocky Point Club, the scoreboard showed Bloomer first with 79-1/2 pts., Parmelee second with 72-1/4, Sawyer third with 72, and Weintz fourth with 66.

Saturday dawned hot and humid and everyone drifted and perspired for over 4 hours until gentle 3-5 knot E. S. E. winds permitted the fourth race to start at 2:15 PM. Lew Howe of Riverside and the Old Greenwich Boat Club was the winner aboard "Aeolus." Dr. Engel again was second and Tom Sawyer third.

That evening a dinner dance was held outdoors on the patio at Riverside Y. C. The "Wayfarers" entertained with folk songs. Standings posted showed Bloomer retaining the lead with 103-1/2 pts. despite a 4th that day, Sawyer second with 97, Parmelee third with 92-1/4, Howe now fourth with 88-1/4 and Weintz fifth with 87.

The last race was sailed Sunday morning with S. W. 6-9 knot winds throughout. Five boats were recalled at the start including Bloomer who nevertheless worked his way back to second at the finish and the championship. Tom Sawyer's "Bagpipe" finished first in this race and second in the series, and Parmelee's "Spindrift" third in the race for a third overall. Weintz, who also was over the line at the start and the last to return, managed to finish 5th to Lew Howe's 7th for overall series 4th by 3/4 of a point.

Fred Weintz

Place	Boat No.	Boat Name	Skipper	Fleet	Home Town	Race Finishes 1-2-3-4-5	Total Points
1	195	Skye	H. Franklin Bloomer, Jr.	7	Riverside, Conn.	3-1-1-4-2	129-1/2
2	200	Bagpipe	Horace A. Sawyer, Jr.	7	Riverside, Conn.	2-4-6-3-1	124-1/4
3	210	Spindrift	G. Kendall Parmelee	7	Riverside, Conn.	1-6-5-8-3	117-1/4
4	222	Deuces Wild	J. Fred Weintz, Jr.	7	Riverside, Conn.	13-2-3-7-5	110
5	28	Aeolus	Llewellyn S. Howe	7	Riverside, Conn.	11-8-4-1-7	109-1/4
6	273	Too New	Charles S. Rettie	7	Riverside, Conn.	12-7-8-15-4	94
7	121	R-D-Lite III	Edwin B. Cobb	11	Gloucester, Mass.	6-12-12-13-10	87
8	774	-	Robert J. Tennant	7	Greenwich, Conn.	7-13-16-6-11	86
9	84	Goose III	Alfred H. Munkenbeck	7	Old Greenwich, Conn.	7-5-18-12-14	85
10	218	Per Se	Neil R. Thomas	7	Riverside, Conn.	17-3-10-16-12	82

**HARRY DEMUTH
MIDWEST DISTRICT CHAMPION**

The Midwest District Championship Regatta was held at Sheridan Shore Yacht Club, Wilmette, Illinois on the weekend of July 16-18, 1965. There were twenty-nine entries, with boats from Wilmette and Carbondale, Illinois, Milwaukee and Two Rivers, Wisconsin, and Clear Lake, Indiana.

Local Wilmette skipper Harry DeMuth emerged as champ, edging out Milwaukee's Dave Rodenkirk by one point. Rick Hasse of Wilmette was third.

We were favored with fair weather and challenging wind conditions. In the first race of the series, on Saturday morning, the wind seemed to range around the compass and back again. On the third leg it shifted suddenly and dramatically from west to north, and the lucky boats which had taken the port tack came over to starboard and sailed to the mark, while the unfortunates on the other side beat their way back upwind at the tail end of the fleet. The fourth and final leg to the south started as a spinnaker run and ended up as a beat when the wind came all the way around to south again. To add to the confusion it died almost completely after the first three boats finished. The fourth boat struggled across the line sixteen minutes later. Just after the bulk of the fleet drifted by the committee boat a young gale appeared and everyone went screaming back to the harbor on a planing reach. That race caused some extremes of elation and despair.

The second race on Saturday was sailed in a moderate to strong, steady northeast wind, and the third on Sunday in a rather light but steady north breeze. Both DeMuth and Rodenkirk demonstrated their versatility by doing well under all conditions. Rick Hasse was one of the unlucky ones found on the wrong side of the course when the wind shifted in the first race, but finished in good form with a 4th and a 1st in the next two.

Entertainment consisted of a Rigging Party on Friday evening and a wonderful steak dinner complete with bagpipes on Saturday night.

The Wilmette Fleet enjoyed being host for this Regatta and meeting or seeing again our many good friends from out of town. We look forward to seeing them and you in Milwaukee next month.

Honors for finishing in the first ten positions in the Regatta went to the following:

Boat No.	Skipper	1st Race	2nd Race	3rd Race	Final Standing
289	Harry DeMuth	3	2	3	1
373	Dave Rodenkirk	2	1	6	2
91	Rick Hasse	16	4	1	3
295	Herschel Browns	1	8	15	4
684	Fred Joyce	8	10	8	5
715	Scott Stokes	9	13	4	6
460	Bill Claypool	19	5	5	7
412	Don Rodenkirk	6	3	21	8
413	Alan Lillie	10	12	10	9
476	Merritt Hayes	20	7	7	10

Ernest L. Godshalk
Fleet Correspondent

COMING EVENTS

- Sept. 25-26 President's Cup Regatta, Washington, D. C.
- Oct. 9-10 Fall Sailing Festival, Fairhope Yacht Club, Mobile, Alabama

PRESIDENT'S CUP REGATTA

Washington, D.C. Sept. 25 & 26

Come to Washington and sail for the famous Flying Scot MID-ATLANTIC CHAMPIONSHIP Half-Bowl! Meet and sail against some of the finest people from New England to the Carolinas. This regatta is becoming one of the most important and most enjoyable of our eastern regattas. Help us to make it still better! Bring along another boat or two from your fleet!

The enclosed poop-sheet from the President's Cup Sailing Regatta gives the details of the regatta and race schedule. Please note that launching this year will be handled at the Washington Sailing Marina on the west side of the river, and not at Hains Point as in past years.

FLYING SCOT HEADQUARTERS

We have made arrangements for the Hospitality House, on Route U. S. 1 south of the Airport, to be the headquarters for Flying Scotters, with special rates for us as follows:

Single Room, 1 person	\$10.00	Double Room, 3 persons	\$14.00
Double Room 2 persons	12.00	Double Room, 4 persons	16.00

These are special rates for us, so be sure to mention Flying Scot on your reservation card.

FRIDAY EVENING

A Flying Scot social hour and dinner has been arranged, starting at about 6:30 PM at the Hospitality House. Filet Mignon Dinner at \$5.00 per person. Cocktails cannot be served in Virginia, but there will be a bartender and set-ups at 50 cents each. BYOL. We must have reservations for dinner not later than Monday, Sept. 20, so be sure to send us the reservation slip from the bottom of the page.

SATURDAY EVENING

A gala dutch-treat supper is being planned at the home of one of our loyal Washington Scotters. Details will be announced at the regatta. See you in Washington?

FRIDAY, SEPTEMBER 24

REGISTRATION - Washington Sailing Marina. Race Circulars and Entry Blanks available here.

SATURDAY, SEPTEMBER 25

REGISTRATION CLOSURES	9:30 A. M.	- Washington Sailing Marina
FIRST RACE	10:00 A. M.	- Hains Point
SECOND RACE	2:00 P. M.	- Hains Point

SUNDAY, SEPTEMBER 26

THIRD RACE	11:00 A. M.	- Hains Point
TROPHY AWARDS	Immediately after Third Race - Washington Sailing Marina	

LAUNCHING - Shore activities will be based at the Washington Sailing Marina, just south of the National Airport on the George Washington Memorial Parkway. Recent improvements in boat handling facilities should make this site even more desirable than the Hains Point base. Three electric cranes are operable with adequate rigging, boat rinsing and storage areas. Launching ramps are available at the Anacostia Naval Station. In the event of light air, tows will be arranged from the Sailing Marina to Hains Point.

Edward H. D. Gibbs, Chairman
Flying Scot President's Cup Regatta
Committee

ANNUAL MEETING

At the Annual Meeting and Dinner held on Tuesday evening, August 17th, the slate of National Officers, as proposed and listed in the July 1965 Scots n' Water, was elected -

Wm. E. Claypool, Fleet 25, Milwaukee - re-elected President.

Thomas F. Meaney, M. D., Fleet 12, Cleveland - 1st Vice President.

Orville E. White, Fleet 36, Montreal - 2nd Vice President
(Through Orville's invitation and fine efforts working with the 1967 World's Fair Sailing Regatta Committee, the Flying Scot National Regatta is scheduled to be held at the Pt. Claire Yacht Club on August 4-6, 1967).

Charles S. Silsbee, Fleet 3, Wilmette, Ill. - re-elected 3rd Vice President (will handle Scots n' Water and national publicity for the FSSA next year).

Robert L. Lindgren, Fleet 3, Wilmette, Ill. - Secretary
(Bob recently moved to the Chicago area from Fleet 25).

J. Fred Weintz, Jr., Fleet 7, Riverside, Conn. - Treasurer.

Edwin B. Cobb - Fleet 11, Rockport, Mass. - re-elected National Measurer.

The Meeting's usual reports were given - Merritt Hayes as secretary had his report accepted; also Bob Lindgren's, Treasurer, whose report showed a rather slim balance, but will be back in line when the next year's dues are received. Question was raised - should the Nationals be held under a limited budget? Sandy showed some sketches in connection with the hiking strap discussion, plus pertinent comments, in which Dave Rodenkirk and others entered the discussion, with a general feeling that Sandy's stated example that 22 feet would be a bit too far to hike out under certain wind conditions. Trophies were discussed along the lines that perhaps all entries should receive something, and a consensus that trophy costs should be kept reasonable and trophies attractive. Will attempt to curtail somewhat on Scots n' Water costs, with paid advertising a possibility. F/S Jewelry discussed, but shelved this year. Jacket patches - will probably come up with two kinds, one inexpensive at less than \$1.00 for caps and sailing jackets and one at around \$5.00 for dress sport jackets. 1966 F/S Nationals not yet definitely decided as to location, with probability that it will be held on the South shore of Lake Erie - decision to be made in a month. 1967 Nationals definitely at Montreal in connection with the World Exposition. Fleet 21 at Cold Spring Harbor, L. I., N. Y. down to one boat and dropped from list. Fleet 26 discontinuance to be reconsidered in the light of good local activity. Sandy reports 820 Scots built to date. Mrs. Helen M. Rippel will continue as Corresponding Secretary, with her fine past performance in this assignment. Anyone interested in additional specific details of the 1965 Annual Meeting, or questioning any of the Regatta notes in this issue of Scots n' Water, drop a note to Bill Claypool for clarification.

From The Editor:

Due to the large volume of news from the Nationals, Districts and Annual Meeting, Fleet and other news items will be held over to the October issue.

FOR SALE

#501 Orange hull with pale yellow deck and green boat top. Boston dacron main and jib. New, unused Spinnaker gear. New-type low silhouette cockpit cover. Boat in as close to new condition as possible \$2350. F. O. B. N. Y. Sanders Kramer, 1245 Park Avenue, New York 28, New York. Phone (212) AT 9-8725.

#479, White Hull & Deck, Red, White & Blue boot top, Boston main & jib, cover, bridle, Gator trailer. Excellent condition. Reduced \$600. M. O. Dodway, 1721 McPherson Blvd., Fremont, Ohio. Phone 332-9582.

FLYING SCOT SAILING ASSOCIATION

TREASURER'S REPORT

August 9, 1965

Balance August 5, 1964 \$2,450.39

Receipts:

Dues Collected (including Balance of 1964 Dues and 1965 to Date)	\$4,265.33	
Sail Labels (645)	1,290.00	
Boat Numbers (200)	1,000.00	
Sail Plans	10.00	
Total Receipts		<u>\$6,565.33</u>
Operating Capital		\$9,015.72

Disbursements:

Mrs. H. M. Rippel (\$2.00/Active Member)	\$1,144.00	
Scots n' Water (9 issues)	2,541.27	
Miscellaneous Printing (including Constitution Revision)	525.98	
Year Book - 1964 502.54		
- 1965 <u>949.23</u>	1,451.77	
Petty Cash	243.35	
District Awards	82.77	
Sail Labels (Gordon Douglass Boat Company)	650.00	
Shipping Chgs.	89.36	
National Regatta Expenses	89.89	
Miscellaneous Expenses	<u>201.40</u>	
Total Disbursements		<u>\$7,019.79</u>

Balance August 9, 1965 \$1,995.93

ASSOCIATION GROWTH

	<u>Aug. 1963</u>	<u>Aug. 1964</u>	<u>Aug. 1965</u>
Boat Numbers Issued	491	620	820
Active Members	395	455	546