



**SCOTS**



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



VOLUME XII NUMBER 4

APRIL 1970

## REGATTAS

- May 2-3----- Carolinas District Championship  
Satterwhite Point  
Kerr Lake, N. C.  
Host Fleet 27
- May 2-3----- Texas District Championship  
White Rock Lake, Dallas, Tex.  
Host Fleet 23
- May 23-24----- Buckeye Regatta  
Hoover Reservoir, Ohio  
Host Fleet 37
- June 6-7----- Egyptian Regatta  
Crab Orchard Lake, Ill.  
Host Fleet 30
- July 11-12----- Ohio District Championship  
Port Clinton, Ohio
- July 18-19----- Border Regatta  
Trident Yacht Club  
Gananoque, Ontario, Canada
- July 25-26----- Capito District Championship  
Deep Creek Lake, Md.  
Host Fleet 6
- July 31-Aug. 1-2-- Midwest District Championship  
Marinette-Menominee  
Host Fleet 64
- Aug. 7-8-9----- Northeast Regional Championship  
Spray Beach, N. J.  
Host Fleet 22
- Aug. 18-19-20-21-- North American Championship  
Milwaukee, Wis.  
Host Fleet 25
- Sept. 12-13----- Hoosier Hot Scot Regatta  
Muncie, Ind.  
Host Fleet 29

### Green Bay FS Boat of the Year

- June 27-28----- Marinette-Menominee
- Aug. 8-9----- Sturgeon Bay
- Aug. 15-16----- Ephraim
- Aug. 22-23----- Egg Harbor

## NORTH AMERICAN CHAMPIONSHIP

Bill Claypool reports that the Milwaukee Yacht Club has come out of its winter hibernation and can now look forward to its summer program. The top event is the Flying Scot North American Championship. This event was last sailed out of the Milwaukee Yacht Club in 1965. Sandy Douglass won that year and Winscott Stokes was second. Forty-eight boats were entered in the championship.

Participants this year will find a new club house with spacious bar and dining rooms overlooking the mooring area. A large parking lot adjoins the club.

Boats are dry-sailed at Milwaukee and two hoists are available. Better bring your bridle. The races will be held about one mile out in Lake Michigan. In mid August a variety of wind may be expected.

Bill Claypool is experienced in sailing in and managing important championships. He and his associates are working now to make certain they overlook no detail which is important to a successful and enjoyable championship. Plan now to go to Milwaukee.

### ANOTHER FLEET CHARTERED

Fleet Charter 81 has been granted a group of eight Flying Scot sailors recently organized to sail on Lake Clarke in Pennsylvania. Lake Clarke is on the Susquehanna River at Long Level. The Lake is formed by the Safe Harbor Dam of the Pennsylvania Power and Light Co. The new fleet will sail out of the Susquehanna Yacht Club located on Pennsylvania Route 624. Fleet 81 will be part of the Capitol District.

Welcome and good sailing.



FLYING SCOT  
SAILING ASSOCIATION

PRESIDENT

Ernest L. Godshalk  
735 Glenview Road  
Glenview, Illinois 60025  
312-724-6999

SECRETARY

Paul M. W. Bruckmann  
1817 So. Indian Creek Drive  
Mobile, Alabama 36607  
205-479-4628

TREASURER

Bearns Smith  
35 Wesskum Wood Road  
Riverside, Conn. 06878  
203-637-0750

MEASURER

Charles W. Edgar  
43 Mallard Drive  
Greenwich, Conn. 06830  
203-661-6818

DESIGNER

Gordon K. Douglass  
Gordon Douglass Boat Co., Inc.  
Box 28, Oakland, Md. 21550  
301-334-4848

COMMODORE

J. Fred Weintz, Jr.  
44 Wesskum Wood Road  
Riverside, Conn. 06878  
203-637-3577

FIRST VICE-PRESIDENT

John C. Batte, Jr.  
P. O. Box 16192  
McWillie Sta., Jackson, Miss. 39206  
Office 601-366-0335

SECOND VICE-PRESIDENT

Fred M. Crapo  
4300 West Jackson Street  
Muncie, Indiana 47304  
317-288-5569

THIRD VICE-PRESIDENT

EDITOR, SCOTS N' WATER

Robert B. Hanna  
198 Clear Lake Drive  
Ray, Indiana 46737  
219-495-7175

CORRESPONDING SECRETARY

Ann (Mrs. George W.) Stokes  
396 Hawthorn Lane  
Winnetka, Illinois 60093  
312-446-0642

SCOTS N' WATER ®

Registered Trademark  
Published monthly except Oct.,  
Dec. and Feb. by the FSSA  
Robert B. Hanna, Editor  
Published and Postage paid  
at Fremont, Ind.  
Deadlines - 15th of month  
preceeding issue  
Advertising rates upon request  
Subscription \$4.00 per year.  
\$4.00 of the amount of dues in  
FSSA are paid for a year's  
subscription to Scots N' Water.

Postmaster: Please send form  
3579 to FSSA, 396 Hawthorn Lane,  
Winnetka, Illinois 60093.  
Application for Second Class  
Mailing Permit pending at  
Fremont, Indiana.

ELIGIBILITY -- 1970  
North American Championship

The Flying Scot North American Championship is a restricted event. Entries are subject to all qualifications and conditions set forth in the Constitution and Bylaws (see the 1969-70 Yearbook). The principal provisions are summarized below:

BOATS: All boats must be registered, and all shall be subject to measurement and approval prior to the first race.

SKIPPERs: Must be either Active or Associate members of the FSSA, and FSSA dues and fleet dues (if any) must be paid before July 1, 1970. Skippers who are unattached (not members of chartered fleets) must meet certain additional qualifications noted below.

FLEET QUOTAS: The quota fixed by the Executive Committee is 1 for 3; that is, one FSSA-member-boat can be sent to the regatta for every three FSSA-member-boats in the fleet. This quota applies to all fleets -- regardless of whether the boats are privately owned or club owned. The more FSSA Active members the fleet has the more boats it can send to Milwaukee.

UNATTACHED MEMBERS: FSSA Active and Associate members otherwise qualified who are not members of a chartered fleet may enter the regatta if prior to registration such unattached member has sailed (in any year) in any of the following FSSA events: North American, National, Regional, District or Mid-Winter championships.

This provision also applies to a yacht club which owns not more than two Scots. Such yacht club may enter one boat in the N. A. C. if an Active membership has been paid with respect to the boat entered, if it is skippered by a club member designated by the club as an FSSA Active or Associate member, and if that skipper is qualified by having sailed in a designated event in the same manner as a private unattached member.

A club which owns three or more Scots which are not part of a chartered fleet may not enter any of such boats in the N. A. C. Such club should pay Active memberships for at least three boats, apply for a charter, and be subject to the fleet quota rule.

AUTOMATICALLY QUALIFIED: 1969 North American Champion Jack Laird, FSSA President Ernie Godshalk, Chief Measurer Chuck Edgar, and designer Sandy Douglass.

SPECIAL DISPENSATIONS: Those unable to qualify on the above basis who feel entitled to a special exception for some reason should petition the FSSA Executive Committee by letter to the President.

CHARTERING: Rules for chartering a Flying Scot for the N. A. C. appeared in the March issue of Scots N' Water.

A WARNING!

Every now and then we read of products which are put out by the big corporations with something not quite right - and General Motors has nothing on us!

Please check the nut on the bolt which holds the main shroud tangs to the mast. Repeat, check the nut which holds the main shroud tangs to the mast. These nuts are supposed to be self-locking stainless steel nuts which will not back off. Through some mistake I find that some have not been the proper type and can work loose.

At the first opportunity check yours, certainly before you rig the boat for the season. If the nut turns freely, either peen the end of the bolt, or lock the threads at several spots with a center-punch. And, at the same time, check everything else and make sure the cotter pins are in good condition.

by Sandy Douglass



## HOW THE EXPERTS DO IT!

This month we have a guest editor - Franklin Bloomer. We thought it would add interest to this feature if a former North American Champion set up the situation and posed the questions for our panel. Accordingly Franklin has done just that and he has challenged our panel members by presenting a most interesting sailing situation and list of provocative questions. Your attention is invited to the fact that a lady is included on the panel. The panel members are:

Idus Darby  
Fleet 75  
Panama City, Fla.  
13th in 1969 NAC

Mrs. Wm. C. Garrett  
Fleet 23  
Dallas, Texas  
NAC Champion 1963

Gordon K. Douglass  
Fleet 6  
Oakland, Md.  
Designer of Flying Scot  
NAC Champion 1959-60-  
62-64-65-67

Ralph W. Manee  
Fleet 31  
Shore Acres, N. J.  
2nd NAC 1967  
Northeast District  
Champion 1967  
2nd Northeast Region-  
als 1969

\*\*\*\*\*

WIND: 18 knots with puffs to 25 knots; somewhat shifty in direction.

SEA: Moderate, but with some good long waves.

### COURSE:

Second leg of a Gold Cup course, approximately one mile in length. Sailing the rhumb line, the wind is on the beam except in the puffs when it comes ahead of the beam as the boat picks up speed. A spinnaker cannot be used without sailing significantly low of the rhumb line.

### SITUATION:

Third race of a five race series. You round the windward mark fourth. The first boat has a ten length lead and is sailing a rhumb line course to the second mark --you are tied with this boat for the series lead. The second and third boats are close together, about three lengths ahead--neither is in contention for the series. There are about six boats close behind you, several of whom are well sailed boats, very much in contention.

\*\*\*\*\*

Q 1. How would you position the following to achieve maximum boat speed? Give rationale in each case.

- A. Mainsail (describe sheet trim, boom vang tension and tension on foot and luff and whether the last is changed after the windward leg).

Darby: We would have a tight luff, a tight foot, and a fairly tight boom vang - all to achieve minimum draft for a strong wind. The sheet would be eased to the point of almost luffing to minimize heel.

Douglass: For such a wind the foot and luff would have been pulled well out, and I would not change them. Sailing the boat is more important. The vang would be tight enough to keep the sail well in one plane. However, in such a wind on a beam reach the main would be luffing most of the time and the sheet would be played very rapidly in the puffs to keep the boat flat.

Garrett: On a beam reach play the mainsail constantly, out and in to keep it full as you head down in puffs and up in lulls and as wind shifts. Boom vang is firm to keep boom from rising and sail twisting. Tension on foot and luff is eased (if you have a good out-haul and a strong crew to get sail taut again for beat). But the winners will be changing their sail tension.

Manee: Ease sheet to edge of luff - developing most forward drive. Trim in as needed for most power yet not heel. As boat speed increases and apparent wind moves forward re-trim. Have little or no weather helm. Most important, sail by seat of pants, adjust slowly and give boat time to respond. No change on boom vang from windward leg where tension is just snug. Let out cunningham hole if being used! If boat is not overpowered, I would ease both foot and luff a couple inches after windward leg.

- B. Jib (do you change the lead after the windward leg?).

Darby: We do not change the jib lead; however, we would if the luff indicated that the lead should be repositioned.

Douglass: Jib - would be kept just full but played in and out as needed. I do not change the lead position.

Garrett: I remind my crew to play it constantly, keeping it once around the winch, out to barely luff, in to barely full, NEVER still. We do not change jib lead, but do hold out clew manually in lighter wind.

Manee: Jib continually eased to luff and trimmed in slightly for most feel of forward drive. Do not change lead, we sail with it aft to open slot in our full cut sail.

- C. Centerboard.

Darby: Initially we would have approximately one-third centerboard; then we would adjust the centerboard to obtain minimum board without any yaw.

Douglass: Centerboard would be nearly 1/2 down.



Garrett: My middle crew plays it constantly. I remind him to pull it up (from its regular half-up beam-reach position) as puff hits and I head off onto plane, the faster the plane the higher the board to almost full up. He lets board back to half-way for lulls. Playing board is even more important in border-line planing conditions.

Manee: Start 2/3 down and consider lowering to 3/4 depending on slide.

D. Crew (describe distribution of weight and who handles each sheet).

Darby: Crew weight would be aft.

Douglass: All would be on deck and aft. I handle the tiller and main sheet, middle crew generally handles the jib.

Garrett: For planing crew weight is way aft on windward side, very snugly, but keep elbow room. Skipper may have to steer with foot to have two hands on main (NEVER cleat the main on a reach). Middle crew may have to cleat board for a few seconds to help skipper get main in when going is tough. A crew holding the mainsheet most of the time is desirable in real blows.

Manee: We sail two in a boat--cuddle close at very aft end of cockpit with weight out over gunnel. Crew handles jib, skipper main.

E. Heel of the boat.

Darby: We would want minimum heel.

Douglass: Boat would be kept flat if possible, but in such a wind would probably be heeled about eight degrees to where the leeward side of the bottom would be level.

Garrett: Heel of boat is as flat as possible, especially for planing.

Manee: Relatively flat with no more than slight heel.

Q 2. How do you react to a puff?

Darby: We would shift crew weight to counteract puffs.

Douglass: In the puffs I would simultaneously let the main run out as needed, ease the jib, bear off suddenly to pick up speed; then, in the lulls, sheet in and work back up to get above the rhumb line again.

Garrett: If you see it coming all the better (I have my middle crew watch to windward for puffs and report). As puff hits, bear off under it letting main slip out fast. I say "out jib, up board" to my crew. Then as speed of boat increases with plane, tighten sheets to keep from luffing and steer along the wind and the wave to keep plane the longest time. Board up and main out enables you to head off without windward helm drag.

Manee: Anticipate - fall off (minimum), ease sails

to luff - keeping boat flat with minimum weather helm then re-trim.

Q 3. How do you seek to take advantage of waves?

Darby: With the wind abeam the waves would probably be abeam. Under this condition I don't see how I could take advantage of the waves. I am not quite sure just what I do to get the most out of a wave.

Douglass: With wind and waves abeam it is difficult to use the waves at all, other than perhaps momentarily.

Garrett: Try to ride the wave, surf that is; this is a touch that takes a lot of steering and concentration; "troughing" is a good word to describe wave riding across the wind.

Manee: Surf or ride them (favoring larger and longer waves) heading up in lulls and falling off in puffs. Attain speed, pick a wave, position the bow of boat out over the crest where water is moving fastest. Crew can be helpful by moving forward momentarily-when picked up by wave, move aft.

Q 4. Would you consider using a spinnaker? What are the considerations?

Darby: We always consider using the spinnaker, however, with 18 to 25 knot winds shifting from abeam to forward of abeam I think that the spinnaker would do more harm than good.

Douglass: In that much wind, with true wind abeam, the apparent wind would be forward of abeam and a spinnaker could not be carried.

Garrett: I would definitely consider using a spinnaker, with an experienced crew, since I'm desperate to catch that first boat. We might pop it as we rounded the mark and scream off to leeward of the boats ahead, going faster tho' working to leeward, bearing off under puffs and trying to work back up toward the rhumb line in lulls. We'd drop it in time to come in on a fast close reach to the mark.

Or upon rounding the mark if the wind is in a lull, we might use this time to reach up so that shortly when a hard new wind comes, we could raise chute and head back down screaming to the next mark. It is important to use the spinnaker if you can. The extra sail area can give you more yards in a few seconds off the wind than you can get struggling upwind for a whole leg.

Manee: Generally no. Under given conditions spinnaker would over power our boat and crew weight and restrict desired maneuverability. (Besides, my wife is so happy without it I wouldn't have the heart to say "up chute").

Q 5. What would your initial strategy for the leg be?

Darby: We should be able to plane; therefore, our



initial strategy would be to get the boat planing and try to out sail our competitors.

Douglass: Unless the 2nd and 3rd boats were going high, I would first sail high of the course to gain altitude, also to see if they would let me pass to weather. If they also sailed high to cover, I would wait for one of the 25 mph puffs to fall off, plane like mad and try to break through to leeward. See also the next question.

Garrett: The initial strategy would be to use the spinnaker if possible, certainly have it ready pole up, etc.; stay clear either to windward or leeward of two boats ahead, using lulls, puffs and windshifts to advantage, plane past them and go after that first boat.

Manee: On this reach I do not concentrate on strategy as such but get to mark first by fast boat speed - putting pressure on the other boat crews. Avoid involvement with any other boats and do not sail very far above or below rhumb line.

Q 6. After about 1/4 mile, you find you are moving faster than the second and third boats. You know the skippers of both these boats relish luffing matches. What factors would lead you to attempt (1) to drive above them or (2) to pass them to leeward?

Darby: We would avoid a luffing match when other boats are close astern. We would attempt to pass to leeward.

Douglass: This question is answered above. Luffing matches are no good, especially with the No. 1 boat ahead in clear air. Most boats sail above the rhumb line, so the leeward course is a good bet.

Garrett: If those two boats like luffing matches they are probably luffing each other, so I would pop spinnaker and go well below them. Whichever way they were going as I came around the mark, I would try to pick the opposite and try to outsail them in ways listed above.

Manee: Would not risk being luffed, would pass to leeward with increased boat speed in a puff and gain advantage of wind shifting further forward, while driving through wind shadow.

Q 7. After about 1/3 mile, you are in second place, having passed the second and third boats to leeward. However, several other boats have moved up well by sailing quite high of the rhumb line. What factors would lead you to attempt (1) to work to windward ahead of these boats or (2) to remain to leeward of them?

Darby: We would remain to leeward. We should have a better wind angle for planing than the boats that had gone quite high of the rhumb line.

Douglass: I would not try to work to windward as high as the other boats, but would try to work up enough to be between them and the mark, high enough to be in a defensive position.

Garrett: If other boats behind had worked enough to windward to fly spinnaker I would try to get up there fast so I could bear off for the mark and fly mine, but not at the sacrifice of any screaming planes. If I'd been flying mine as I bore off to leeward, I'd have a good lead on them anyway.

Manee: If moving fast and on good course direct to mark, would remain to leeward as they would slowly lose speed when falling off to mark.

Q 8. You are approaching the second mark still in second place. The next leg looks like a close reach. You are moving faster than the first boat and are now close behind her. What factors would lead you (1) to attempt to pass her to windward or (2) to establish an inside overlap?

Darby: Again we would hesitate to invite a luffing match when other boats are close astern; therefore, we would attempt to establish an inside overlap.

Douglass: Time and distance. If I could be sure I could pass the first boat to weather and be clear ahead before we reached the mark, and thought the skipper would let me go by, I would try. If I could not be sure, I would try for an inside overlap at the mark; and failing this, would sail high enough to be able to gybe and swing inside on the turn if possible. (And I'm still trying to figure out how, on an Olympic course, the 3rd leg could be a close reach following a beam reach!).

Garrett: Approaching the mark and moving faster than the first boat I would definitely go for buoy room, that is go to leeward, and get around the mark ahead so as to cover closely on the close reach to follow. (Catching up on a close reach is very difficult; it is often a follow-the-leader situation and I think race committees should try to avoid such legs). A good sailor is not going to let an opponent pass to windward on approaching a mark; he'll luff hard, but he can't bear off on you as you come in to leeward.

Manee: I would establish an inside overlap to force first place boat wide around mark, allowing me upwind position after jibbing, placing me in front and blanketing her.

"The art of racing is not in winning, but in winning so that the rest of the fleet are pleased you have won".

-Uffa Fox



## WHAT AND WHY THE SQUEALER

The Biggest single difficulty new sailors have in racing is that they can't tell when the boat is moving its fastest and if it isn't, what strings can they pull to make it go faster. In a test on very experienced sailors over 80% were unable to tell when their boats had changed speed by 5%. For many years I threw away races in an effort to learn about the speed effects of the variables on my own boats and often I still wasn't sure of what change made what difference because I wasn't near enough to another boat on the race course. Even expensive speedometers weren't the answer since they weren't sensitive enough and I couldn't keep my eye glued to the gauge. Finally as a result of a persistent rudder blade hum at certain speeds the idea of an audible indicator for speed took root and after a refresher course in electronics and 8 months of exhaustive tests and development the Squealer resulted. This device isn't a speedometer since it does not tell you how fast you're going. It's an accelerometer and indicates only whether you go faster, slower or the same speed. The ear can easily detect the difference between 4 and 8 clicks per second. It has difficulty detecting the difference between 1004 and 1008. With the Squealer any speed can be instantly brought down to just a few clicks per second and even minute speed changes can be determined. Changes like .05 miles per hour or accuracies as low as 1/2% are detectable. The Squealer may be considered a gadget by some. I think it's the most useful gadget devised for the serious sailor who wants to really find out what makes his boat go. It can teach him how to set his sails and trim his boat better than any racing Seminar or panel of experts. It can't teach him tactics, but if he's not going fast enough he won't need them anyway. He can unplug the sensor and just enjoy some rock music.

by Vince DiMaio

## ANN STOKES RESIGNS

Ann Stokes, Corresponding Secretary of FSSA since August, 1968 has resigned from this position. She will be replaced by Mrs. Mary J. Doolittle of Kalamazoo, Michigan. In announcing Ann's resignation, President Ernie Godshalk said, "When the Board of Governors met in New York in January, Ann Stokes told us that she would like to resign as Corresponding Secretary. She agreed to continue long enough to see through publication of the 1969-70 Yearbook, to give us time to find a qualified replacement, and to accomplish a smooth and orderly turnover of records and duties to her successor. May 22, 1970 has been agreed upon as the date for turnover of her duties to her successor. When the sailing season begins Ann will no doubt be found at the helm of F/S 715 rounding the marks on Lake Michigan with Fleet 3 at Wilmette, Illinois, assuming that she will ever be able to wrest the boat away from her expert son, Scott, who is returning from military service. We are grateful for Ann's interest and efforts on behalf of the organization, and we wish her

well in all matters, nautical and otherwise".

Your editor is certain the entire Flying Scot organization join Ernie in his expression of appreciation for Ann's efforts and contribution to and on behalf of FSSA. We all wish her well.

Attention is invited to the transfer date of May 22. Subsequent issues of Scots N' Water will carry Mary Doolittle's name and address on the second and last pages.

## PAUL SCHRECK UPSETS LAIRD AT MID-WINTER

Wild - Exciting - Thrilling - these are the words used by participants to describe the Mid-Winter Regatta at the Royal Palm Yacht Club, Fort Meyer, Florida on March 13, 14 and 15.

Paul Schreck of Lillian, Alabama, runner up in the 1969 North American Championship, won first place over the current North American Champion, Jack Laird, of Panama City, Florida, who placed second. The margin of victory was 2 points. Each had two first and one second in the four races. Paul's third place in the third race against Jack's fifth place in the fourth race made the difference. In the 1969 NAC, Jack Laird was first over Paul Schreck by 1/2 point.

The Regatta was raced on a five leg course - the triangle plus windward - leeward legs. The wind was gusty, shifty and strong. Friday's race was started in wind of 15 to 18 mph and finished in wind of 20 mph. Saturday the air freshened and the third race saw gusts of 30 to 35 mph. The fourth race on Sunday started in a gentle breeze of 8 to 10 mph which died near the finish.

Survival was the key to success on Saturday. Three boats capsized and some of the twenty-six boats entered had the wisdom not to approach the starting line. The entire event, under these conditions, was a credit to the Scot as a boat and to the expert handling by skippers and crews.

Competition was of high quality with a number of the top skippers in the class participating. Fred Meno of Toledo, the defending champion, finished fourth. For perhaps the first time in a major regatta, several main sails were reefed. Floyd Davis won second place in the third race with a reefed main.

John Hanson, Regatta Chairman and Herb Hill, Race Chairman, along with their committees, received plaudits from the participants for a well organized and well run regatta. The first five places and points were:

Paul Schreck	6-1/2
Jack Laird	8-1/2
John Morrow	16
Fred Meno	26
Dr. Dick Schultz	27

Editor's Note: At the time of the third race your editor was enjoying ice boating on Clear Lake. Vince DiMaio is willing to bet the boats planing at Fort Meyer achieved equal speed.



## CAVEAT EMPTOR

FS 528

Customflex built  
Boston Main, jib and spinnaker  
Cockpit cover  
Outboard brackets and 3 hp Sea Gull  
Main sheet cleat - Tandem trailer  
Price - \$2400

Skip Heimbecker  
515 Bellevue  
Lake Orion, Michigan 48035  
Phone 693-2711

### WE WOULD LIKE TO ANNOUNCE THE FORMULA- TION OF A NEW SAILLOFT:

Steve Haarstick, the new president, was formally the manager of Hard-McPherson Sails, a division of McPherson Sailing Products, Inc. for the last two years.

This year, look for the new sail label, the distinctive orange sailbags, and the very same sail designs that proved so successful last year. With only two suits of sails entered, we think the results speak for themselves:

1st - FLYING SCOT NORTH AMERICAN  
CHAMPIONSHIP

1st & 3rd - GULF DISTRICT CHAMPIONSHIP

In order to guarantee exact duplication of these winning designs, we use full sized patterns, construction features such as glued (before sewing) seams and patches, and careful selection of cloth by machine testing stretch qualities.

If you want the edge, now is the time to order the fastest Scot sails for the coming season. We can still assure delivery within two weeks of your order. Boat speed does improve your tactics as well as your results.

**HAARSTICK**  
*Sailmakers*  
INC.

1001 W. SENECA ST., ITHACA, N.Y. 14850 607-272-5858



## BATTENS

MADE FOR RACING

FINEST QUALITY TAPERED BATTENS  
FLEXIBLE AND MADE OF VARNISHED ASH  
SET OF FOUR FOR MAIN = \$4.25

Send check to:

DON BLYTHE, BATTENS  
804 Euclid Avenue  
Jackson, Mississippi 39202

## SQUEALER \*

### THE AUDIBLE SAILBOAT SPEED CHANGE INDICATOR

Detects speed changes of less than .05 mph at any sailing speed.

SQUEALER permits positive continuous comparison of sail trim, slot effect, rudder drag, center-board position, crew locations, etc., by means of a continuous varying tone.

Tune your boat precisely without looking at gauges or dials or other boats.

SQUEALER is a 9 transistor electronic device, convertible automatically to an AM broadcast band radio.

It is not a speedometer.

Speed sensor attaches to transom or rudder top with suction cups or spring clips.

Weighs only ounces.

Durable, non-corrosive.

Money back guarantee.

\$29.95 plus postage.

Write to: SQUEALER  
1817 Palmwood Avenue  
Toledo, Ohio 43607

\* Pat Pending

## FLEET NEWS

Carl Rippel, Fleet 37, announces plans are progressing for the Buckeye Regatta to be held on Hoover Reservoir on May 23 and 24. John Gray, 514 Yaronia Drive, Columbus, Ohio 43214, should be contacted for details and registration. Carl says a large turn-out is expected.

Fleet 63 plans to start their season on April 11 - if the ice is gone. A "Fleet 63 Day" is being arranged. Prospective Scot owners will be invited to participate.

## IN THE NEXT ISSUE

How The Experts Do It - Guest Editor,  
Sandy Douglass.

An Interview with Mary Doolittle.

Treasurer's Report.



FSSA ANNUAL DUES

PAYABLE IN JANUARY EACH YEAR

ALL F/S FLEET MEMBERS' FSSA DUES SHALL BE COLLECTED & FORWARDED BY THE FLEETS.

NON-FLEET MEMBERS PLEASE MAKE CHECK PAYABLE TO FSSA and MAIL TO:

FSSA CORRESPONDING SECRETARY

Ann Stokes
396 Hawthorn Lane
Winnetka, Illinois 60093

FSSA MEMBERSHIP OPEN TO INDIVIDUALS ON THE FOLLOWING BASIS:

- ACTIVE MEMBER.....\$10.00
(F/S owner, F/S part-owner, or designated club member of YC owning F/S)
ASSOCIATE MEMBER..... 2.00
(Sustaining Member; member of immediate family of an Active Member; part-owner or member of his immediate family, provided one part-owner is an active member; or designated club member)
SUSTAINING MEMBER..... 4.00
(All other non-owners of F/S)
DISCOUNT until February 15th..... .50
(FOR FULL EXPLANATION SEE ART. IX OF CONSTITUTION.)
AVAILABLE from FSSA Corresponding Secretary:
PLEASE SEND CHECK PAYABLE TO FSSA WITH ORDER:
F/S Pocket Patches, each..... \$ 2.00
F/S Sail Labels, each..... 3.00
HIGHLIGHTS OF SCOTS N' WATER . 2.00
(Reprints of Articles 1959-69)

SECOND CLASS
U. S. POSTAGE
PAID
Permit No. 2
Fremont, Ind.
Permit Pending

Robert F. Vance
One Lincoln Ave.
Old Greenwich, Conn 06870

FLYING SCOT BUILDERS

Gordon Douglass Boat Co., Inc.
Third & Omar Streets, Box 28
Oakland, Maryland 21550

Customflex, Inc.
1817 Palmwood Avenue
Toledo, Ohio 43607

Lofland Sail-Craft, Inc.
10817 West Highway 54
Wichita, Kansas 67209

Ranger Boat Company
25802 Pacific Hwy. So.
Kent, Washington 90831

Challenger Yachts Limited
8 Drayton Rd.
Pointe Claire, P. Q., Canada

MIDWESTERN DISTRICT

Governor: JACK M. WALKER, M.D.
R.R. 1, Box 163A
Yorktown, Indiana 47396
317-759-5729

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

PRAIRIE DISTRICT

Governor: H. PRESTON PATE
2502 Illinois Street
Joplin, Missouri 64801
417-623-8630

- 39-PORT GROVE, OKLA.-Grand Lake of the Cherokees
50-OKLAHOMA CITY, OKLA.-Lake Hefner
55-WICHITA, KANSAS-Cheney Reservoir
59-TULSA, OKLA.-Mokawk Reservoir & Keystone Lake

TEXAS DISTRICT

Governor: FRED TEARS
8626 Inwood Road
Dallas, Texas 75209
214-352-0225

- 23-DALLAS, TEXAS-White Rock Lake
32-HOUSTON, TEXAS-Galveston Bay
49-HOUSTON, TEXAS-Houston YC-Galveston Bay
51-SEABROOK, TEXAS-Galveston Bay
62-LAKE THOMAS, TEXAS-Lake Thomas
66-PORT ARTHUR, TEXAS-Lake Sabine
67-SAN ANTONIO, TEXAS-Canyon Lake
69-AUSTIN, TEXAS-Lake Travis

PACIFIC DISTRICT

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

- 40-INVERNESS, CALIFORNIA-Tomales Bay

FLYING SCOT SAILING ASSOCIATION

DISTRICTS



FLEETS

MICHIGAN-ONTARIO DISTRICT

Governor: ROBERT A. COWLES
29423 Walker Drive
Warren, Michigan 48092
313-755-3539

- 8-DETROIT, MICH.-EDISON BC-Lake St. Clair
15-KALAMAZOO, MICHIGAN-Gull Lake
16-DETROIT, MICH.-DETROIT YC-Lake St. Clair
18-DETROIT, MICH.-DETROIT BC-Lake St. Clair
20-PINCKNEY, MICHIGAN-Portage Lake
33-LONDON, ONTARIO, CANADA-Fanshawe Lake
41-CRYSTAL LAKE, MICHIGAN-Crystal Lake
52-LAKE ORION, MICHIGAN-Lake Orion

OHIO DISTRICT

Governor: RALPH E. SNELSON, D.D.S.
8454 Deer Creek Lane N.E.
Warren, Ohio 44484
216-856-3000

- 1-WILMINGTON, OHIO-Cowan Lake
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
37-WESTERVILLE, OHIO-Hoover Reservoir
53-LAKE CAYUGA, NEW YORK-Lake Cayuga
65-DELLROY, OHIO-Atwood Lake

GULF DISTRICT

Governor: WILLIAM E. SUDDATH, JR.
4047 Boxwood Circle
Jackson, Mississippi 39211
601-366-5427

- 38-MOBILE, ALABAMA-Mobile Bay
45-JACKSON, MISS.-Ross Barnett Reservoir
56-FORT MYERS, FLORIDA-Galoosahatchee River
75-PANAMA CITY, FLORIDA-St. Andrews Bay
79-GULFPORT, MISS.-GYC-Mississippi Sound

NORTHEAST DISTRICT

Governor: THE REV. SETH W. NEWTON
122 Pine Street
Florence, Massachusetts 01060
413-584-4745

- 5-BURLINGTON, VERMONT-Mallet's Bay
11-ROCKPORT, MASS.-Sandy Bay
36-MONTREAL, QUEBEC, CANADA-Lake St. Louis
57-HARWICH PORT, MASS.-Nantucket Sound
58-BOSTON, MASS.-Boston Harbor
61-NORTH FALMOUTH, MASS.-Buzzards Bay
76-MENAUHANT, MASS.-Vineyard Sound
77-SHARON, MASS.-Lake Massagoag

GREATER NEW YORK DISTRICT

Governor: ROBERT F. VANCE
1 Lincoln Avenue
Old Greenwich, Connecticut 06870
203-637-3264

- 7-RIVERSIDE, CONN.-Long Island Sound
22-SPRAY BEACH, N.J.-Little Egg Harbor
24-BROOKFIELD, CONN.-Candlewood Lake
28-SHEEPSHEAD BAY, N.Y.-Rockaway Inlet, L.I.
31-SHORE ACRES, N.J.-Upper Barnegat Bay
46-HEMPSTEAD, N.Y.-Middle Bay, L.I.
72-MASSAPEQUA, N.Y.-Great South Bay
73-PERTH AMBOY, N.J.-RARITAN YC-Raritan Bay
74-NYACK, NEW YORK-Hudson River

CAPITOL DISTRICT

Governor: EDWARD H. D. GIBBS
666 Osage Road
Pittsburgh, Penna. 15243
412-561-1209

- 6-OAKLAND, MARYLAND-Deep Creek Lake
42-WASHINGTON, D.C.-Potomac River
63-HAVRE DE GRACE, MD.-Upper Chesapeake

CAROLINAS DISTRICT

Governor: WILLIAM A. MYATT
1514 St. Mary's Street
Raleigh, N.C. 27608
919-834-7046

- 27-HENDERSON, N.C.-Kerr Lake Reservoir
48-CHARLOTTE, N.C.-Lake Norman
71-ROANOKE, VIRGINIA-Smith Mountain Lake
78-MOREHEAD CITY, N.C.-Bogue Sound