CLOSE-UP — Russell Avant of Port Arthur in FS 846 and Arnie Harper of Beaumont duel in racing action on Sabine Lake, Port Arthur, Tex. Beside Harper is crew Jim Stutphen and the third crew member is son Armie Harper. This excellent photograph was taken by Jerry Lynas of the Beaumont Enterprise and Journal during last year’s sailing.
CHARTERS

Maximum number of boats available; now—here's what you do to get one

A maximum number of charter boats will be available for the 1974 North American Championships, the NAC committee reported to the Board of Governors at the recent Mid-Winters in Panama City, Fla.

Anyone wishing to charter a boat for the championship should contact Rolf Kroetzsch, 1241 Bonnie View Ave., Lakewood, Ohio 44107 (phone: 216-521-3250).

The main changes in chartering this year are that the charter fee has been raised to $50 from $25 (with the entire fee going to the boat owner) to encourage owners to charter out boats.

Listed below are the rules that pertain to the chartering of boats for the NAC regatta. They are taken from the Flying Scot Sailing Association bylaws, Article B-IX, d., (1):

(c) Prospective charters will write to the Chairman requesting a charter. This letter must be accompanied by a check for $50, payable to the Flying Scot Sailing Association. No requests will be considered without a check or money order. This money will go to the owner of the boat. A prospective charter must be a qualified Flying Scot owner (or an Active Member who is a member of a recognized yacht club which is a Flying Scot owner), and must reside at least 400 miles from the site of the North American Championships except at the discretion of the International Race Committee.

(d) The closing date shall be 15 days prior to the regatta or August 1, whichever is earlier. On this day the Chartering Committee will apportion boats available and promptly thereafter will mail notices of acceptance to successful applicants. If there are more applicants than available boats, checks of the unsuccessful applicants will be returned. If boats are still available, requests received after the closing date will be filled on a "first come, first served" basis. Charters may cancel a charter within 10 days of the mailing of notice of acceptance thereof. If the cancellation notice is not received within the 10 day period, the $50 will be forfeited if the owner has brought his boat to the site; otherwise, the $50 will go to the Association.

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

(f) Charterers must use their own sails. They 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 except in cases of collision or abnormal racing conditions. In the event of a dispute, the International Race Committee shall be the sole and final judge of responsibility. Charterers may not drill 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.
GOOD TIMES — In addition to good sailing competition, the Mid-Winters means good company and good conversation. Relaxing outside the St. Andrew's Bay Yacht Club in Panama City, Fla., are Maye Singley of Durham, N.C., Paul Schreck of Lillian, Ala., Floyd Davis of Panama City and Bill Singley. (Photo by Bryson’s of Pensacola)

NAC: bigger n’ better in ’74

The North American Championship returns to Edgewater Yacht Club in Cleveland for the second time, and the members of Fleet 12 already are making plans for the expanded regatta on Aug. 12-16.

This year’s NAC will consist of eight races with the first three races serving to divide the fleet into championship and challenger divisions. At this time, all points will be dropped, and five more races will be sailed to decide the winners.

Edgewater Yacht Club, noted for its friendly and informal atmosphere, is on the shore of Lake Erie and the racing for the NAC will be on Lake Erie.

The 1965 NAC was held at Edgewater with 47 boats on hand. Bill Wickes of Toledo sailed to the championship in FS #236, followed by David Rodenkirk, Eaton Kelly and Winscott Stokes.

E.H.D. Gibbs won the Challenger Division with Tim Stearns second, H.C.R. White third and John Beierwaltes fourth.

Rolf Krotseng of the host fleet will be chairman for the ’74 NAC.

The Sheraton Inn in Rocky River will be the headquarters hotel for the regatta. Information about reservations will be detailed in the next issue. Krotseng reports that arrangements are trying to be worked out for those who wish to camp out nearby.

Letter to the Editor

Dear Editor:

We have noticed in the publicity regarding the 1974 Mid-Winter championship at Panama City, Fla., that the news media was listing the second-place finisher as John Murray of Pensacola, Fla.

To set the record straight, John Murray is a member of the Mobile Yacht Club, Mobile, Ala., and is considered one of our better young sailors. Although a student at the University of Alabama, apparently he can find time to “goof off” and attend such regattas.

John T. Murray, Jr., Commodore (and his father)

(Scots N’ Water inexplicably listed Murray as hailing from Pensacola in the pre-race story [January-February], but got him back in Alabama in the race results.)

APRIL, 1974
By HAL MARCUS

GERRY SACHNOFF (#2211) reports that he owned Mystery Flying Scot #67 from November 1965 through September 1967. At that time, he sold it to a Mr. Schwartzman and a doctor who kept the boat at Fire Island, New York as a day sailor. As far as Jerry known, #67 is still there. That’s a clue, folks!

The mystery of how Flying Scot #67 was pictured in a New York savings bank ad as reported by Commodore BOB VANCE in our January-February issue has been solved. The picture was taken by Greater New York District Governor BOB RICH with GERRY SACHNOFF at the tiller about eight years ago. Last year, the picture was used by the savings bank in all New York metropolitan newspapers for approximately two months. This, of course, gave the class some favorable publicity. We want to thank Gerry for sending us the information and the accompanying picture.

ROBERT MEIER (#2229) wrote, “Congratulations on that Mystery Scots contest — a great idea!” Quite naturally, we think so, too. With the sailing season starting you are going to be able to spot these mystery numbers soon and start gathering the information. Remember, here’s the deal again: Each month, we will give you three new Mystery Scots and the member who is the first to send us the correct name and address of the boat’s current owner will receive an official FSSA pocket emblem free! If the owner joins FSSA, you will receive an official FSSA lapel pin. This is a $5.50 value to you on the new member’s $10 Active Membership dues. The Scots listed as MYSTERY SCOTS are completely lost to FSSA. There is no time limit on this contest and the numbers stay on the list until the owner is found.

This month’s MYSTERY SCOTS are: 644, 649 and 651. Add these to our previous list of: 21, 35, 67, 1309, 1321 and 1324. We have no clues for you on any of these Mystery Scots except on #67 as mentioned above.

While we’re on the subject of membership, we are excited to report that at this time we have over 1,400 paid Active Members for 1974. This is about 250 more than we had at the same time last year. One of the biggest reasons for this, in my opinion, is due to the increased interest in sailing due to the fuel situation.

We are happy to announce the formation of two new fleets in FSSA. Number 28 was assigned to the new fleet based at Fort Walton Yacht Club in Fort Walton Beach, Fl. The charter captain is TERRY WRIGHT (#2146), a high school senior. Another high schoolers, JOHNNY CLARK was elected secretary-treasurer and JERRY BARNWELL was elected reporter.

Fleet 55 has been assigned to Buccaneer Yacht Club in Mobile, Ala., under the direction of ARTHUR RIGAS (#1812), their Flying Scot chairman. Co-Governor Johnson has offered to attend their Charter Night dinner in Mobile, which we are trying to set-up. They are very effective.

FSSA OFFICE WILL BE CLOSED

Because Pat and I will have the good fortune of taking another association we manage to Hawaii, the office will be closed from April 25 to May 9th. Please make a note of these dates and let us know ahead of time if you anticipate any needs before then.
We received a nice note from BOB HECKMAN (#2006) thanking us for the FSSA patch on the "legally" error. Following that, we heard from ART PINGREE (#888) of Thunder Bay, Canada, noting the misspelled "existence" on page 5 of the January-February issue. For his attention, he also received a new FSSA emblem. Boy, we're going to go broke if I do not learn to spell.

LETTER ANSWERED

JOHN CALLIHAN (#1715) asked a question on mooring the Scot. SANDY DOUGLASS was kind enough to answer his question for me and it was so comprehensive, I thought all of you would like to read it, as follows:

"You will find the Flying Scot to be a boat which will ride happily on a mooring, and you need have no fears about having to install a mooring eye. The bowplate is designed for and intended to be the mooring eye, securely attached to the boat with six stainless bolts and four husky stainless screws. The standard procedure is to shackle this with either a big screw shackle or a husky shaphook.

"In order for the boat to ride easily, the rudder should be brought aboard and stowed under the stern deck, and the center board should be raised all the way.

"If you are to moor in rough water, be sure the rigging of the mast is snug to begin with, then attach the jib halyard to the jib tack downhaul and tighten the halyard a few notches with the crank. This will put the strain on both the halyard and jibstay equally, and will prevent whipping of the mast which would fatigue the rigging."

IN MEMORIAM

We were saddened to hear of the death of WILLIAM P. GJERDE, JR. of Lake City, Minn., on March 7. His "Crew" writes that Bill had many wonderful years sailing and thanks FSSA for its contribution to the happiness of a true competitor.

SMITHS TOURING KEYS

Past Commodore BEARNS SMITH writes that he and his wife MARNIE are having a great time living aboard the "Sea Castle" touring the Florida Keys. Sounds wonderful!

Because the March issue was held to include the Mid-Winter results, we're sending this copy to all who have not paid their 1974 dues in our final attempt to hear from you. This is definitely it, so please get those dues paid NOW.

As you know, inflation has caused increases in the price of paper. This year we have printed a 1974 Handbook, which is to last for two years and a revised issue of Highlights of Scots a' Water - 1959-1973. The production costs for these FSSA books was much higher than budgeted and in order to make "clear sailing" with our finances for the rest of this fiscal year, the Board of Governors has decided not to publish a Roster this year.

To compensate for this decision, I have been asked to remind you that we have been publishing all of our new Active Members in each issue of this magazine since the printing of the last roster, so you do have everything up to date in your records. In the future, we will print the Handbook and Roster on alternate years, meaning a 1975 Roster, a 1976 Handbook, a 1977 Roster, etc. By doing this, we will be able to improve the quality of each book and still remain within a reasonable budget.

See you again next month, and in the meantime - Good Sailing!

THE REGATTA 
OF THE CENTURY

Chautauqua Centennial Regatta
Chautauqua, New York
July 5, 6 and 7, 1974

Celebrating the 100th Anniversary of Chautauqua Institution

Flying Scots Sunfish
Lightnings C-Scows

Great racing and unique trophies; concerts, plays and openers for those interested.

For information contact:
John T. Bailey
Publicity Chairman
2666 Wicklow Road
Shaker Heights, Ohio 44120
(216)321-4325

APRIL, 1974
The Fleet's In

What's happening in your fleet—a regatta coming up, new officers, results of a recent regatta or just an interesting tidbit or two? How about sharing it with the rest of the Flying Scot gang? Just pass it along to SCOTS N' WATER, 2205 Newfield Lane, Austin, Tex. 78703, and we'll include it with the rest of the news as soon as The Fleet's In.

23—Brad Davis wins in Houston

Brad Davis of Fleet 23, Dallas, kicked off the 1974 sailing season by bringing home the trophy from Houston's midwinter championships in February.

During 1973, Fleet 23—probably one of the top racing fleets in the country—sailed 72 races with an average of nine boats per race.

The three series resulted in three different winners. Nat Wells took the winter championships, Fred Tare won the summer series and Ross Bowen captured the fall crown.

Highlight of the year was the successful Open House Regatta. For those who have been inquiring about '74, plans are underway for holding it the last weekend in September.

—PAT MIKESKA

30—Egyptian Cup Regatta is June 1-2

The annual Egyptian Cup Regatta will be held June 1-2 on Crab Orchard Lake, Carbondale, Ill., home of Fleet 30.

A large turnout is expected as the skippers try to dethrone defending champion Ted Glass, FSSA president. The multi-class regatta will consist of three races.

—PAUL McROY

35—Chautauqua plans Centennial

A Centennial Regatta, celebrating the first 100 years of Chautauqua Institution, the internationally known cultural center, is scheduled for July 5-7 on Chautauqua Lake, N.Y.

Fleet 35 reports that in addition to Flying Scot skippers, C-Scows, Lightnings and Sunfish skippers are invited.

The Centennial Regatta will be held off shore from Chautauqua Institution, recently named a national historical site, on the ideal racing waters of 20-mile-long Chautauqua Lake. The event will coincide with a variety of cultural programs, which participants are invited to attend.

Further information can be obtained from Joseph D. Patton, Jr., 9 Rollingwood Drive, Pittsford, N.Y. 14534.

Chautauqua Lake has been a center for one-design racing since before the turn of the century, with many international championships having been sailed there.

—NATE DREYER

37—Buckeye Regatta scheduled

The sixth annual Buckeye Regatta is on tap for May 18-19 at the Hoover Yacht Club, Westerville, Ohio. Fleet 37 will award trophies to the top four skippers and their crew.

Warning gun for the first race will sound at 1 p.m. on May 18 with the second race following. The final race will be the next day at 10 a.m.

In addition to good competitive sailing, there will be socializing with a complimentary lunch Saturday at 11:30 a.m., a cocktail party and family-style dinner Saturday night at Yarnell's Party House and a box lunch Sunday.

Pre-registration is not necessary, but dinner reservations must be made by May 10. For further
FLEET CHARTER — Terry Wright, captain of new Flying Scot Fleet 28, proudly holds the charter for the fleet. Surrounding her are (from left) Jerry Barnwell, Johnny Clark, Marshall Brown, Barney Farmer, Tom and Ridge Wright (Terry’s father and uncle) and Gulf District co-governor Mike Johnson. The Fort Walton Beach, Fla., fleet recently held a Charter Night dinner for its nine members and guests.

—DICK KOHN

63—Spring Invitational set for June 8

Fleet 63 is gearing up for its Spring Invitational on June 8 at Havre de Grace, Md. A good turnout of boats from nearby fleets is expected again this year.

Members of the fleet are working on a new yacht club for the Upper Chesapeake Yacht Club and hope to have the facilities in operation for the spring race.

The fall championships series ended with a fine day’s sailing Oct. 21, and Jack Fassnacht (1731) emerged as fleet champion with 12 points. Bob Harder (1930) was second with 17½ points, and Rick Sheppard (1631) third with 19½.

At the fall invitational Oct. 6, Roger Shipman of Spray Beach, N.J., captured the winner’s trophy with Fassnacht second and Harder third.

Ken Houck was elected to continue as captain and Fassnacht as secretary-treasurer.

—JACK FASSNACHT

67—Texas Districts on Lake Canyon

The Texas District Regatta is coming up May 18-19 on beautiful Lake Canyon, north of San Antonio. Fleet 67 will be the host.

Lake Canyon is nestled in the picturesque Texas Hill Country and not only offers good sailing but beautiful surroundings. Accommodations are available around the lake, but many visitors prefer to stay in nearby New Braunfels with its Old World German atmosphere and cuisine.

The series will be a five-race regatta, with three races on Saturday and two on Sunday. Sunday’s races should be finished early enough for everyone to have ample daylight hours to return home.

For additional information, call or write Fred Dorr, 8102 Golden Forest, San Antonio, Texas 78239 (512/653-7848).

—FRED DORR

Detroit plans Spring Thaw race

The Detroit River Yachting Association will host an unusually large Spring Thaw regatta, open to all one-design boats in the United States and Canada, on May 11-12.

The race committee has planned for two race committee boats to handle the expected 150 to 200 participants over two courses. Starts have been scheduled for over 25 classes, starting at 10 a.m. Saturday and Sunday, with back-to-back racing on both courses for two days.

Each class having five or more boats will be given a separate start. The races will be sailed on Lake St. Clair, just off the Crescent Sail Yacht Club, Lake Shore Road, Grosse Pointe Farms, Mich.

Registrations for the regatta close on Wednesday, May 8. A number of top skippers in one-design classes will be sailing. For registration forms and additional information, contact Commodore Jos. E. “Mike” Tapert, Detroit River Yachting Association, P.O. Box 3707, Kercheval Station, Detroit, Mich. 48215 (phone: 313/822-2665).

Check the date: May 11-12

the days for Lake Charles

Lake Charles, La., Yacht Club and Fleet 84 will hold their annual Contraband Days Regatta May 11-12 as part of the city’s private festival. The dates for the regatta were incorrectly sent in as May 4-5 for the March issue.

The festivities begin on Friday, May 10, with the landing of the “buccaneers” at the Civic Center, and the racing starts on Saturday.
Not even rugged Scot is indestructible

By SANDY DOUGLASS

In the course of 50 years of competitive sailing, I have failed to finish only two races, both times as a result of breakdown of equipment. During this period I have been through my share of squalls and gales. Always — almost always — I have kept in mind survival, to keep going, to finish in one piece and not to try to challenge the elements. Twice I have used poor judgment and have broken down.

I have broken two masts. In the early days of the Thistle I was caught in one of the usual Larchmont Week squalls. The squall hit us with 55 m.p.h. winds just after we had rounded the weather mark, close behind the Ravens which had started five minutes ahead of us.

On a broad reach we started to fly, started to overtake the Ravens. What a feather it would be if the Thistle could pass the Ravens!

Against my better instincts I commenced to sheet in my half-shaking mainsail, well knowing that my rig already was taking a tremendous strain. The more I sheeted in the faster we went, faster and faster. We were almost up to the Ravens. We were flying, going so fast the Thistle started to leap from wave to wave, and CRACK! The pieces of the mast disappeared over the bow, and we were towed in.

It was the start of a race in the Thistle Mid-Winters, wind N.W. and heavy. Our start was good, we were fighting for the lead, straining every muscle, strapped down hard! I told my crew, Dutch Sindle, to tighten the vang. He did. He gave one haul on the line, and the mast buckled!

Why do I recite these happenings?

The small boat is not indestructible. The well-designed boat will stand up under all normal conditions, but there is a limit to what a boat can be expected to take. It would be possible, of course, to make every part of the boat and her rigging completely indestructible, but she then would be badly over-built for normal use, heavy and clumsy.

The Flying Scot has had the reputation for being a rugged boat, better-built and better-rigged than most. For the first 10 years we had an almost-perfect record for masts and only a few failures of any kind, most of which could be traced to overuse of the vang.

First the vang tracks were pulled off. We beefed them up. Then the U on the gooseneck pin failed. We beefed it up. Then the track for the gooseneck slide failed. We beefed it up.

Now, because nothing breaks, occasionally we are running into bent and broken masts. There always is a weak link somewhere. Perhaps the vang is the Achilles heel of the Flying Scot when it is not used with judgment.

The purpose of a vang is to hold the boom down on reaches and runs. Pulling on the diagonal as it does, it pulls the boom down but also thrusts the boom forward against the mast with an equal force. This is not so bad when, close-hauled, the boom is over the center line, thrusting against the strong fore-and-aft axis of the mast.

It becomes serious when the boom is far out, as on a broad reach or run, and the thrust is bending the mast laterally. A mast will stand a tremendous compression as long as it is straight, but will collapse if it is bowed under compression.

The problem is made more acute by two factors: the Flying Scot mast, stepped on deck, is not supported laterally at the deck as are keel-stepped masts and cannot withstand the thrust of excessive vang tension; and the Scot vang, because of the design of the deck, tightens as the boom goes out. If the vang is pulled down hard when the boom is close-hauled on a beat and is not released when the boom is let out for a reach or run, the tension can build up to the point of destruction, to where, in heavy winds, something is going to give.

Parenthetically, let us face the fact that this year we received from our extruder a batch of mast extrusions which turned out to be of the proper alloy but soft in temper with the result that they have failed in normal use. We regret this, are replacing them and have gone to another extruder. We sincerely hope this never will happen again.

Let's go back to the purpose of the vang: Basically, the vang is for the purpose of preventing the boom from rising when the mainsail is eased out on reaches and runs, to keep the top of the mainsail from falling off. Once the vang is tightened sufficiently for this purpose, what is accomplished by additional tension? The vang is not intended to be used for bending the mast and boom, as might be the case with some boats equipped with bendy spars.

I realize that there are many knowing salts who believe that the greater the tension on the vang the faster the boat will go — something like stepping on the gas — but I have not been able to prove this. If anything, a "soft" rig works better for me in heavy weather. Close-hauled, I want the head of the mainsail to fall off a little when I have to ease the sheet because this lowers the center of effort of the sail.

I have found that I do just as well with no vang tension to windward, and a minimum of tension, just enough to do the job, off the wind. Does it work? In 15 years of sailing the Scot I have won my share of races, especially in heavy weather, and have had no rigging problems.

Remember that the boat is not indestructible and that if something breaks it is your fault, the result of poor sailing. The really good skipper does not break down, does not tear his boat apart.
Mid-Winter Warmups — 1st, 2nd, 4th, 5th
Mid-Winter Eliminations — 1st, 2nd
Mid-Winter Championships — 1st — 3rd — 5th

To: PAUL SCHRECK & CO. SAILMAKERS
S. SCENIC DRIVE
LILLIAN, ALABAMA 36549 (TELEPHONE: 205 — 962-4345)

Please ship _______ suit(s).  Scoot # ________
Velocities where I sail most are ________ to ________ knots.
I prefer the all-weather suit.

Please mark colors on spinnaker sketch.

I am enclosing check in full.
You will pay freight.

I am enclosing 50%, and references; and will pay balance in ten days.

Suit — 5 oz. Dacron — $300.00
Jib — 5 oz. Dacron — $ 95.00
Main — 5 oz. Dacron — $215.00
Spinnaker — ¾ oz. — $140.00
Combination: ½ & ¾ Chute — $150.00
¾ oz. Chute — $150.00
Brummels — set $7.00
Windows — $10.00 each
Tell Tale Windows — $5.00 each

Name __________________________________________________________

Address _________________________________________________________

City __________________________ State ______ Zip __________

Signature ______________________________________________________

SWAGING — SMALL BOAT HARDWARE — COVERS
RIGGING — ROPE TO WIRE SPLICING

APRIL, 1974
<table>
<thead>
<tr>
<th>FS No.</th>
<th>Fleet</th>
<th>Dist.</th>
<th>Name</th>
<th>Address</th>
<th>City</th>
<th>State</th>
</tr>
</thead>
<tbody>
<tr>
<td>242</td>
<td>GNY</td>
<td>23</td>
<td>Lee Stear</td>
<td>212 E. Madison Ave</td>
<td>Crooksville</td>
<td>WV</td>
</tr>
<tr>
<td>365</td>
<td>GNY</td>
<td>23</td>
<td>Dr. John Finlay</td>
<td>49 Lakeview Dr</td>
<td>Greenwich</td>
<td>CT</td>
</tr>
<tr>
<td>471</td>
<td>GNY</td>
<td>23</td>
<td>Barry Bruckman</td>
<td>RT 1, Box 12BC</td>
<td>Winfield</td>
<td>MA</td>
</tr>
<tr>
<td>791</td>
<td>GNY</td>
<td>23</td>
<td>Foster Davis</td>
<td>621 Via De La Paz</td>
<td>Providence</td>
<td>RI</td>
</tr>
<tr>
<td>1276</td>
<td>CAP</td>
<td>23</td>
<td>Susan Kyvela</td>
<td>4801 Chevy Chase DR</td>
<td>Cheviot</td>
<td>MD</td>
</tr>
<tr>
<td>1305</td>
<td>MID</td>
<td>23</td>
<td>Adain Dick</td>
<td>1006 Eden Dr</td>
<td>Shrewsbury</td>
<td>MA</td>
</tr>
<tr>
<td>1336</td>
<td>MID</td>
<td>23</td>
<td>Scott Greerden</td>
<td>2613 Lake Shore RD</td>
<td>Ramsey</td>
<td>MN</td>
</tr>
<tr>
<td>1371</td>
<td>MID</td>
<td>23</td>
<td>George Mohan</td>
<td>538 Martin CT</td>
<td>Westport</td>
<td>CT</td>
</tr>
<tr>
<td>1435</td>
<td>MID</td>
<td>23</td>
<td>Marshall Brown</td>
<td>557 Mentor Ave</td>
<td>Clarksburg</td>
<td>MD</td>
</tr>
<tr>
<td>1433</td>
<td>MID</td>
<td>23</td>
<td>Phil Fiegelkorn</td>
<td>RT 1, Box 66</td>
<td>Hagerstown</td>
<td>MD</td>
</tr>
<tr>
<td>1433</td>
<td>MID</td>
<td>23</td>
<td>Johnny Clark</td>
<td>31 Alexandria Pl</td>
<td>Silver Spring</td>
<td>MD</td>
</tr>
<tr>
<td>1433</td>
<td>MID</td>
<td>23</td>
<td>E. P. Wright</td>
<td>222 Yacht Club DR</td>
<td>Ft. Lauderdale</td>
<td>FL</td>
</tr>
<tr>
<td>1469</td>
<td>MNY</td>
<td>23</td>
<td>Gary Emmick</td>
<td>150 E. Fourth St</td>
<td>FS</td>
<td>NY</td>
</tr>
<tr>
<td>1476</td>
<td>MNY</td>
<td>23</td>
<td>Roy Sellers</td>
<td>7 Rose Ave</td>
<td>Millbrook</td>
<td>PA</td>
</tr>
<tr>
<td>1476</td>
<td>MNY</td>
<td>23</td>
<td>John Fay</td>
<td>2302 Buena DR South</td>
<td>Broomall</td>
<td>PA</td>
</tr>
<tr>
<td>1612</td>
<td>MNY</td>
<td>23</td>
<td>W. C. Smith</td>
<td>3550 Martha Ct</td>
<td>Lynn Haven</td>
<td>FL</td>
</tr>
<tr>
<td>1644</td>
<td>DH</td>
<td>23</td>
<td>Paul Gielbert</td>
<td>PO 3</td>
<td>Glenville</td>
<td>CT</td>
</tr>
<tr>
<td>1715</td>
<td>CAP</td>
<td>23</td>
<td>John Callahan</td>
<td>509 Gienhan Dr</td>
<td>ID</td>
<td></td>
</tr>
<tr>
<td>1727</td>
<td>MID</td>
<td>23</td>
<td>Donald Knozitz</td>
<td>2940 Cherokee Lane</td>
<td>Green Bay</td>
<td>WI</td>
</tr>
<tr>
<td>1755</td>
<td>MID</td>
<td>23</td>
<td>John McGowen</td>
<td>1858 Grove Dr</td>
<td>New York</td>
<td>NY</td>
</tr>
<tr>
<td>1815</td>
<td>MID</td>
<td>23</td>
<td>Johnny Leggett</td>
<td>3 RT 3, Box 271</td>
<td>South Lake</td>
<td>CA</td>
</tr>
<tr>
<td>1898</td>
<td>MID</td>
<td>23</td>
<td>Harold Jones</td>
<td>333 South ST</td>
<td>Long Beach</td>
<td>CA</td>
</tr>
<tr>
<td>2063</td>
<td>GNY</td>
<td>23</td>
<td>Buzzy Heusler</td>
<td>7515 St. Charles Ave</td>
<td>St. Louis</td>
<td>MO</td>
</tr>
<tr>
<td>2094</td>
<td>GNY</td>
<td>23</td>
<td>Chris Friend</td>
<td>1665 Soniat St</td>
<td>St. Louis</td>
<td>MO</td>
</tr>
<tr>
<td>2146</td>
<td>GNY</td>
<td>23</td>
<td>J. T. Wright</td>
<td>246 Pleasant St</td>
<td>St. Louis</td>
<td>MO</td>
</tr>
<tr>
<td>2214</td>
<td>MNO</td>
<td>23</td>
<td>Rod Rainfold</td>
<td>230 N. Central</td>
<td>St. Louis</td>
<td>MO</td>
</tr>
<tr>
<td>2253</td>
<td>MNO</td>
<td>23</td>
<td>Barry Singel</td>
<td>1041 Belmont</td>
<td>St. Louis</td>
<td>MO</td>
</tr>
<tr>
<td>2254</td>
<td>MNO</td>
<td>23</td>
<td>Richard Carson</td>
<td>11020 South Shore</td>
<td>St. Louis</td>
<td>MO</td>
</tr>
<tr>
<td>2275</td>
<td>GNY</td>
<td>23</td>
<td>Arthur Stein</td>
<td>5 Greenview Rd</td>
<td>St. Louis</td>
<td>MO</td>
</tr>
<tr>
<td>2306</td>
<td>GNY</td>
<td>23</td>
<td>Thomas Coleman</td>
<td>7818 Hampshire CT</td>
<td>St. Louis</td>
<td>MO</td>
</tr>
<tr>
<td>2306</td>
<td>GNY</td>
<td>23</td>
<td>Bruce Hagerty</td>
<td>1910 Oakdale Ave</td>
<td>St. Louis</td>
<td>MO</td>
</tr>
<tr>
<td>2340</td>
<td>MNO</td>
<td>23</td>
<td>Hans Fabian</td>
<td>2320 Walter Dr</td>
<td>St. Louis</td>
<td>MO</td>
</tr>
<tr>
<td>2401</td>
<td>MNO</td>
<td>23</td>
<td>R. Jeffrey Bierick</td>
<td>P.O. Box 151</td>
<td>St. Louis</td>
<td>MO</td>
</tr>
<tr>
<td>2493</td>
<td>MNO</td>
<td>23</td>
<td>Arnold Cuney</td>
<td>434 E. Main</td>
<td>St. Louis</td>
<td>MO</td>
</tr>
<tr>
<td>2496</td>
<td>GNY</td>
<td>23</td>
<td>Richard Stoneyburn</td>
<td>7430 SW 82 D-202</td>
<td>St. Louis</td>
<td>MO</td>
</tr>
<tr>
<td>2499</td>
<td>GNY</td>
<td>23</td>
<td>Fred Breckland</td>
<td>114 Peaceable Ridge</td>
<td>St. Louis</td>
<td>MO</td>
</tr>
<tr>
<td>2501</td>
<td>GNY</td>
<td>23</td>
<td>Brooks Wright</td>
<td>3515 Geneesea</td>
<td>St. Louis</td>
<td>MO</td>
</tr>
</tbody>
</table>

**MIDWESTERN DISTRICT**

**Governor:** P. A. PHILCOFF

**MICHIGAN-ONTARIO DISTRICT**

**Governor:** R. D. GUYER

**OHIO DISTRICT**

**Governor:** C. R. HAMILTON

**PRAIRIE DISTRICT**

**Governor:** L. H. RICHARDSON

**PACIFIC DISTRICT**

**Governor:** R. T. WASHBURN

**TEXAS DISTRICT**

**Governor:** H. H. KEMPSTER

**VIRGINIA DISTRICT**

**Governor:** J. M. BARTON

**WESTERN NEW YORK DISTRICT**

**Governor:** J. L. GILPIN
Caveat Emptor

(If you've got a Flying Scot or Scot equipment to sell, we'll be glad to advertise it in SCOTS n' WATER. The charge is $5 for each insertion, and the deadline is the 15th of the month prior to the month of publication. Send copy to Joe Harper, SCOTS n' WATER, 2205 Newfield Lane, Austin, Tx. 78703 and checks to Hal Marcus, 2155 Hallmark Drive, Pensacola, Fla. 32503.)


FS 514—Douglas — White hull and deck — Older main and jib, also Boston main and jib and spinaker — Retractable spinaker sheets — Harken hexagonal main and jib blocks — Trailer (spare wheel) and afterfoul canvas "lath tub" — Excellent condition — Sailing for health reasons. Price $2,850. G. L. Dobson, 438 Edgewood Road, Mansfield, Ohio. Phone: 419-766-6894.

FLYING SCOT BUILDERS

Gordon Douglas Boat Co., Inc. Customflex, Inc.
Third & Omar Streets, Box 28 1817 Palmwood Ave.
Oakland, Maryland 21500 Toledo, Ohio 43607
Ouyang Boat Works Limited Ranger Boat Company
Whitby, Ontario, Canada Kent, Washington 98031


BATTENS

MADE FOR RACING

FINEST QUALITY TAPERED BATTENS
FLEXIBLE AND MADE OF ASH
SET OF FOUR FOR MAIN
SALOON ONLY $4.75
VARNISHED $7.50
Send check to:
DON BLYTHE, BATTENS
804 Eucifl Avenue
Jackson, Mississippi 39202

STAINLESS HALYARD CRANK
Oversized, hardwood, roller handle is fitted on a machined stainless steel crank. Designed for maximum leverage and full hand grip. Used successfully by hundreds of Scot and Thistle sailors. Send check or money order to: CURT MEISSNER
4825 W. Knollwood
Racine, Wis. 53403

DO YOU HAVE MAINSHEET HANGUPS?

New Aluminum Flare Fillets will eliminate this troublesome problem. Easy to install. Light weight. Less than 6 oz. total, $6.95 per pair. Price includes postage. Fits only Douglas built boats.

Mail Today

SEND CHECK OR M.O. TOTAL $____

B. H. BRUNER
147 N. 24th Street
Camp Hill, PA 17011

FSSA ANNUAL DUES
PAYABLE IN JANUARY EACH YEAR
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: $5.00
(Non-owner who has been on at least 2 months regular crew for an Active Member, member of immediate family of an Active Member, part-owner of his immediate family, provided one part-owner is an Active Member or designated club member)

SUSTAINING MEMBER: $5.00
(All other non-owners of F/S)

(FOR FULL EXPLANATION SEE ART. IX OF CONSTITUTION.)

Available from FSSA Executive Secretary:
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)

PLEASE SEND CHECK PAYABLE TO FSSA WITH ORDER TO:
Harold E. Marcus Jr.
Executive Secretary, FSSA
2155 Hallmark Drive
Pensacola, Fl. 32503

APRIL, 1974
Hott names seven to committee

Chief Measurer Don Hott named seven members to his committee for the year during business at the Flying Scot Sailing Association's Board of Governors meeting in Panama City, Fla., at the Mid-Winter championships.

The members are Paul Blonski, Jack Beierwaltes, Vince DiMaio, Sandy Douglass, Paul Schreck, Larry Taggart and Kelson Elam.

Also at the meeting, Second Vice President Bill Singletary, chairman of the Development Committee, said that he had stressed the attendance of all governors at all meetings and had requested that they meet and sail with each fleet in their district at least once a year.

Singletary also suggested that governors present chevrons at their district regattas and that they apply stars to their sails.

The following changes to Article B-IX of the FSSA Bylaws have been approved by the Governing Board on February 27, 1974.

1. Article B-IX, Section e; Replace last paragraph with the following:

   If practicable the races shall be sailed the last or next to last full week in August. The week preceding Labor Day weekend shall be avoided if feasible. Unless otherwise determined by the Executive Committee after consultation with the host fleet, or unless weather conditions do not permit, the first two races shall be held on Tuesday. The remaining six races should be scheduled to be completed by Friday afternoon. It is preferred to limit racing to two races per day but three may be sailed if make up races are required. The Judges may order make up races to be held on days as they shall deem proper.

2. Article B-IX, Section g, paragraph (1); Replace with the following:

   (1) The North American Championship shall consist of eight completed races if possible. The first three races will be preliminary in that the scoring in these races will be used solely to divide the fleet into the Championship and Challenger Divisions.

3. Article B-IX, Section g, paragraph (3); add the following sentence:

   The "720 rule" approved by NAYRU as optional will be used in all eight races of the North American Championship.

4. Article B-IX, Section g, paragraph (6); add the following sentence:

   Races sailed in the preliminary series (1st three races) will not be used to break a tie in either the Championship or Challenger series.

5. Article B-IX, Section g, paragraph (9); change the 1st paragraph to the following:

   (9) Racing Procedure — A modified Bordes system will be used. There will be eight races for each of two divisions. Each yacht will be assigned to one of the two divisions for each race. Points accumulate during the first three races will be used solely to divide the fleet into the Championship and Challenger Divisions. All points will be dropped after the 1st three races and places in the Championship and Challenger Division will be determined exclusively by scores received after the Divisional split.

6. Article B-IX, Section g, paragraph (9); sub-paragraph (c):

   Both references to "two races" should be changed to "five races."

SCOTS N' WATER