

SCOTS

n' water



OFFICIAL PUBLICATION of the FLYING SCOT SAILING ASSOCIATION - Charles S. Silsbee, Editor

VOLUME XI, NUMBER 3

MARCH 1969

1969 FLYING SCOT MID-WINTER REGATTA: FIVE TOP WINNERS:



-Fort Myers News-Press Photo by Bob Duffey

ROYAL PALM YACHT CLUB, FORT MYERS, FLORIDA

February 23, 1969

Left to right: Fred Meno, Allen Douglas, Joe Galliher, Vince Di Maio, Dick O'Donnell.

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SCOTS PASS THE 1,500 MARK. Flying Scot #500 in 1964, # 1,000 in 1966, and # 1,500 in 1969 are milestones in the Flying Scot Class. Sandy Douglass recently stated, "We have a big year ahead -- boats now solid past 1,500 and still coming."

FSSA QUESTIONNAIRES/DUES BEING RETURNED BY THE HUNDREDS! Thank you all for your cooperation! In answer to many inquiries, the definition of "corinthian" is "amateur yachtsman." The favorite spelling for our Flying Scot sloops turned out to be "yatch," and although most members sail on a body of water with a specific name, many people wrote that they sail on "sunny days," and one member sails "only on Sunday." Only two members so far have checked that they "race" exclusively. All others checked one or more uses -- "day sailing" being the most popular. Only one Flying Scot-er (name on request) stated unequivocally that he uses his boat to "impress Les Girls," but several noted that while they were too old to do so, their sons do! Many other uses were mentioned: "fishing," "to entertain friends," "moonlight sail," "introduce a 5-week-old baby to sailing," "to drink beer on," "to watch the races from the rear," "to take a 5-year-old on long rides with a Seagull putt-putt," "shrimp trawl," "tinker with," "let go on--keep sane," "Boy Scout merit-badge work," "Scot class promotion," "evening picnics," "to kill the grass in the back yard," "to haul suitcases, outboard motors, and junk on vacation," and "we beats everything in the way." Have YOU returned your filled-in questionnaire with your dues? If not, send them in today!

BUDGET FOR FSSA 1968-69 FISCAL YEAR as approved by the Governing Board on 1/30/69 and published herein as required by Article XIII of the FSSA Constitution. S N' W costs include \$1000 for 1968 paid in 1969. Cost of and receipt for Sailing Manual are not included.

RECEIPTS

Dues	\$ 9000
Sail Labels	2000
Boat Numbers	1500
Sail Plan Kits	50
Pocket Patches	100
S N' W Advertising	400
Refund: 1968 NAC	
Regatta Committee	300
	\$ 13,350

DISBURSEMENTS

Corresponding Secretary	\$ 1800
Editor, S N' W	450
SCOTS N' WATER	4500
Yearbook	1700
Printing & Stationery	800
Cost of Sail Labels	900
1969 NAC Regatta advance	300
FSSA Promotion	1000
Miscel. Expenses	1000
	\$ 12,450

SCOTS N' WATER ARTICLES. Vince Di Maio mentioned earlier this year in a LETTER TO THE EDITOR that "these dreary winter days and inhospitable nights need not be a time of sailing inhibition. Rather, winter is the time to plan improvements on the old rig, for mental calisthenics of reviewing racing rules, for fleet meetings (liars' forum), an appraisal of our sailing weaknesses and to perfect our understanding by an exchange of ideas with others. So, let's not cuss that white stuff, you non-skiers and non-iceboaters. Let's call a fleet meeting, write an article for SCOTS N' WATER or even write and ask a question. Our Class has all kinds of talent and know how. Let's distribute it more evenly." (Rough drafts of articles on specific phases or incidents of Scot sailing will be most welcome and would be of genuine interest to many other Scot sailors. Let me hear from you. - ED.) ... The CLOSING DATE for the next issue of SCOTS N' WATER is APRIL 7th.

FLYING SCOT MID-WINTERS WON BY FRED MENO FOR THE SECOND STRAIGHT YEAR!

The Royal Palm Yacht Club, Fort Myers, Florida, was the scene of the third annual and delightful five-race fun regatta on the Caloosahatchee River course below the yacht club on Saturday and Sunday, February 22nd-23rd. Eighteen Scots from nine states competed for top honors in this major Flying Scot event -- the 1969 Mid-Winters.

Fred and Mary Meno of Columbus, Ohio, took first place with 10 3/4 points, Allen Douglas skippered the St. Andrews Bay Yacht Club, Panama City, Florida, entry into second place with 14 1/2 points. Joe Galliher from Potomac, Maryland, with brother Dick and sister Marcia Day crewing, was third with 17 1/2 points. Vince Di Maio, Toledo, with 19 points took fourth place. Dick O'Donnell from Riverton, New Jersey, was fifth with 32 points. Awards to the winners, as shown from left to right in the group photo on Page 1 followed the fifth race on Sunday afternoon. The others finished in the following order: Paul McRoy, Illinois; Dr. Francis Wells of both Iowa and Fort Myers; Ted Glass, Illinois; Bill Suddath, Mississippi; Ernest Myatt, North Carolina; Fred Crapo, Indiana; Bob MacKenzie, Indiana; Ken Hines, North Carolina; Dick Helmold, North Carolina; John Parke, New Jersey; John Walter, Florida and William Singletary, North Carolina, tied; and Bill Moore, Florida.

A tune-up race was held Friday afternoon, Vince Di Maio and crew Tom Ehman winning the bubbly trophy. On Saturday evening a most enjoyable dinner dance at the yacht club was attended by eighty Scot skippers, their crews and friends. The FSSA was officially represented by Illinoisans Mrs. Ann Stokes, Corresponding Secretary, and Third Vice-President/Editor Charles Silsbee and Mrs. Silsbee.

Regatta contestants and visitors were indebted for a fine regatta to the local Flying Scot host, Fleet 56, especially Fleet Captain John Walter, Regatta Chairman, and Mrs. Jack Cochrane. Fran graciously handled a number of regatta assignments. Paul McRoy of Carbondale, Illinois, Fleet 30, contributed to the success of the regatta as he has in each past year. RPYC Manager, Roberto Manini, secretary Margaret Imperatore, and the entire staff were indeed kind and most helpful. Thanks also go to Chet Perry, General Manager, Len Harsh, Sports Editor, and Bob Duffey, Photographer -- all of the FORT MYERS NEWS-PRESS -- for their fine daily coverage of the regatta.

The Race Committee -- with veteran Herb Hill as Chairman, ably assisted aboard George Woods' R.C. boat during the regatta and aboard Joe Vesey's boat during the Tune-Up Race as well as ashore by Bob Maytham, George Woods, Ann Stokes, and Ann Howard -- are to be commended. Not one protest! The Scots also wish to thank Chet Perry and Bill Hooper for the stake boats and Jerry Hudson for making the spectator boat available. Many others -- the USCG Auxiliary, many RPYC officials and members -- were among those responsible for making the regatta a success. Plans are already being discussed by John Walter and others for an even larger event in 1970 at the same location -- an ideal spot for F/S racing.



John Walter, 1969 Flying Scot
Mid-Winter Regatta Chairman.



-FORT MYERS NEWS-PRESS Photo by Bob Duffey
Fred and Mary Meno receive the
Jack Cochrane Memorial Trophy.

FSSA MID-WINTER DINNER MEETING

With sixty-five Flying Scot-ers present, a most enjoyable and the largest FSSA Annual Mid-Winter Dinner to date was held at The Brass Rail on Fifth Avenue, NYC, on the night of January 31st. Under the direction of able Chairman Bearn Smith, the evening included cocktails and dinner followed by talks and good-natured discussions about the future.

FSSA President J. Fred Weintz, Jr. introduced FSSA officials and guests, completely using up any voice he had left after the six-hour Governing Board meeting the night before. Speakers included North American Champion Frank Bloomer who spoke on "Future Development," touching on the One-Design concept, placing the Flying Scot in-between Class extremes -- strict as a Class, but modern. He made several suggestions for thought -- to possibly include some latitude of a more liberal nature in future Scot thinking. Ken Parmelee continued the technical remarks, suggesting that careful consideration be given to any boat changes. Gordon Douglass, describing himself as a gadgeteer at heart, added a few remarks, bringing attention to the danger of starting with little changes in the Scot or other classes and ending up with changes of larger magnitude.

The speaker of the evening, David Smalley, with his excellent sailing experience from Finns through the Shields Class and including the 12-Meter, gave an interesting talk on the "fun" enjoyed by a sailor by going faster, making rigging & other boat changes, how much time and money he has available to spend on these, adding the thought that there also might be individual limitations due to lack of skill. The sailor, as Dave Smalley pointed out, is the reason for going faster, but should Class changes be made for this increased speed or should the boats be kept more equal to obtain the fun desired? He concluded with the thought that the Flying Scot Class has strength and interest, very possibly because of no great changes having been made in the Scot.

Comments from the audience indicated that they had joined an association pledged to "maintain rigidly and without deviation the one-design features of Flying Scot sloops as designed by Gordon K. Douglass" and that anyone who didn't want to compete in boats of identical design might better join one of the development classes.

FSSA GOVERNING BOARD MEETING REPORT

Present at the Harvard Club in NYC on the night of January 30, 1969, were Messrs. Weintz (who presided) Cowles, Douglass, Dreyer, Edgar, Godshalk, Meaney, Parmelee, Silsbee, & Winans, and Mrs. Ann Stokes.

Minutes of the last Board Meeting were read and accepted... BUDGET for 1968-69 fiscal year (Nov.1-Oct.31) was adopted... Approved MEASUREMENT COMMITTEE of Jack Beierwaltes, Vince Di Maio, Ken Parmelee, Paul Brickmann, & Sandy Douglass... Chief Measurer recommended that no recommendation for a change in the Specs regarding ANCHORS be made; the Board concurred... TWO RULINGS OF THE 1967-8 CHIEF MEASURER WERE REVERSED: "Fairing of the trailing edge of the centerboard is permissible," & "spreaders are legal." Therefore, these two rulings which appeared in the NOV/DEC 1968 SCOTS N' WATER are not legal. Other rulings were approved as published, as was a ruling that TAPERED MASTS ARE ILLEGAL... DIRECTIONS FOR MEASURING SAILS and the check list for the North American will be included in the 1969 YEARBOOK, as will other new items. (The Board felt that each member should have the same information available that sailmakers do, and everyone is encouraged to measure their own sails periodically -- they do stretch after many uses...)

NEW FLEET CHARTERS are forthcoming for St. Andrews Bay Yacht Club at Panama City, Fla., Fleet 75; Nyack Boat Club at Nyack, N. Y., Fleet 74. Fleet 49 is being reassigned to a new fleet at the Houston Yacht Club. As the fleet charter for Fleet 60 has been returned to the FSSA, it was suspended pending action at the Annual Meeting... Klinger Lake Fleet 9 at Sturgis, Michigan, was moved to the Midwestern District at their request...

Charles Silsbee reported on SCOTS N' WATER ... Legal Committee Report was given by Ernie Godshalk and Ken Parmelee... NORTH AMERICAN CHAMPIONSHIPS: The arrangements for 1969 at Mobile were discussed and the qualification requirements determined; sites for 1970 were considered... Lengthy reports & discussion on FSSA membership, Fleet & District promotion, Yearbook, Regatta Manual, Master Calendar, Sailing Manual, Publicity, National Race Committee, Club Fleets, and District Governor's duties...

FSSA will provide ENVELOPES, ADDRESSING, etc. for F/S Regattas at nominal charge. Write Ann Stokes well in advance of regatta date.

SCOTS N' WATER

MORE THOUGHTS ON STARTING IN A CURRENT

In my article, "EVENTS LEADING TO THE START OF A RACE," in the NOV/DEC 1968 issue of SCOTS N" WATER, I wrote that in the case of a current across the windward leg it seemed logical to me to start at the up-current end of the line.

I think we all are indebted to Henry White for his thorough analysis in the JAN/FEB issue of the factors involved. His article started me thinking about it, and I now realize that I was all wrong. More than this, it now appears to me that Mr. White may be only half right in his conclusion that the current should be disregarded. Could it be (assuming a steady wind) that the down-current end would give an advantage?

-Gordon K. Douglass 2/69

BEATING IN A CROSS-CURRENT OF VARYING INTENSITY

Currents may increase and decrease as functions of Time, as with a changing tide, or of Distance, as in the crossing of a river.

The diagrams show the problem worked out as a linear function of Time (which could be modified for local conditions) on the following assumptions:

Cross-current C, between zero and 1/3 of Wind speed Wg, relative to ground.

Boat speed relative to water Bw is 1/3 of Wind speed Ww, relative to water.

Boat heading 45° from Wind, Ww. Leeway angle, 5° .

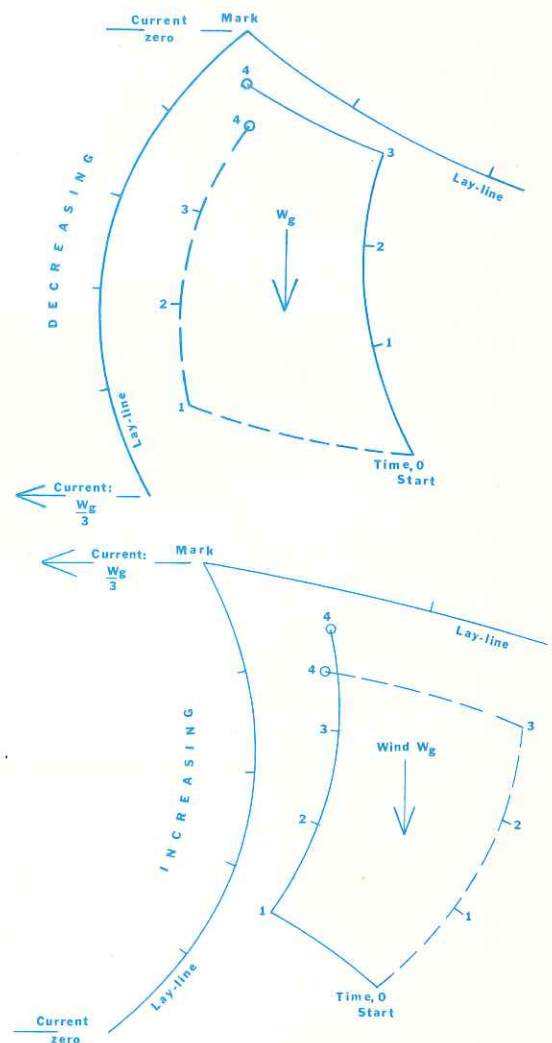
The weather mark M is placed two points downstream of the eye of the wind Wg, as seen from the starting point, so that the course is clear of the downstream lay-line.

The method of solution is quite unsophisticated, being only a point-by-point extension of that shown in the last article.

Conclusion: With a decreasing current, sail for the upstream lay-line and avoid an early downstream tack. In an increasing current, sail for the downstream lay-line and avoid the upstream line until the last minute.

In brief: Lee-bow the stronger current, but not the weaker.

Rule of thumb: When the current is approaching the boat speed Bw, the downstream lay-line is parallel to the wind Ww.



-Henry G. R. White 1/69
(Fleet 3)

(Is Henry saying that, with a cross current approaching boat speed and a weather mark dead to windward, the instant you cross the starting line you'd be on the port-tack lay-line? Maybe that's why Sandy started up-current at the R.C. boat and went out on port in the fourth race in the North Americans at Riverside. -ED).

WHAT IS A GOOD START?



Frequently I hear skippers say that they had an excellent start, right on the line at gunfire, but were back in the ruck at the windward mark. What happened? Lack of boat speed and poor tactics can account for it, of course, but it may be more than that. On the not-too-frequent-I-am-happy-to-say occasions when I am back in the pack I find that the other boats seem to go just as fast as mine and that I have an exceedingly difficult job getting out of the pack. For some strange reason the ones ahead of me seem to take a delight in camping on me, tack for tack, and this doesn't make it any easier.

SANDY SAYS -

The point is that just hitting the line with the gun does not necessarily constitute a good start. Perhaps the most important two minutes of a race are the minute before the start and the minute after it. It is what you do and where you are after the gun which often can win or lose the race because there is no doubt that a commanding lead soon after the start is a great advantage, and therefore your aim should be to start so that, soon after the start, you can be sailing in clear air with the choice of maneuver.

If we can assume that the starting line is square to the wind, all boats at the line on starboard tack in theory are equidistant from the weather mark. However, only the boat on the "weather" end (It really is not, but this seems to be the conventional term for the starboard end of the line as you face the wind.) is free to tack immediately. This boat, unless it has superior boat speed, should very soon take a short hitch on port tack and then go back onto starboard so as to cover the fleet when the others tack onto port. Each of the other boats is in the "safe leeward" position in relation to the boat next above - but also has a boat in that position below. The only boat with completely clear air is the one at the far end of the line - but of course that one cannot tack until it is clear ahead or clear behind.

Along the line some boats will pull ahead of others. The boats which begin to drop back should tack as soon as possible, crossing astern of the others, in order to find clear air. Never sail in bad air below or behind other boats if you can avoid it.

However, we seldom find the ideal situation of a steady wind and square line. Especially on inland waters the wind tends to have periodic swings in direction. With a nominally square line, it is obvious that if the wind backs, the outer end of the line is favored. Boats on starboard tack are headed and should go onto port tack as soon as possible. If the wind has swung in a clockwise direction, the "weather" end is favored and boats on starboard tack are lifted. Therefore, a first consideration in planning the start is to try to determine which end of the line will be the favored end at the time of the start. The situation may change during the last minute, so be prepared for a change in plans.

In a big fleet there generally is a concentration of boats at the ends of the line. There may be a "best" place to start. But if a dozen others all have the same idea it is obvious that only one can be the one, and the odds are 13 to 1 against it being you. Therefore, if there is a clear opening toward the middle of the line you may be able to make a better start there, in clear air, and with good boat speed be able to move out. In such a case, if you soon are headed by a major wind shift, your right move is to go onto port tack to take advantage of it even if it means going astern of starboard tack boats. The important thing is to get free into clear air just as soon as possible and to take advantage of lifts.

A best start on starboard tack at the Committee Boat often is the ideal. The problem is that even though you may be close-hauled on starboard tack, timed to cross the line just after the gun, you generally find a bunch of bargers which will cut off your wind as you make your approach and smother you by sheer force of numbers, preventing you from getting to the line on schedule. If that end of the line is heavily favored by the wind it may pay to let these boats start ahead of you and then to take a short tack to starboard (port tack) to get clear.

Barging, running the line on starboard tack, is permitted if you do not interfere with close-hauled boats below you. In this case you have no rights and the other boat can

SANDY SAYS - (Continued)

force you over the line. Running the line is commonly done because a timed start does not work for small boats. Just watch out for the man below you who has the right to luff you.

There is no one plan or rule for starting a race. In spite of your best plans you are at the mercy of the many others whose moves cannot be anticipated, and your beautifully planned start may be thwarted. But often a poor start can be made into a good one by the right moves after the start. It is not only where you are at the gun, it is where you are a few minutes later. It is sometimes known as "pulling your chestnuts out of the fire."

As an unusual example of this I like to tell about one of our starts in the Nationals at Milwaukee. The fresh northwest wind had been making such radical swings that the Race Committee had had to postpone the start several times in order to correct the starting line. At last we were to go! The weather end was favored, and we were approaching, close-hauled, right at the Committee Boat and early enough to close the gate against six or eight bargers. Perfect!

With about ten seconds to the gun, the wind suddenly backed about 25 degrees! Now we were badly headed, and the former bargers were legally close-hauled as they approached the line, -- with us badly smothered under them in a hopeless position. And we were too close under them to come about. What a revolting development!

I yelled, "Jibe!", pulled the tiller hard over, jibed under the sterns of the other boats, took a very short hitch on port tack to get up to where we could make the line at the Committee Boat, crossed on starboard, immediately went onto port tack, and with a beautiful lift from the shift which was heading the other boats, in another minute or two had a commanding lead on the entire fleet, a lead we never lost. Delicious chestnuts!

-Gordon K. Douglass 2/13/69

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WE WOULD LIKE TO APOLOGIZE to the Thistle Class and to Designer Sandy Douglass for the typo in the SANDY SAYS- article, TO MODERNIZE OR NOT TO MODERNIZE, in the JAN/FEB 1969 SCOTS N' WATER. Toward the end of Page 5, it should read: "In 22 years some 2,600 Thistles have been built." - not 33.

FLEET 69 Secretary, Bill Hazard, reports from Austin, Texas, that 1969 officers are: Nelson N. Estes, Fleet Captain; William R. Hazard, Fleet Secretary; and Robert C. Heidrick, Measurer. Accompanying the letter was a check to cover dues for ALL members of FLEET 69 in the FSSA for 1969. Thanks, Bill, and we would be happy if all Scot fleets could handle their national dues in this same fashion.

EPHRAIM, WISCONSIN, FLEET 44 - Annual Report. --and where does the report come from? Arkansas, of course. Virtually a two-month summer fleet, Ruthie Peterson send us the highlights of FLEET 44 from Little Rock, listing ten boats and seventeen members. Steve Pheifer was elected Fleet Captain at the Annual Meeting and Ruth Peterson, Sec'y. The members participate in the Ephraim YC's Fourth-of-July and Annual Regattas. Fritz Hanselman, F/S #488, won the 1968 Annual Regatta Cup. FLEET 44 sponsors the Green Bay "Scot of the Year" trophy in conjunction with the Marinette & Menominee Yacht Club of Michigan and the Sturgeon Bay Yacht Club of Wisconsin. The winner -- Edgar Nelson, F/S # 1137, M&MYC, in 1968 -- is determined thru designated races in each of the club's home waters.

The FSSA sends CONGRATULATIONS TO FLEET 75. FSSA President J. Fred Weintz, Jr., recently forwarded the charter for this Gulf Yachting Ass'n. member club, the St. Andrews Bay Yacht Club, Panama City, Florida, to Allen Douglas. They are real sailors at St. Andrews YC -- see elsewhere in this issue how Allen Douglas and his crew came out at the Flying Scot Mid-Winters in Fort Myers.

FLEET 35, as reported by Dave Chall, had a good year on beautiful Chautauqua Lake, with twelve Scots in the fleet and ten others on the lake, the second largest class sailing locally. 1968 winners were Dave Chall in the Saturday Series, Nate Dreyer in the Sunday Series, and Dick Schwartz in the Labor Day Races. Officers elected for the 1969 season are Mel Lewellen, Fleet Captain, Dave Chall, Sec'y-Treas., and Ken Lawson, Measurer. Nate Dreyer is the 1969 FSSA Second Vice-President.

FLEET 20 at the Huron Portage Yacht Club, Portage Lake, Michigan, reports they have twelve Scots now, with an anticipated growth to probably twenty-five. Fleet Captain is John R. Laird, Secretary is Margaret Laird, and Treasurer is Ralph Donovan. Their 1968 Fleet Champion was Tom Ehman, Jr.

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FLYING SCOT 1969 REGATTA SCHEDULE

11th ANNUAL DAUPHIN ISLAND RACE - April 18-20, 1969 - Mobile Bay, Alabama. Flying Scots will be one of the many classes again participating in this popular long distance race to Dauphin Island. The Mobile Yacht Club is host and is the starting point -- on the western side of the Bay. Interested Scot sailors should contact the Mobile Yacht Club, P.O. Box 252, Mobile, Alabama 36601, for entry blanks and further information on this 25-mile race to Dauphin Island on Saturday and the return race on Sunday. Briefing and skippers' meeting at the MYC are scheduled for Friday afternoon and evening.

FLYING SCOT BUCKEYE REGATTA - May 24-25, 1969. Sponsored by FLEET 37. Write Carl & Helen Rippel, 9700 Sunbury Road, Westerville, Ohio 43081, for information about this early Hoover Reservoir Regatta.

MIDWESTERN DISTRICT 1969 REGATTA - June 28-29, 1969 - Prairie Creek Reservoir, Muncie, Indiana, to be hosted by FLEET 29. Contact Dick Young, 307 Riley Road, Muncie, Indiana 47304.

1969 FLYING SCOT NORTH AMERICAN CHAMPIONSHIP - August 4-8, 1969 - Fairhope Yacht Club, Fairhope, Alabama. Details on 1969 Qualification Requirements and on housing & entertainment in the Fairhope/Mobile area will be in the April issue of S N' W.

1969 FLYING SCOT NORTHEAST REGIONAL REGATTA - August 15-16, 1969 - Stonehorse Yacht Club, Harwich Port, Mass. This regatta on Cape Cod is open to all Scots in the Northeast Region (Northeast District, Greater New York District, & Capitol District) and to non-affiliated Scots wherever located. Cape Cod is an ideal summer vacation spot offering activities for the whole family. This is a chance to combine vacation with exciting racing on Nantucket Sound. Further information will be distributed to all fleet captains in the Region, or write General Regatta Chairman, Charles A. Winans (FSSA NE District Governor), 154 Warren Street, Needham, Mass.

HOOSIER HOT SHOT REGATTA - September 6-7, 1969 - Prairie Creek Reservoir, Muncie, Indiana. Contact Dick Young (address above.)

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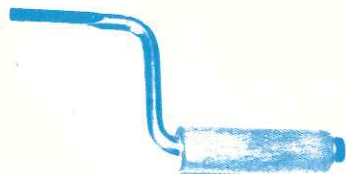
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NOTE: The FSSA cannot endorse steel halyard cranks due to the improper use of an unbreakable crank possibly leading to a broken jib halyard or a damaged masthead. -ED.

OFF THE MAIL BOAT

Of the many fine letters that SCOTS N' WATER receives right along, those referring to Sandy's articles still hold the top-volume spot. His TO MODERNIZE OR NOT TO MODERNIZE comments last issue brought an especially large volume of letters. RICHARD WISTAR, F/S # 224, of Inverness, California, writes: "SANDY SAYS- in the JAN/FEB 1969 SCOTS N' WATER prompts a warm SUPPORTING LETTER. There should be some classes that emphasize stability of design. The Flying Scot has always been this kind of Class. We all knew this when we bought our boats. I think we have a right to expect it to remain this way. Those Scot owners who are unhappy with the situation can easily find development classes in the same price range. Changes in the Flying Scot should be made only after careful study and with substantial agreement from the Class as a whole."

DAVE CHALL, Secretary of the Chautauqua Lake Fleet in New York says: "Because of its well known attributes we expect the Scot to be the largest class boat on Chautauqua Lake in the future. The members of Fleet 35 say, "LET'S KEEP IT LIKE IT IS."

Our good friend EDWIN B. COBB, FSSA National Measurer in 1964-65, now a Shields Class sailor, recently suffered a twinge of conscience. He has been receiving his copies of SCOTS N' WATER gratis and comments: "I enjoy reading the publication, but I think I should pay my way. Accordingly, I enclose my check as a FSSA Sustaining Member." (For which we thank him.-ED) Ed also mentions that he, as usual, is in the Shields Class all over -- serving his third term as National Measurer. He and Henry Cooper, the original Scot owner at Rockport, Mass., also now a Shields skipper, compete at Marblehead with eight other Shields each summer against real hot competition -- apparently a bit stiff for them to bring home many honors. Ed's Psychology is good, however, as he adds: "Sailing is like everything else. You only get out of it what you put into it. If you can't be a top sailor, at least you can have a rewarding time as part of the organization. Please say 'hello' to my friends in the Scot Class, and I wish all a successful season. Your publication really looks good."

We are distressed to report that ORVILLE WHITE had excellent luck in selling his Flying Scot # 394, as this means that our former FSSA Vice-President and the key to the successful 1967 North American at Montreal will no longer be a Scot sailor. Orville's boat, however, will be sailing out of the Club Nautique de Deux Montagnes, swelling that fleet to eleven Scots. Future White sailing will be a 26' Thunderbird, a popular class on the West Coast where retirement could beckon a few years hence for Norma and Orville. He promises faithfully to continue to promote the Scot Class wherever possible.

WE NEED A VOLUNTEER: a C.P.A. to audit the FSSA books come November. Any FSSA member interested in this non-paying job, please contact President Fred Weintz.

CAVEAT EMPTOR
(Subject to Prior Sale)

FLYING SCOT # 122

Light green hull & deck, Boston main & jib, Sterling trailer, miscellaneous equipment including life jackets, seat cushions, oars, etc.....\$1,875. Write J. J. McCarthy, 1111 Hidden Branches Ct., Dunwoody, Georgia 30338, or call 404-255-7398 or 404-351-4400.

FLYING SCOT # 401

White hull, white deck, full tent cover, Boston sails, red/white spinnaker, all rigging, jam cleats, etc. Gator trailer, motor bracket, winter stored in heated garden house, fine condition, original owner. Price is firm.....\$2,300. Write Joe Vesey, 218 Lake Shore, Clear Lake, Ray, Indiana 46737.

FLYING SCOT # 658

Douglass, red hull, off-white top. Complete racing rig and trailer. Sunday series winner, Club regatta winner, Sears Cup quarter-finals winner, plus others. \$2,350. Write Joe Sigmund, 301 Ruth Street, Bay Village, Ohio 44140.

FLYING SCOT # 992

Customflex - Medium blue hull, white deck and boot-top. Tasker main and jib, Boston spinnaker. Trailer, cover, motor bracket, 3.9 Mercury, main and jib cleats, running lights, all in excellent condition.....\$2,875. Write or call Jim Jabara, 44560 Ann Arbor Road, Plymouth, Michigan 48170, 313-453-9077.

CAVEAT EMPTOR
(Subject to Prior Sale)

FLYING SCOT # 844

Dark blue-green hull. Boston sails including spinnaker. Deck very light blue-grey, almost white. All rigging and spinnaker pole, tie-down equipment, cockpit cover, and winter tarp. Sterling trailer bought new with boat. Sailed weekends for three summers. In excellent shape...\$2,550. Write or call Dr. Jack E. Little, 96 Wildwood Dr., Burlington, Vermont 05401. Office: 802-864-4511. Home: 802-863-3506.

FLYING SCOT # 1033

Customflex built - Meridian Blue hull, white deck, new in Spring of 1967 & like new in all respects. Very completely equipped with mainsheet cleat, extra spinnaker cleats & blocks, jib jam cleats, cover, two suits of working sails and spinnaker, spinnaker rig, etc. \$2,650, complete. A new Gator trailer, run less than 300 miles, is available for \$200, lists at \$285. Contact F. Wayne Hutchinson, 4511 Trier Road, Fort Wayne, Ind. 46805, or call 219-748-0403.

FLYING SCOT # 739

White hull, light blue deck, dark blue waterline. Douglass built. Murphy & Nye main, jib, & spinnaker. Main and jib cam cleats, boom vang, vinyl cockpit cover, outboard bracket, full rudder, alloy trailer. In excellent condition. Asking \$2,350. Write or call Roger Jordon, 1108 William Street, Racine, Wis. 53402, 414-639-7783.

RULES for CHARTERING BOATS in the 1969
NORTH AMERICAN CHAMPIONSHIP REGATTA
at FAIRHOPE, ALABAMA, AUGUST 4-8, 1969

Prospective charterers shall write to the Chairman of the Chartering Committee, Mr. E. P. Rawson, 379 Wilshire Avenue, Jackson, Mississippi 39206, (Office phone: 601-355-9351; Home: 601-366-6066) requesting a charter. This letter must be accompanied by a check for \$25.00, payable to the FLYING SCOT SAILING ASSOCIATION. No requests will be considered without a check or money order. This money will be divided as follows: \$20.00 will be paid to the owners of the boat and \$5.00 will be retained by the Association. Prospective charterers must be qualified Flying Scot owners of FSSA registered boats and reside at least 400 miles from Fairhope, Alabama, except at the discretion of the National Race Committee regarding the distance required.

Closing date will be July 1, 1969. On this day the Chartering Committee will apportion boats available. If there are more applicants than available boats, checks of the unsuccessful applicants will be returned. If boats are still available, requests received after July 1st will be filled on a "first come, first served" basis. Charterers may cancel a charter within two weeks of the mailing by the Committee of notice of acceptance thereof. If cancellation notice is not received within the two week period, the \$25.00 is forfeited and will be apportioned as originally planned if the owner brings his boat to the site; otherwise, the \$25.00 goes to the Association.

Boat owners shall be responsible for bringing their boats to the site of the North American Championship (Fairhope Yacht Club). Boats shall be fully found with all equipment required by the rules. Bottoms shall be cleaned and unfouled. Running and standing rigging shall be sound and able to withstand normal racing conditions.

Charters will use their own sails. Only the sails bearing the number of the Flying Scot sloop in which the skipper qualified for entry may be used. Charterers shall be responsible for all damages to the boat and spars and shall pay the boat owner for same. They will not be responsible for breakages of running or standing rigging in cases of collision or abnormal racing conditions. In the event of a dispute, the National Race Committee shall be the sole and final judge of responsibility. Charterers may not bore holes in the boat or do anything else that may be construed as defacing without permission of the boat owner. A boat will be returned to its owner in exactly the same condition and arrangement as it was received. This includes unrigging and replacing on a trailer.

FLYING SCOT SAILING ASSOCIATION
Ann Stokes, Corresponding Secretary
396 Hawthorn Lane
Winnetka, Illinois 60093

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219-495-7175

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- 9-STURGIS, MICHIGAN-Klinger Lake
- 25-MILWAUKEE, WISCONSIN-Lake Michigan
- 29-MUNCIE, INDIANA-Prairie Creek Reservoir
- 30-CARBONDALE, ILLINOIS-Crab Orchard Lake
- 34-RAY, INDIANA-Clear Lake
- 44-EPHRAIM, WISCONSIN-Eagle Harbor, Green Bay
- 47-EGG HARBOR, WISCONSIN-Green Bay
- 54-FREMONT, INDIANA-Lake George
- 64-MENOMINEE, MICH.-MARINETTE, WIS.-Green Bay
- 68-MADISON, WISCONSIN-Lake Monona
- 70-VIKING, MINNESOTA-Cotton Lake

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918-747-4033

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- 55-WICHITA, KANSAS-Cheney Reservoir
- 59-TULSA, OKLA.-Mokaw Reservoir & Keystone Lake

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Dallas, Texas 75209
214-352-0225

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- 51-SEABROOK, TEXAS-Galveston Bay
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- 66-PORT ARTHUR, TEXAS-Lake Sabine
- 67-SAN ANTONIO, TEXAS-Canyon Lake
- 69-AUSTIN, TEXAS-Lake Travis

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Warren, Michigan 48092
313-755-3539

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- 16-DETROIT, MICH.-DETROIT YC-Lake St. Clair
- 18-DETROIT, MICH.-DETROIT BC-Lake St. Clair
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- 33-LONDON, ONTARIO, CANADA-Fanshawe Lake
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- 52-LAKE ORION, MICHIGAN-Lake Orion

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8454 Deer Creek Lane N.E.
Warren, Ohio 44484
216-856-3000

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- 2-COLUMBUS, OHIO-O'Shaughnessy Reservoir
- 4-MANSFIELD, OHIO-Clear Fork Lake
- 12-CLEVELAND, OHIO-EDGEWATER YC-Lake Erie
- 14-SPRINGFIELD, OHIO-Kiser Lake
- 19-CANFIELD, OHIO-Berlin Lake
- 26-TOLEDO, OHIO-Maumee River
- 35-CHAUTAUQUA, NEW YORK-Chautauqua Lake
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601-366-3708

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Needham, Mass. 02192
617-444-6034

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- 61-NORTH FALMOUTH, MASS.-Buzzards Bay

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- 74-NYACK, NEW YORK - Hudson River

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