

SCOTS

n' water



VOLUME XII NUMBER 5

MAY 1970

REGATTAS

- May 2-3-----Carolinas District Championship
Satterwhite Point
Kerr Lake, N. C.
- May 2-3-----Texas District Championship
White Rock Lake, Dallas, Tex.
- May 23-24-----Buckeye Regatta
Hoover Reservoir, Ohio
- June 6-7 -----Egyptian Regatta
Crab Orchard Lake, Ill.
- July 4-5-----Michigan-Ontario District
Championship
Detroit Yacht Club
- July 11-12-----Ohio District Championship
Port Clinton, Ohio
- July 18-19-----Border Regatta
Trident Yacht Club
Gananoque, Ontario, Canada
- July 18-19-----Detroit Round Robin Series
Detroit Yacht Club
- July 25-26-----Capitol District Championship
Deep Creek Lake, Md.
- July 31-Aug. 1-2--Midwest District Championship
Marinette-Menominee
- Aug. 7-8-9-----Northeast Regional Championship
Spray Beach, N. J.
- Aug. 19-19-20-21 -North American Championship
Milwaukee, Wis.
- Sept. 12-13-----Hoosier Hot Scot Regatta
Muncie, Ind.
- Sept. 19-20-----President's Cup
Washington, D. C.

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

Received at Deadline:

- July 25-26-----Crystal Lake Regatta
Crystal, Mich.
- June 13-14 -----Fleet 71 Invitation
Smith Mountain Lake, Va.



(Photo courtesy Kalamazoo Gazette)

Introducing Mary J. Doolittle

FSSA CORRESPONDING SECRETARY

by Lib Hanna

Meeting Mary Doolittle for the first time is a happy experience. Her enthusiasm and interest in people and the world in general are very evident from the minute she enters the picture. She is a tall attractive brunette with a contagious smile and warm brown eyes. Her husband, Max, shares her interest in hobbies, work, and love of life. The Doolittles have a nine year old son, Mark, whose blond hair and brown eyes reflect both of his parents.

Mary Doolittle was born in Kalamazoo, Michigan, where she has lived all her life. She says Max taught her to sail fifteen years ago, although he had been a sailor for some years before that. They started Fleet #15 on Gull Lake, Michigan in 1960 and to date have been the owners for 3 Scots. When she

Continued on page 2

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Introducing Mary J. Doolittle Continued from page 1

stated that they had sold 26 Scots in the 10 years they have been dealers, it became obvious they are dedicated Scot sailors. Their Fleet numbers 16 Scots and Mary admits that several Season Championships were awarded the Doolittle team, but she adds smilingly, they are usually too busy teaching new sailors the ropes to take their racing very seriously. This statement is the key to Mary's own philosophy. Her own personal life is geared to a desire to help wherever and whomever she can. She says that she has always "found it easy to do my best in all things, because I dearly love the Lord, and try to be a practicing Christian." She believes to the word a certain quotation from the Bible that says "Whatsoever you do, do with thine whole heart." She applies this rule of life in all her work, her family life, in the athletic field and in the business world. Her recreation includes things that she really enjoys, and she believes that with so many things to do in this world, it is her privilege to choose those she enjoys the most of all - and then give them her all.

Mary's interest in athletics is a keen one. From the age of thirteen, when soft ball claimed her as a pitcher, she has continued in the field of sports. Later she coached this sport in the Girls' Team in the Baptist church, with Max keeping stride with her as the Captain of the Church Men's Team. Bowling and golf are also two of her loves. She admits to being a Certified Bowling Instructor. Her golfing career includes being Club Champion in the Nine Hole Division for 3 years and First Flight Champion several times in the Eighteen Hole Division, but she says, regretfully, that she never did qualify for the Championship Flight in their Club.

Volunteer work comes easy for anyone with Mary's eagerness to be of service. She has been President, Secretary and Treasurer of several organizations. The Baptist Church has always benefited by her being a resident of Kalamazoo, judging from the many years she has given to them, teaching Sunday School, playing the piano and organ and singing in the choir.

In the business world, Mary's experience will enable her to bring some exceptional abilities to her work as our Secretary. She was employed by the Michigan Bell Telephone Co. for 6 years, as an Operator, then Instructor and then Payroll Clerk. Following this she accepted a promotion and a transfer to the American Telephone and Telegraph Co. for 4 years doing General Secretarial work until - to quote, "I resigned nine years ago to enjoy motherhood."

Mary is a born organizer, and after talking with her along those lines, we could not imagine anyone into whose hands the duties of the Association's secretarial work could fall for a better performance. She is a great respecter of deadlines, but she tells us, for her own peace of mind, she makes it a practice of being a day or so ahead of the circled date on her calendar. Her training with the Telephone Co. taught her to value what she calls her "Come-up" file. This special calendar file tells her every day what is scheduled for attention coming up.

Talking sailing with Mary reveals that she has always crewed for her husband, Max, and of course, like all sailors, she has stories to tell. She recalls their most embarrassing experience was during a regatta on Gull Lake in their early days of sailing. They were sailing a Rebel, she confessed, and were in second place about 20 feet from the mark when the excitement of the moment became too much for them and they tipped over. Unfortunately, and to add to their chagrin, they were directly in front of the photographer.

Mary's greatest asset, over and above her efficiency, is her enthusiasm and sincere desire to do a good job. Her understanding of fleet work and the importance of constant and prompt communication between fleets and the Secretary's desk will prove to be invaluable. Her ready smile and good sense of humor are good allies in the days ahead as she learns the routine and works with Flying Scot owners. Underlying all of our conversation with her, we recognized her happy outlook on life, her knack of selecting things she loves to do and her dedication to doing a good job. The Flying Scot Sailing Association is fortunate in being able to place the many details, problems, and correspondence into Mary Doolittle's capable hands.

Mary will assume her duties on May 22, 1970.

HOW THE EXPERTS DO IT!

Last month Sandy Douglass was one of the experts and served on the panel responding to the situation and questions posed by guest editor Franklin Bloomer. This month Sandy is the guest editor. He has put the panel to work on a tough, windy situation. Panel members are:

ROBERT COWLES Fleet 8 Warren, Mich. 19th in 1969 NAC	RICHARD ELAM Fleet 27 Chapel Hill, N.C. 11th in 1969 NAC
--	--

JACK HOWLETT Hudson Heights, Quebec, Canada A top flight sailor and great competitor-al- though he no longer sails a Scot.	PAUL SCHRECK Fleet 75 Lillian, Ala. 2nd in 1969 NAC 1st in 1970 Midwinter Championship
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WIND: 18 knots gusting to 25 knots, somewhat
shifty in direction.

SEA: Moderate, fairly steep.

COURSE: Third leg of Gold Cup Course, approxi-
mately one mile in length. True wind
just abaft the beam, and spinnakers can
barely be carried on the rhumb line.

SITUATION:

This leg follows a closer reach in which
spinnakers could not be carried. You are
leading, closely followed by several close
competitors.

Q 1. Would you rig the spinnaker before or after
you reach the mark? When set pole? When
attach halyard? When sheet and guy?

Cowles: The spinnaker would be rigged before
reaching the mark. Halyard, sheet and guy
would be attached. Since I am leading and
there is a question as to whether the use of
the spinnaker would be advantageous, I would
wait until I have rounded the mark to put the
pole in position.

Howlett: I would not rig the spinnaker before round-
ing the mark in this situation. I would only at-
tach the sheet and guy. It is questionable
whether I will fly the spinnaker, I am leading
and the most important thing at this moment
is to round the mark well and square away on
my next leg. Hope that those behind me will
make the mistakes, and I'll soon find out
whether the spinnaker can be flown by watch-
ing them.

Elam: Sheet and guy are attached to spinnaker be-
fore reaching the mark. Spinnaker is position-
ed on windward side of cockpit and pole is
ready on the leeward side. After we jibe that

will put the pole to windward, the spinnaker is
ready to come up behind the jib. The halyard is
not attached. In 25-knot gusts we don't want to
risk having the spinnaker blow out prematurely.
Schreck: Spinnaker was hooked up before start. We
normally hoist spinnaker and then put up pole.

Q 2. What would be your tactics on jibing the mark
and immediately after?

Cowles: I would jibe close and stay high upon round-
ing the mark. I would try to get on a plane and
stay there.

Howlett: First, it could be a tricky jibing; with the
wind gusting, you run the risk that a gust at the
mark will give you very heavy weather helm and
a bad rounding. Therefore, I would sail above
the rhumb line, and when above the mark ease
the sheets, bear off at the mark and do a flying
jibe coming smartly around the mark and right
up to windward until my sail swings across. As
these are planing conditions, I would immedi-
ately square away on my best planing angle.

Elam: We plan a free-wheeling jibe at the mark.
Since we are in position to be inside, we will
warn a close follower to look out for our boom.
We may even have our lightweight forward crew
(my 13-year-old son or petite teenage daughter)
ease to the leeward side to be ready to throw the
boom over when we are before the wind and ready
to jibe. Tactics depend upon closeness of follow-
ing boat. If she isn't too close we will sail a lit-
tle to leeward of the rhumb line. But we intend
to protect ourselves to windward and plan to be
the inside boat again at the next mark.

Schreck: Approach mark from as broad an angle as
possible to minimize turn. Hold up slightly after
jibe to maintain speed.

Q 3. Assuming you are at least holding your own with
the other boats, would you sail the rhumb line?
Above? Below?

Cowles: I would not be very concerned with the rhumb
line. I would be more concerned with boat speed
in these gusty conditions.

Howlett: I would sail at my best point of planing which
I think, in this particular case, would be slight-
ly above the rhumb line. However, the wind will
probably veer in the gusts which means that I can
bear off slightly in the gusts to hold them as long
as possible. This way I might indeed be sailing
down around the rhumb line, up in the lulls, down
in the gusts.

Elam: If holding our own with other boats, there is
little reason for us to come above the rhumb line.
If we do well below the rhumb line--while protect-
ing our wind and inside position--we are saving a
fast approach near the next mark when we head
closer to the wind. We are wary not to get so low
that we won't be able to protect against a boat go-
ing high--maybe with intent of coming down on us
with her spinnaker flying.

Schreck: Follow the puffs down - head up in lulls.
Do this properly - you don't have to worry about your competitors.

Q 4. Would you hoist spinnaker? If so, when and how? (Remember the wind is strong and reach is fairly close).

Cowles: I would have to make this decision based on two main factors: (1) if it would be advantageous with respect to the conditions, i. e., increased boat speed, (2) what are the boats behind me doing. If, however, I find myself high on the mark, I may want the spinnaker when I start my final run for the mark.

Howlett: Provided that I am planing, then the advantage of hoisting the spinnaker is marginal at best unless I bear off probably well below the rhumb line. If my best planing angle takes me well above the rhumb line, then I would continue that course until I was sufficiently above the leeward mark to be able to bear off, hoist the spinnaker, and plane with the spinnaker down to the mark. However, if my tactics in Question 3 work, it won't be necessary.

Elam: Why hoist spinnaker if other boats don't? We will key off our competition. If they start breaking out the spinnaker, we will work to windward. If it works for them, then we can climb higher on the wind, pop our chute and scream down on the mark, still the inside boat. (Scots carrying spinnakers in too high a wind have been known to turn over. We know. We capsized on White Rock Lake, Dallas.)

Schreck: Under these conditions, hoist after your nearest competitor proves his spinnaker pays off.

Q 5. How would you trim:
A. Outhaul and halyard.

Cowles: Up hard and out hard.

Howlett: Both eased, I want the maximum camber for reaching planing, preferably with the pocket in the centre of the sail.

Elam: Outhaul and halyard are set tight at the dock, and adjusted--probably tighter--before the warning gun. In these winds there is usually little to be gained with further adjustments unless something slips. And something may slip if you try to adjust in a 25-knot blow. Since we paid Skip Boston big money to put a Cunningham hole in our old mainsail, we will crank the main to the top this year and make fine adjustments with the Cunningham downhaul.

Schreck: Out haul all the way. Halyard off 1-1/2" for headboard play.

B. Vang.

Cowles: On fairly taut.

Howlett: Strapped down tight. No twist when planing.

Elam: Vang is set tight for going to windward. We ease vang for reaches and runs.

Schreck: Drum tight.

C. Centerboard.

Cowles: Down only enough to stop slippage and give me the control I want.

Howlett: Down 8 to 10 inches for stability in the waves.

Elam: Centerboard is full down going to windward. For reaches and runs the board is raised until the skipper feels good about his weather helm. On runs we still leave some board in the water to serve as a skeg. (also it is nice to stand on in White Rock Lake.)

Schreck: Half up.

D. Main and jib sheet. Who handles what?

Cowles: Crew handles jib, I handle main. Both are continuously "played".

Howlett: One of the crew, the jib; the other crew, the main. I will handle tiller only.

Elam: The mainsheet goes in and out with the puffs; the skipper handles the sheet so he can better coordinate with the tiller. The middle crewman (my wife or my other teenage daughter) plays the jib. The trick is to adjust fast for a change in the apparent wind. The crew feels the puff, trims the luff to get us planing, and eases to keep from pinching the jib. The adjustment is small, frequent, but critical. The skipper gives warnings: "Going up" means he is letting the boat respond to weather helm. "Driving off" means the skipper is aiming downwind with the puff.

Schreck: One crew handles jib, handle main myself.

E. If you hoist the spinnaker, how is it done?

Cowles: When everything is attached and the spinnaker is still in its box. The crew hoists and directs the spinnaker through the slot, normally in front of the side stay. The pole is pushed forward by the crew as the skipper trims the spinnaker. The crew would then fly the spinnaker (if he is capable of it, which is usually not my situation).

Howlett: In these conditions, bear off almost directly down wind. No. 1 crew hoists it. No. 2 gets it flying. Then harden up to course.

Elam: If we hoist the spinnaker, the forward crewman sets the pole (hooks topping lift, guy, and then pole to mast), bends on halyard, then moves midship to hoist spinnaker. The skipper shifts the mainsheet to the middle crewman. The skipper puts tiller between his legs and with both hands hauls on sheet and guy to set spinnaker. In a blow, the skipper may sit topside and haul in sheet with crew helping secure the guy. With gusty going, it helps to have the spinnaker guy

turned around the windward winch. We keep the jib flying. Also in 25-knot breezes we shout exhortations to build our courage.

Schreck: Pole would have been up in this case. Foot is hauled out prior to hoisting.

F. If you lower spinnaker, how is it done?

Cowles: Crew lowers the spinnaker behind the main and stuffs it on the floor and under the seat or deck.

Howlett: No. 1 grabs the sheet and pulls it in till he's got cloth. Then No. 2 eases the guy as No. 1 gathers the whole foot of the sail into his hand. No. 2 then feeds the halyard as No. 1 pulls the sail down and in.

Elam: To lower spinnaker, the forward crewman grabs the sheet, works the sheet forward until he can grasp the sheet from under the jibsail. Then with other hand he uncleats the halyard. The trick is for him to keep friction on the halyard while he draws in the spinnaker using both hands. In concert the skipper frees the sheet and guy and moves into position to take the mainsheet. Middle crewman takes control of jib and checks to be sure centerboard is lowered. Forward crew quickly stows the spinnaker, adjusts centerboard, and retrieves the pole as we head up on the beat.

Schreck: Forward of shroud whenever possible.

G. What is your technique in preparing for and rounding leeward mark?

Cowles: Have the centerboard down and jib set for next leg. Then lower the spinnaker as rounding.

Howlett: If we are planing without spinnaker, we will plane right up to the mark, then ease the sheets and bring the boat up to drop off the plane, then harden up; then as soon as I am certain to be clear of boats coming up around the mark, I will go on starboard to take advantage of the wind veering in the gusts.

Elam: Rounding to windward the forward man secures spinnaker and then adjusts the board. He then stands by to help on the jib. The middle crewman handles the jib sheet and may help the skipper get in the mainsheet by taking one quick handhold. Crew and skipper move to the center of the cockpit, sit close together and start grinding back upwind. In this race, we plan to be inside at the mark. We will take ample room before reaching the mark, but intend to swing close by the mark. If there is a knock-down, we may even luff up a bit to gain to weather while getting our sails under control. We can do that if we are inside.

Schreck: Usually jibe after lowering pole and take down spinnaker on new weather side.

Q 6. On such a reach how do you handle:

A. Sheets.

Cowles: Play the sheets in and out.

Howlett: The main and jib sheets must be played constantly in order to hold the plane. We will be planing diagonally across the face of a wave. The main sheet is gradually eased to just short of luffing. As we lose the wave, we head up slightly, sheets in, bear off on the face of the new wave, then start the sequence again.

Elam: The skipper handles the mainsheet. Sometimes using both hands while hooking the tiller with a toe (a trick learned from Harris Garrett on White Rock Lake). Middle crewman handles jib. Forward crewman rigs the spinnaker and adjusts the centerboard. Forward crewman also mans the watch to warn if following boats start climbing to windward or preparing spinnaker. We move our 415 pounds (185 belong to the skipper) aft.

Schreck: Play both constantly.

B. Tiller. Much tiller action? Little?

Cowles: Quite a bit of action trying to get on or stay on a plane.

Howlett: Lots of action but not much movement. In other words, the boat carries a very heavy weather helm in this situation just before the plane. You must hold it steady, then bear off promptly with your wave.

Elam: Tiller action is quick, even violent. Tiller is returned quickly to midships. Tiller is eased down in lulls, but sharply hauled to windward to take advantage of a planing puff.

Schreck: Tiller is moved anytime a weight bounce won't make boat run down face of wave.

C. Wave action.

Cowles: I would play the waves trying to have them help in planing.

Howlett: As mentioned above, you play the waves to maintain the plane as long as possible. You will plane diagonally across the face of the wave very much as a surfer does.

Elam: There is a wave that will plane us all the way to the next mark. We have never caught it yet. But we keep looking. We also try to keep our bow from plowing into a wave ahead. Sometimes we turn our stern perpendicular to a following wave. But we are inlanders from Texas, so we are still trying to learn what to do with ocean waves.

Schreck: Run off with every large one.

NORTH AMERICAN CHAMPIONSHIP

Plans for the August Championship are taking shape. Bill Claypool reports his Milwaukee Committee are prepared to host one of the best run championships ever held by FSSA. The June issue of S&W will be largely devoted to the North American Championship.

KENT FOSTER TO TEACH IN WINNETKA

The Winnetka, Illinois Yacht Club has announced the appointment of Kent Foster, member of Flying Scot Fleet 1 in Cincinnati, as head instructor of the Club's Junior Fleet Program. Kent is a knowledgeable and experienced sailor having sailed and raced Sunfish, Thistles and Flying Scots. His record in the North American Championship included one second and two third places. He finished eighth overall as the result of a DSQ. He won the 1969 Hot Scot Regatta in Muncie, Indiana.

Ken was head instructor for the Cleveland Yacht Club last summer. During that period he skippered a Thistle in the large Bagatelle Regatta and won.

Since entering Yale, he has been active in many competitive intercollegiate sailing events and ranked as Yale's leading skipper his freshman year. During the two following years, he has been among Yale's four top ranked skippers.

DETROIT ROUND ROBIN SERIES

The clubs in the Detroit area are inviting all flying scots to participate in their annual "Round Robin" series, July 18, 19.

This is a series of three races each at a different club and sailed in different waters. This year the first race will be hosted by the Detroit Yacht Club at 10:00 Saturday, July 18. The second race will be at the Detroit Boat club at 2:00 the same day and the third race will be at the Grosse Pointe Yacht Club at 12:00, Sunday, July 19.

Each race is considered a separate entity. That is, trophies or prizes for 1st, 2nd & third in each race - not for the total series.

This is a real fun week-end, with good competition. For additional information contact Bob Cowles, Governor - Michigan Ontario District.

Bob Cowles
Fleet 8

TREASURER'S REPORT

Following is the Treasurer's Report for the year November 1, 1968 through October 31, 1969. This report has been certified by J. Manning Winikus & Co., Certified Public Accountants and approved by the Governing Board of FSSA. The cash position of the Association is more favorable than normal because the Yearbook was not printed in 1969.

Cash at November 1, 1968 \$ 4,314

Cash Receipts

Dues \$ 8,109
Boat and Sail numbers 3,942
Highlights Deposit 736
Other 1,034

Total Cash Receipts 13,821

Total Cash and Receipts \$18,135

Cost and Expenses

Scots N' Water 3,734
Corresponding Secretary 4,642
Includes all supplies,
stationery, postage,
fees, etc.
Miscellaneous 3,026
Includes Highlights,
Sail labels, Travel,
Board meetings, etc.

Total Costs and Expenses \$11,402

Income over Costs and Expenses \$ 2,419

Cash Balance October 31, 1969 \$ 6,733

Notice to Fleets on Election of District Officers:

The District Governor and Alternate serve important functions in the Association. The District Governor is a member of the Governing Board. He arranges for the holding of the District Regatta. He promotes the establishment of new fleets within the District and has general supervision over all District affairs. The Alternate serves as Governor in the absence of the Governor.

The Constitution provides for the election of the District Governor and Alternate in the following manner: "The District Governor and Alternate shall be elected by vote of the Fleets in each District. Each Fleet shall have one vote. The election must be held in advance of the Annual Meeting of the Association, and the Governor and Alternate elected shall serve during the ensuing year, from November first to October thirty-first. Each Fleet desiring to recommend nominees for District Governor and Alternate shall submit such nominations to the Governor of its District prior to June 1 each year. Before making such nominations, such fleets shall ascertain the willingness of its candidates to accept the offices if elected. Within two weeks after June 1, the District Governor shall send to each Fleet Secretary of record a ballot containing the names of all nominees and the date when the election shall close. Completed ballots shall be returned to the District Governor in sealed unmarked envelopes. The Governor shall appoint three tellers, each from a different fleet, if feasible, to open the ballot envelopes, count the votes, and report the results to him. The retiring Governor shall forward the names of the new Governor and Alternate to the Association immediately after their election."

ERNEST L. GODSHALK, President FSSA

CAVEAT EMPTOR

FS 528

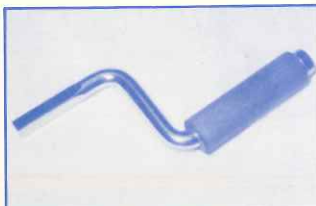
Customflex built
Boston Main, jib and spinnaker
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FS 444 - A Winner

Douglass built - white with light gray deck
Dark blue vinyl bottom and yellow boot-top
Boston zipper main and mitered jib
Hard reaching spinnaker.
Complete with all racing equipment including
3/8" main sheet and 1/2" jib sheet
Teenee trailer with extra wheel and tire
Price - \$2380 Russell S. Stinchcomb
233 Bane Ave.
Newton Falls, Ohio 44444

FS 870

Douglass built
White hull, light aqua deck, black boot-top
Vinyl blue bottom paint
Sails: Boston - main, jib and spinnaker (light blue
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Spinnaker pole and rigging - new condition
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Jones' new Junior Flying Scot sails ideal for 10-11
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The Scot is balanced well with them; the same as
with full size sails. Same jib sheet blocks used. Kids
love their "very own" sails; quickly gain confidence
and sailing ability because the Scot is even more
stable with them. Dacron main and jib 4 oz. \$183;
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III, 55 Hawes St., Brookline, Mass. 02146

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Made of same alloy, with same shape and same break-
ing strength, by same manufacturer as the standard
crank. BUT each end is square and a bit longer-en-
abling one to file a new full-length square if (per-
chance) the original square is broken off. Thus, its
life expectancy is four times that of a standard crank.
Price includes postage. 1-\$1.40; 2-\$2.74; 3-\$4.08.
Please send check for prompt mailing. John C. Jones
III, 55 Hawes St., Brookline, Mass. 02146

LEARN TO SAIL QUICKLY, EASILY with basic 50¢
16-page booklet "A MINIMUM SAILING PRIMER"

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camps, etc. Its 7 sections explain all fundamentals
of sailing with easy-to-understand text, simple dia-
grams. Basic sailing terms carefully defined, Fly-
ing Scot boat nomenclature, a glossary, 15 important
safety precautions. Quantity prices on request. Please
send 56¢ (includes postage) for prompt mailing. John
C. Jones, III, 55 Hawes St., Brookline, Mass. 02146

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

Mary J. Doolittle
531 Jenks Blvd.
Kalamazoo, Michigan 49007

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
(Non-owner who is regular crew for an Active 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 15th50
(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)



FIRST CLASS

Mr. Robert K. Jefferies
P.O. Box 58432
Houston, Texas 77058

18714 Prince William

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-Grab 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-Caloosahatchee 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