NAC: Big week on Lake Erie

STARTING LINE — Flying Scots begin to gather near the starting line under typical "morning" conditions on Lake Erie off Edgewater Yacht Club, the scene of this year's NAC Aug. 12-16. Edgewater's committee boat, "The Ark" (left) is on station. Hal Telford's 37-footer sets the course. The two Scots in the foreground are Paul Blonski's FS 1643 and Dr. George Spencer's FS 24.

NAC Schedule

Monday—First two races of selection series
Tuesday—Final race of selection series
Wednesday—First two races of NAC series
Thursday—Third and fourth races of NAC
Friday—Final race of NAC; awards

The NAC Story

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Fleet champs: Here’s our list

Our efforts to find the fleet champions of 1973 — despite being extended until mid ‘74 — has yielded a small, though select, list.

3—Wilmette, Ill., Ernest and Gertrude Godshalk, FS 1966
7—Riverside, Conn., David Griffin, FS 388
27—Henderson, N.C., Richard Schultz, FS 1885
31—Shore Acres, N.J., Ralph Manee, FS 2225
42—Washington, D.C., Bill and Ed Sharp, FS 3
58—Wollaston, Mass., Jim Beaton, FS 1636
78—Morehead City, N.C., James Willis Jr., FS 399
83—Carlyle, Ill., Parks Carpenter, FS 1184
95—Minneapolis, Minn., Harold Schultz, FS 823
98—Bay St. Louis, Miss., Marc Eagan
100—Seattle, Wash., Don Resch, FS 1397
108—Southmont, N.C., Richard Schultz, FS 1885

Regatta Schedule

July 6-7 — Governor’s Cup Regatta, Lake Travis, Austin, Tex. (c)
July 13-14 — Great Scot Regatta, Edgewater Yacht Club, Cleveland, Ohio
July 13-14 — Midwestern District Championships, Lake Caryle, Ill.
July 13-14 — PAYC Open Regatta, Port Arthur, Tex. (c)
July 20-21 — Ohio District Championships, Edgewater Yacht Club, Cleveland, Ohio
July 20-21 — Cambridge Yacht Club Invitational, Cambridge, Md. (a)
Aug. 3-4 — Maryland State Championships, Deep Creek Lake, Md.
Aug. 3-4 — Southern Massachusetts YRA Flying Scot Regatta, Menahant Yacht Club, East Falmouth, Mass.
Aug. 10-11 — Ephraim Yacht Club Regatta Ephraim, Wis. (b)
Aug. 12-16 — FSSA North American Championships, Edgewater Yacht Club, Cleveland, Ohio
Aug. 17-18 — Lake Monona Regatta, Madison, Wis.
Aug. 17-18 — Third Annual Flying Scot Regatta, Lake Minnetonka, Minn.
Aug. 17-18 — Sturgeon Bay Yacht Club Regatta, Sturgeon Bay, Wis. (b)
Aug. 24-25 — Egg Harbor Yacht Club Regatta, Egg Harbor, Wis. (b)
Aug. 30 — Annapolis to Galesville, Md., Race, West River S.C. (a)
Aug. 31-Sept. 1 — Open Labor Day Regatta, West River, Md., S.C. (a)
Sept. 1-2 — Labor Day Regatta and Crew Race, Morehead City, N.C.
Sept. 7-8 — Walter Collier Regatta, National Yacht Club, Washington, D.C. (a)
Sept. 14-15 — President’s Cup Regatta, Potomac River S.A., Washington, D.C. (a)
Sept. 28-29 — Podickory Yacht Club Fall Invitational Regatta, Bethesda, Md. (a)
Oct. 5-6 — Mullet Blow Regatta, Camp Morehead, N.C.
Oct. 26-27 — CavOil/Cade Open Regatta, Port Arthur, Tex. (c)

(a)—Tidewater Cup Regatta
(b)—Green Bay Scot-of-Year Regatta
(c)—Texas Road-Runner Regatta
Pollak nominated for president

Lewis B. (Buddy) Pollak Sr. of Pensacola, Fla., has been nominated to succeed Ted Glass as president of the Flying Scot Sailing Association for 1974-75. Pollak is currently first vice president of FSSA.

The election of officers, as well as other business, will be conducted during the North American Championships at Edgewater Yacht Club, Cleveland, at the FSSA's annual meeting Aug. 13 at 8 p.m.

Glass, who calls Mt. Vernon, Ill., home (although business and FSSA affairs have kept him on the road most of the time), has been president of FSSA for the past two years. During this time the organization has undergone considerable reorganization in a smooth manner and has experienced substantial growth.

Glass, with wife Flo as his solo crew, is a familiar figure at regattas in his pale green FS 1890. One of his top trophies comes from winning the championship of the NAC Challenger Division in 1969.

Glass has been nominated to be commodore of FSSA in accordance with Article X.5. of the Constitution.

Pollak has been active both as a Scot skipper and an officer. The Brenda Pollak Perpetual Trophy, given in honor of his wife, annually goes to the winner of the Challenger Division at the FSSA Mid-Winters.

An injured back has forced Pollak to turn over the skipper's role of FS 1939 to young Doug Sansom. At last year's NAC, Sansom, with Pollak crewing, won the final two races and finished third in the championship division.

William Singletary of Durham, N.C., has been nominated to move up to first vice president. Singletary, a former Carolinas District governor who shares skippering roles with son Macon in FS 2110, has been second vice president.

The new nominee for second vice president is David Griffin, fleet champion of Fleet 7, Riverside, Conn., and regatta chairman for last year's successful NAC.

Fred Meno of Columbus, Ohio, three-time Mid-Winters champion, has been renominated as secretary, and John Morrow of Panama City, Fla., has

Please see POLLAK, Page 11

Fassnacht wins 3 straight

Jack Fassnacht sailed to three straight wins to capture Fleet 63's Spring Invitational Regatta June 8 at Havre de Grace, Md.

The secretary-treasurer of the host fleet won over 10 other skippers that represented three fleets in fine racing weather. Fewer visiting boats than usual participated.

The regatta is included in the Tidewater Cup series. Following are the results of the top five:

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<td>63</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>2 3/4</td>
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<td>42</td>
<td>2</td>
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<td>5</td>
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<td>7</td>
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<td>63</td>
<td>6</td>
<td>2</td>
<td>DSQ</td>
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Secretary Sez: Two more Mystery Scots found in North Carolina, New York

By HAL MARCUS

DR. R. DOYLE STULTING (FS 2407) recently notified us that Mystery Scot 1309 has been purchased by DR. JAMES F. KEEL of Durham, N.C. Doyle writes that Keel has just graduated from medical school and is about to begin his internship at Duke. He hopes FS 1309 will help him enjoy his last days of freedom “much like a last request before the firing squad does its thing.” Naturally Doyle received a new Flying Scot emblem for his information.

BOB RICE (FS 1942) of Fleet 10 in Westhampton Beach, Long Island, writes that Mystery Scot 67 is owned by DR. JAMES CHASSIN of Manhasset, Long Island. This seems to solve the case of our original Mystery Scot, and Bob has been rewarded for his efforts.

Our new Mystery Scots for this month are 1412, 1419 and 1457. Add these to our existing list of 21, 35, 644, 649, 651, 1008, 1021, 1028, 1321, 1324. While our list is growing it gives you a much larger target to shoot at, and with everybody’s sails hoisted, they should be easier to find.

ON BOAT REGISTRATION NUMBERS

JAMES DUGAN III (FS #1750), captain of Fleet 78 in Morehead City, NC sent copies of correspondence between North Carolina’s Wildlife Resources Commission, that state’s agency responsible for issuing boat registration numbers, and himself. Jim states that it is not a requirement that a 19-foot sailboat be registered in North Carolina, but he was trying to do something very good for the class.

He asked the commission to reserve “NC 0001 FS” through “NC 9999 FS” for Flying Scots in his state, but the commission refused, stating they issue numbers on a “first-come, first-assigned basis.” As they are currently in the “V” series, it will be several years before they reach “FS.” While we feel that government agencies should be receptive to our needs, many times they do not understand our requests, and many times we need a unified request. Perhaps this would be a good matter to bring before NAYRU’s new One-Design Class Advisory Committee for group action. I know many of you have had some successes on this matter and we would appreciate hearing from you.

New FSSA members

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<th>Dist.</th>
<th>Name</th>
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JULY, 1974
Editor takes up the challenge with them 'what done him in'

By DICK ELAM

Time to take it up with them what done us in: the race committee.

Race Committee Chairman Joe Becker (Fleet 6) suggests the editor specify the race committee that offended. Why tarnish all those volunteers who make the sport possible? Good point. There will be no group libel in this article. But if a shoe should fit, then the fellow in the starched Bermuda pants can wear it.

Them what done us in were the race committee of the Texas District championships at Canyon Lake. To be even more specific, it was the person who didn’t raise the individual recall flag. No sin of commission, just omission. More specifically, a lapse that allowed a sharp skipper to take advantage of the race committee.

My vantage point was just behind the shroud where I was crewing. We were starting that race for the third time, two general recalls later. Seconds before the start.

NAYRU says that the "first repeater" is the general recall signal. When displayed it means: "The class is recalled for a fresh start as provided in sailing instructions."

I was worrying about two possibilities: First, we might be early at the starting line. Second, that my skipper might hit Fred Tears in the stern. From my vantage point, Tears was over the line, and the race hadn’t started.

The race committee agreed about Tears’ early arrival. The committee hailed Tears by number. We relayed the hail. Another skipper to leeward relayed the hail. Then the rescue boat left the leeward end of the line, motored ahead to Tears and informed him was over early. Tears returned, restarted and finished fourth. Nat Wells won the race.

Tears protested the race, cited the printed sailing instructions and contended that because there was no individual recall flag flown the race should have been thrown out. Tears contended that he would have returned if he had seen the individual recall. He didn’t trust any of his competitors’ hail, he said. When the rescue boat motored alongside, Tears accepted that hail.

The protest committee, chaired by Snipe skipper Jack Tillman, upheld Tears and threw out the race. Nat Wells lost his well-earned first, the fleet sailed three races on Sunday instead of two, and Fred Tears arrived at the dock Sunday morning to find the Fleet 23 "Rubber Ducky" bathtub toy atop his mast.

To avoid the kind of nonsense that happened at the Texas Districts, the race committee should oblige itself to be precise — whether officials are volunteer or conscripted. Firm, tough, precision race committee chairmen take heart. What Joe Becker was also saying is skippers appreciate knowing that when someone protests the race, the protestor will be "talking from the jail."

Another race committee lapse often occurs when setting the starting line. "Them" in this case happened to be the committee at Waco, Tex.

Ideally, the starting line is set perpendicular to the wind. When this utopia arrives, any point on the line, either starboard or port tack, will represent a good starting point. But winds shift. When the wind shifts to drastically favor the committee boat, then the committee crowds the fleet into its lap, views a close-up of sails that ride the other end of the line and receives the praise of only the one skipper lucky enough to get the perfect start.

If the wind shifts to favor the buoy end of the starting line, the committee may find its vision blurred by a dip-starter who sails from above because you can barely lay the line on starboard tack. At Waco, the boat with the lucky start overstood the "windward" mark without tacking. That time I was crewing on the lucky boat. If you sail enough races, the poor starting lines will average out.

All I’m suggesting is that the good race committees take charge, postpone and set a better starting line. A long anchor line helps speed the resetting operation. Besides, pulling line exercises the chairman’s brother-in-law.

Marks don’t have to be large. But the stake boat nearby should display a bedsheets, or a Sunfish sail or something of magnitude. After all, closed course racing tests sailing skills — not ability to hunt Easter eggs. (Just for fun, our club holds a watermelon race. Watermelons floating randomly on the lake are marks. When you find the mark, snitch the melon into the boat, and head for the knife and salt.)

My favorite race committee ran the North American championships on Long Island Sound last August. All courses were Olympic Stake boats were flying large

(Please see WHAT, next page)
The Fleet’s In

Tidewater scoring change proposed

John Barnes, governor of the Capitol District, has proposed changes in the scoring system of the Tidewater Cup series to encourage participation. Barnes noted in a letter to fleet captains that missing events makes it virtually impossible for a skipper to have a chance at a high finish.

“As an attempt to ameliorate these difficulties, I propose to change the scoring to a low-point system with a substantial allowance for throwouts,” Barnes said.

Barnes suggests that an individual skipper must compete in 40 per cent of the sanctioned events to be eligible. For each event, competing skippers will be given a point score which is the product of their finish and a weighted factor.

—’What done him in’
(Continued from Page 6)

flags from their masts. The compass heading to the first mark was posted in large numerals easily visible. Starting lines just slightly favored the leeward end. When the wind didn’t arrive, the committee waited for wind.

At the awards banquet, the race committee chairman got a standing ovation. He deserved the plaudits. However, in the fourth race when he shortened the course he removed the possibility of throwing out the race because of failure to meet the time limit. But, then, nobody’s perfect.

WINNERS ALL — The Fleet 42, Washington, D.C. awards dinner produced a lot of smiles, especially with a father-daughter and two father-son combinations in the winner’s circle. Standing are George and Julie Stevens, second-place finishers; Bill and Ed Sharp, fleet champs for 1973; and John Evans with the third-place trophy. In front are Frank Schwencke, fourth; and Jeff and Bob Stamper, winners of the Doolittle Trophy for the most improved racer.

At the end of the series, the lowest scores for each competitor from a number of events equal to the required minimum number will be totaled.

41—in this fleet, soup sets the course

Duane Smith and Dick Remsberg are tied for the lead after four races in the June series at Crystal Lake, Mich. Commodore Walt Torgerson is a close third.

Fleet 41’s annual “sailalong progressive dinner,” with members sailing from cocktails to soup to salad and winding up at the clubhouse for the entree and dessert, was on tap for mid-June.

—ELMER AND MARIE MANSON

42—Ward named captain

Max Ward has been elected captain of Fleet 42, Washington, D.C., for 1974, with Bob Stamper as vice captain.

Other officers are Chet MacArthur, treasurer; Nellie Koomen, recording secretary; Bruno Aras, scorer; John Evans, race committee delegate; Dorothy Windhorst, corresponding secretary; and Ed Sharp, race chaser.

—DOROTHY WINDHORST

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NAC week features Van Cliburn

What a line-up — and what variety! There's Van Cliburn and Three Dog Night, Shakespeare and Ray Charles, the Cleveland Orchestra and the Cleveland Indians.

These are just some of the events on tap for Cleveland during the week of Aug. 11-16, the week of the Flying Scot's North American Championships at the Edgewater Yacht Club on Lake Erie.

There's something for everyone in the family, an excellent opportunity to make the NAC into a summer vacation.

For a start, there's the Great Lakes Shakespeare Festival in Lakewood (near the yacht club), scheduled for NAC week are Shakespeare's "King Lear" and "Measure for Measure, " J. M. Synge's "Playboy of the Western World," a bubbling, deep-thrusting Irish comedy with a wealth of sardonic humor, pithy joyousness and human weakness and earthiness; and Augustin Daley's "Under the Gaslight," a laughter-laced melodrama with breathtaking adventure, merciless villains and cliff-hanging rescues.

Blossomusicenter '74, south of the city, will be presenting famed pianist Van Cliburn with the Cleveland Orchestra, Milton Katims conducting, on Sunday evening, Aug. 11. Van Cliburn will perform two of the most popular piano concertos of all time, Grieg Piano concerto and Liszt's First.

On Friday, Aug. 16, the orchestra with Antal Dorati conducting, will feature Ilse von Alpenheim, pianist, and on Saturday, Janos Starker, cellist.

In the middle of the week, blossommusicenter '74 will have rock stars Loggins & Messina on Tuesday and the popular Three Dog Night on Thursday.

Also for rock fans, Gladys Knight and the Pips with guest star Ray Charles will be starring at Musicandal, Cleveland's theatre-in-the-round, Monday through Saturday. And for youngsters, Musicandal will present "Pinocchio" on Wednesday afternoon.

For those wanting to enjoy dinner with a play, Playhouse Square Cabaret is presenting "Jacques Brel Is Alive and Well and Living in Paris" Wednesday through Sunday.

Baseball fans will find the American League Cleveland Indians with pitching star Gaylord Perry home for the week, starting with a Sunday afternoon game against the Chicago White Sox. Then the

Strong fleet expected to compete for

Have you got your pre-registration form in for the 1974 North American Championships at Edgewater Yacht Club, Cleveland? It promises to be a great event with sailing on an excellent Lake Erie course.

While entries are still coming in, it seems certain that a strong fleet will be on hand to challenge for the NAC, Aug. 12-16.

Pre-registration forms (see Page 10) must be postmarked by July 29. The deadline for chartering is also July 29. There is a separate form, to be mailed to Hal Marcus, to insure room registrations at the host motel.

The Ohio fleets are certain to produce a number of challengers for the championship won last year by University of Michigan student Tommy Ehman by one-half point over veteran sailmaker Paul Schreck of Lillian, Ala.

This year's host fleet sent three skippers to the '73 NAC, and all finished in the top 20 out of more than 60 entries with Paul Blonkski sixth, William Zimmie 10th and Von Newberry 20th.

Another Buckeye, Fred Meno of Columbus, has a new boat this year and was unbeatable in Florida during the winter, capturing both the Mid-Winter Warmups at Persacola and the FSSA Mid-Winters at Panama City. Of course, Meno wasn't bad in his other Scot; he finished fourth in the NAC in 1973.

Another consistent Ohio skipper is Jack Seifrick of Westerville, ninth in last year's NAC and recent winner of the Berlin Yacht Club regatta with three straight firsts.
n, baseball—and great sailing

University Circle area around Case Western Reserve University. Of particular note is the Cleveland Museum of Art with an extensive collection of masterpieces from all cultures and periods.

Also in the area is the Cleveland Museum of Natural History with Ohio’s only dinosaur, Hall of Man and Planetarium.

The Frederick C. Crawford Auto-Aviation Museum has displays of antique cars, aircraft, motorcycles and bicycles.

Museums stressing medical exhibits are the Cleveland Health Museum and Education Center (with its “Wonder of New Life” exhibit, Upjohn brain and complex on human ecology) and Howard Dittrick Museum of Historical Medicine.

Other museums of interest to special groups are the Salvador Dali Museum, Afro-American Cultural and Historical Society, Western Reserve Historical Center and the Karamu House, a center for the arts and racial communication.

Gardeners will be interested in the Cleveland Cultural Garden Foundation and its gardens representing more than 20 nationalities and the Fine Arts garden at the Art Museum.

Shoppers are advised that the greatest concentration of domestic and foreign merchandise is to be found in the major department and specialty stores between Public Square and East 14th Street on Euclid, Prospect and Huron Avenues.

Among recommended restaurants and clubs is Zappone’s 49er at the host motel, the Sheraton Inn – Rocky River. It features an old Western atmosphere with entertainment and dancing.

For detailed information, write the Cleveland Convention and Visitors Bureau, 511 Terminal Tower, Cleveland, OH 44113.

Minneapolis Twins are scheduled for night games Wednesday and Thursday. On Friday evening and Saturday and Sunday afternoons, the Texas Rangers will be in Cleveland for the first time since their beer-night brawl in early June.

A popular attraction in the area is Sea World, a 70-acre, marine-life park, at Aurora, 30 minutes southeast of Cleveland. Top star is Shamu, the performing killer whale. And in Cleveland is the Cleveland Zoo, with more than 400 different species of animals, and the Cleveland Aquarium.

Many of the top cultural attractions are in the

SSA championship

Some veterans who may well be on hand are Ralph Manee of Toms River, N.J., fifth last year with seconds in two of the five races; Hal Walker of Davidson, N.C., seventh last year and second in the recent Carolinas Districts; David Griffin, of Riverside, Conn., 11th last year; Dick Elam of Austin, Tex., 12th last year after winning two races in the early-going; and Bob Cowles of Warren, Mich., easy winner of the Challenger Division after narrowly missing the cutoff for the Championship Division.

Among the younger skippers to be considered (and it seems as if there’s a new crop every year) might be Doug Sansom, who sailed Buddy Pollak’s boat to two firsts and an overall third-place finish last year; Bill Sharp of Alexandria, Va., 13th last year; and Baxter Gordon of Lynchburg, Va.

JULY, 1974
1974 NAC Registration Form

Registration closes at noon on Monday, August 12, 1974. Help us plan for the NAC and help yourself avoid the struggle of having to register at the same time you are trying to rig and launch for the first race. TEAR OFF THE ENTRY FORM AND SEND IT TO US WITH A DEPOSIT OF $20. That way you will be all set to race, and can complete registration Monday afternoon! Entries should be postmarked no later than July 29, 1974. Chartering must be postmarked by July 29th as well.

ENTRY FORM

FLYING SCOT NORTH AMERICAN CHAMPIONSHIP - 1974
Edgewater Yacht Club, Edgewater Park, Cleveland, Ohio

SKIPPER ___________________ CREW (If Known) ___________________

ADDRESS ___________________ CREW (If Known) ___________________

CITY ___________________ ZIP CODE ___________________

FLEET NO. _______ SAIL NO. _______

HULL COLOR ___________________

SPINMAKER COLOR ___________________

SAVE TIME! ENCLOSE YOUR DEPOSIT!

MAIL TO: BRUCE BOYDEN
3463 WEST 155th STREET
CLEVELAND, OHIO - 44111

CHARTERING: If you want to charter a Scot, STATE SO HERE AND ENCLOSE A SEPARATE CHECK FOR $50. Chartering terms are those of the Flying Scot Sailing Association and between the charterer and the owner of the Scot involved.

SCOTS WILL BE CHARTERED FROM FLEET 12 ONLY TO INDIVIDUALS Whose ENTRY FORMS ARE POST MARKED NO LATER THAN JULY 29, 1974.

PLEASE ARRANGE A CHARTER SCOT YES ___ NO ___

MAKE ALL CHECKS PAYABLE TO NAC '74

ADVERTISING RATES
Following are the advertising space rates for SCOTS N' WATER:

CAVEAT EMPTOR (Maximum 50 words) — $5.

FULL PAGE — One time, $85; three issues in one year, $70; nine issues in one year, $50.

HALF PAGE — One time, $45; three issues, $35; nine issues, $30.

QUARTER PAGE — One time, $25; three times or more, $20.

SIGNATURE ADS — (Maximum size, 3½ inches by 2 inches; 30-word limit) — $15.

COLOR AND BACK PAGE, EXTRA.
Pollak nominated to head FSSA officers

(Continued from Page 3)
been nominated for another term as treasurer.
Also renominated were Don Hott of Keyser, W.Va.,
measurer, and Dick Elam of Austin, Tex., editor of
SCOTS N' WATER.
Robert Cowles of Warren, Mich., last year's NAC
Challenger Division champion, will be chairman of the
nominating committee for next year.
Robert Vance, of Riverside, Conn., commodore of
FSSA and last year's runner-up to Cowles, headed the
nominating committee. Serving with him were Ernest
Godshalk of Wilmette, Ill., and James R. Smith of
In other business, the members will vote on the
revoking of the charters of Fleet 56, Fort Myers, Flia.,
and Fleet 73, Raritan Yacht Club, Perth Amboy, N.J.
The two fleets were suspended in 1973 for not
maintaining the minimum number of three active
members.
In addition the suspension of eight fleets will be
voted on for not meeting the minimum of three active
members for 1974. If these fleets meet the
requirements prior to the annual meeting, they will be
removed from the proposed suspension list.
The eight fleets include Fleet 47, Egg Harbor, Wis.;
Fleet 49, Houston, Tex.; Fleet 62, Dallas, Tex.; Fleet
74, Nyaack, N.Y.; Fleet 93, Lawton, Okla.; Fleet 101,
Akron, Ohio; Fleet 103, Yorktown, Va.; and Fleet
110, Rochester, Minn.
Also to be voted on is a change in the Constitution
to create a family membership. This proposal by Fleet
87, Pensacola, was carried in the June issue of SCOTS
N' WATER (page 13).
Proxies were mailed to all fleets.

Complete this form and return to: Flying Scot Sailing Association
2155 Hallmark Drive
Pensacola, Florida 32503

ROOM RESERVATIONS - 1974 NAC - AUGUST 12-16 - SHERATON INN - ROCKY RIVER, OHIO

Please reserve _____ single rooms @ $16.50 each and _____ double rooms @ $22.00 each
for ______ persons, Arrival on __________________________ (day) (date)
Name ____________________________ Departure on __________________________ (day) (date)
Address ____________________________
City ____________________________ State ___________ Zip ____________

Names of persons sharing accomodations

__________________________________________

[ ] This reservation is guaranteed for Late Arrival (after 6:00 p.m.) by:
Name ____________________________
Address ____________________________
City ____________________________ State ___________ Zip ____________
Signature ____________________________ Date ____________
And 100th for Sandy

In the last chapter we had an FS 1, but that was all. In this bonus installment, the Scot designer concludes the background of the Flying Scot and the beginning of the FSSA.

By SANDY DOUGLASS

The previous chapter left us with Jack Brown heading for Benton, Ill., with his new boat FS 1. Actually, I took the boat as far as the Cleveland Yachting Club where we launched her and went for a sail.

I had been aware for several years that the clubs of the Detroit River Y.A. had been looking for a replacement for their old wooden 22-foot. Interlake Cats, having in prior years lent them a Thistle and a Highlander to try out. By this time they had tested all of the boats which they thought might be of interest to them without finding one which met all of their requirements for stability, roominess for day sailing, speed, handling and durability with minimum maintenance.

Their selection committee, hearing about my new Flying Scot, had asked if they could sail her, and knowing that Jack Brown would be happy to have a chance to rig and sail his new boat, I had arranged to meet them at the Cleveland Yachting Club which was on Jack’s route. They liked the Scot, asked if I could take the next one to Detroit for further tests, decided to adopt her, and the Edison Boat Club lead the way in ordering three Scots for delivery in 1958. This was the sort of break I had been hoping for.

Flying Scot No. 5, built for Stewart Wallace, involved what I might guess to be one of the highest deliveries of a sailboat on record. Stew was the head geologist of Climax Molybdenum Company, and in mid-July we set out, Mary, Alan and I, for Climax, Colo., which is up the mountain several hundred feet above Fremont Pass at 11,300 feet altitude. The view — and the altitude — left us breathless! (Stew didn’t sail there, but on Twin Lakes, a few thousand feet down the mountain.) In order to recover molybdenum, a rare metal, the company was busily moving the mountain, bit by bit, down into the valley below, 32,000 tons per day.

In addition to building the boats on order I was making every effort to promote the Flying Scot and one objective in delivering No. 16 to John Shedd in November (many of these boats were built out of sequence because some wanted them now and some the following spring) was to demonstrate the Scot to a group from Riverside, Conn.

We met at City Island, and Chuck Rettie and Lew Howe ordered Nos. 27 and 28.

On another delivery I stopped in to see Dick Tappan of the Tappan Stove Co. in Mansfield, Ohio. Dick passed the word around and in minutes there was an interested group of Pistol (a fiberglass steal from the Thistle) sailors examining the Scot inside and out.

I remember Gil Dobson asking me, “Does the side of the Scot under the chainplates wrinkle in a breeze? My Pistol’s does!” I assured him that the Scot would not wrinkle.

That group ordered Nos. 49 through 57, to become Fleet 4 and to host the first Nationals in 1959, with Tru Clark the first president and Bob Meese the secretary. This was another great break.

Eric Ammann joined me early in December. Although he knew little about boats and nothing about fiberglass at the time, he soon became my right arm, my trusted assistant. Things were looking up.

I had received two orders from the West Coast, and just before Christmas we, Mary, Alan and I, started for California with a double-decked load.

This was a trip we’ll never forget! The trailer had a narrow spring base and, worst of all, as I later realized, the spring shackles were improperly located with the result that with every change of crown of the road, on every turn, the load swayed from side to side, seemingly almost to the point of capsizing.

The surface of our parking space was uneven, and as I started out the load swayed so much a bystander said he’d bet I’d never make it out of town! But we reached

SCOTS N’ WATER
California without mishap — and I learned a great deal about trailers from that one.

As much as I would like it, space does not permit telling about all of the early owners to whom we owe so much in the creation of the Flying Scot Sailing Association.

Dick Peake had ordered No. 18. Don Hott had No. 29. Bob Schneider, Jack Beierwaltes and Jack Lacey ordered Nos. 34, 35 and 36 for Wilmette, Ill., followed by Charlie Silsbee and Jerry Chambers with No. 47. Bob Greening and Eaton Kelley had built up the Edison Boat Club fleet to nine boats.

And I, at last, found the time to build a Scot for myself, No. 100! What a satisfaction!

In September of 1958, along with Eric Ammann and family, we moved from Mentor, Ohio, to Oakland, Md. With 40 Scots now sailing and another 40 on order, I thought the time had come to form a class organization and asked Dick Peake to serve as temporary chairman to call a meeting.

We met in Mansfield in November, drew up a constitution and by-laws, and elected Truman Clark, Bob Meese and Bob Schneider to be our first president, secretary-treasurer and chief measurer to start us off.

We scheduled the first nationals for Mansfield the following summer. From that time on, under outstanding leadership, the FSSA has prospered.

<table>
<thead>
<tr>
<th>FSSA ANNUAL DUES</th>
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<tr>
<td>PAYABLE IN JANUARY EACH YEAR</td>
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<tr>
<td>FSSA MEMBERSHIP OPEN TO INDIVIDUALS</td>
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<tr>
<td>ON THE FOLLOWING BASIS:</td>
</tr>
<tr>
<td>ACTIVE MEMBER .................. $10.00</td>
</tr>
<tr>
<td>(F/S owner, F/S part-owner, or designated club member of YC owning F/S)</td>
</tr>
<tr>
<td>ASSOCIATE MEMBER ............... $5.00</td>
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<tr>
<td>(Non-owner who has been for at least 3 months 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.)</td>
</tr>
<tr>
<td>SUSTAINING MEMBER ............. $5.00</td>
</tr>
<tr>
<td>(All other non-owners of F/S.)</td>
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<tr>
<td>(FOR FULL EXPLANATION SEE ART. IX OF CONSTITUTION.)</td>
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Fred Tears won the Texas Districts again this year with same Cameron main he used last year. For championship sailing, give Cameron a call.
Bay Waveland keeps trophy in the family

By ANN STIEFEL

Bay Waveland Yacht Club just won another big victory for Fleet 98 in the 17th annual Chapman Regatta, remaining for the fourth consecutive year the Mississippi Gulf Coast Champions.

The Chapman Regatta is a team race series in which each of the coast clubs enters four Scots in each of the four races. This year it was sailed at Biloxi Yacht Club on June 8 and 9, sixteen boats per race. This is one of the most popular regattas on the coast because it brings together so many members from these neighboring clubs who enjoy the keen competition for the coast championship. This year there were 64 skippers entered, with a required two crew members per boat.

The regatta had its beginning in 1951 when Henry Chapman of Bay Waveland Yacht Club and Wallace Chapman of Biloxi Yacht Club, each a past commodore and president of Gulf Yachting Association, donated to the newly formed Mississippi Coast Yachting Association a perpetual trophy in memory of their father, Will J. Chapman and two brothers Will and Alfred Chapman, who had been ardent sailing and yachting enthusiasts for many years on the Mississippi coast. This became known as the Mississippi Coast Trophy and is sailed for each year by the Mississippi coast clubs to determine the champion club for that year.

Henry and Wallace Chapman and their children took part in the Chapman Regatta from its beginning, and each year there have been several members of the family sailing in it.

Bay Waveland's finishes were two firsts, three seconds, one third, one fourth, three thirds, five sixths, one seventh, and one eighth, for a total of 206% points. Gulfport Yacht Club was second with 147% points; Pass Christian Yacht Club was third with 94% points; Biloxi Yacht Club was fourth with 86.

Mrs. Henry Chapman made the presentation of the Chapman Memorial Trophy to her son-in-law, Commodore Ray Stiefel of BWYO, and the winning team captain, Charlie Staeble.
Elam wins at Fort Worth

Austin skipper Kelson Elam scored two firsts on Saturday and a safe second on Sunday to win the Fort Worth Boat Club regatta Scot division June 1-2.

Racing was close. Elam passed Rick Tears, Dallas, on the last leg to win the first race. Elam overtook Brad David, Dallas, at the last mark in the second race.


Caveat Emptor

BATTENS—Made for racing — Finest quality tapered battens — Flexible and made of ash — Set of four for main: sanded, only $4.75; varnished, only $7.50 — Send check to Don Blythe, Battsens, 804 Euclid Ave., Jackson, Miss. 33202.

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

$6.00 Postpaid

DO YOU HAVE MAINSHEET HANGUPS?

F.S

940

New Aluminum Flare Fillets will eliminate this troublesome problem. Easy to install. Light weight. Less than 6 oz. total. $8.95 per pair. Price includes postage. Fits only Douglass built boats.

MAIL TODAY

SEND CHECK OR M.O. TOTAL $________

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New Mast Raising Hinge

New mast raising hinge made by Kenyon Marine. Rugged, strong, all stainless steel. Approved by Gordon Douglass Boat Co., and mounted as an option on new Scots when requested by buyer. Easily installed on any Douglass Scot with only 4 screws supplied. On deck behind mast step. Mast butt is NOT cut to accept pin. Simple instructions included. Please send $15.40 per hinge ($15/hinge, 40¢/postage). Buyers in Mass. add 45¢ sales tax. 15% discount to fleets and clubs pre-paying for 12 or more units ordered at same time. (12 hinges send $155.00; $153/hinges, $2/postage). J. C. Jones, 56 Hawes St., Brookline, Mass. 02146.

Heavy Weather Sails

131 sq. ft. "storm" sails of 5 oz. Bainbridge Dacron are popular with those who hate to roller reef and want easier control in heavy weather, or when they sail alone. Carefully designed to use same sheet blocks and provide same fine balance in handling the Scot as with the full size sails of 191 sq. ft. Ideal for youngsters, too — little sails for little muscles. Main and jib $228.00 plus postage, and plus numbers if desired. Money back guaranteed if returned 7 days after you receive them. J. C. Jones, 56 Hawes St., Brookline, Mass. 02146.

Extraordinary Offer

Probably you never heard of sailmaker Ralph DiMattia, but probably you never heard of a full money-back guarantee for sails after you have used them, either. Made with 5 oz. Bainbridge Dacron. If you are not delighted with them in every respect: design and racing performance (special, legal, stretchy-luff jib is one unusual and effective feature); workmanship (you may have seen just as good, but you most certainly will not have seen any better), mail the sails back to me within a week after receiving them and I will return your sail cost promptly. No questions asked — though we'd like to hear your comments. Price includes your racing numbers (black only), FISA royalty patches, fiberglass battens and bag. No windows will be installed. Send full amount of $203.75 and I pay shipping. Minimum deposit with order is $75; balance (which will include shipping expense) will be due 7 days after your receipt of sails... or you return them for your refund. Please allow 10 days for shipping. J. C. Jones, 56 Hawes St., Brookline, Mass. 02146.

Double-ended Halyard Crank

Made of same aluminum alloy, with same shape and same breaking strength, by same mfg. as Douglass' crank. BUT EACH END is square and longer, thus allowing one to file another full-length square on each end if the original square is broken off. The manufacturer has made a new mold which we hope will eliminate the slight oversize of some of cranks in the past. If not satisfied with cranks, or with those ordered in past, I will replace them without charge. Prices include postage. $1—1.66; $2—$3.24; $3—$4.82. Send check for prompt mailing. J. C. Jones, 56 Hawes St., Brookline, Mass. 02146.

Beginner's Sailing Primer

Beginners learn to sail quickly and easily with authoritative 16-oz. booklet, "A Minimum Sailing Primer." Camps, clubs, sailing schools, sailboat mfgs buy in quantity year after year. (Over 91,500 sold to date.) 7 sections explain all fundamentals. Easy-to-understand text, simple diagrams. Basic sailing terms all carefully explained. Flying Scot boat nomenclature, a glossary, 15 important safety precautions. Quantity prices on request. For single copy send $0.65 (50¢ each, 10¢ postage) for prompt mailing. J. C. Jones, 56 Hawes St., Brookline, Mass. 02146.
Gordon captures title

By EARL PURCELL

Sixteen-year-old Baxter Gordon of Lynchburg, Va., sailed to a win in the final race to edge Hal Walker for the Carolinas District championship by ¾-point at the VISA (Virginia Inland Sailing Association) Yacht Club, Smith Mountain Lake near Roanoke, Va., May 18 and 19.

Air was light and variable for the 18 contenders expect for a thunderstorm which cancelled the second race on Saturday and winds of around 20 knots which came up after the final race on Sunday.

Seifrick's 1-1-1 leaves Ohio fleet in his wake

By JOE COATES

Jack Seifrick (FS 1629) turned in a sizzling performance at Berlin Yacht Club's 1974 Invitational Regatta held on June 8 and 9 on Berlin Reservoir, Ohio.

Seifrick, from Hoover Y.C., Columbus, led from the windward mark in all three races, taking three firsts for a remarkable 2¾ point total, and besting his nearest rival, Al Fitch of the home club, who finished the series with 8 points.

Paul Blonski, Edgewater Y.C., Cleveland, took home third place trophy with 10 points.

The weatherman provided an appropriate backdrop to a most successful regatta, with generally fair weather and shifting brisk winds (10-18 knots) during all three events presenting the type of racing environment that Scot skippers dearly love.

Twenty Flying Scots participated out of a total field of 66 boats, the largest fleet ever in the history of this popular regatta.