

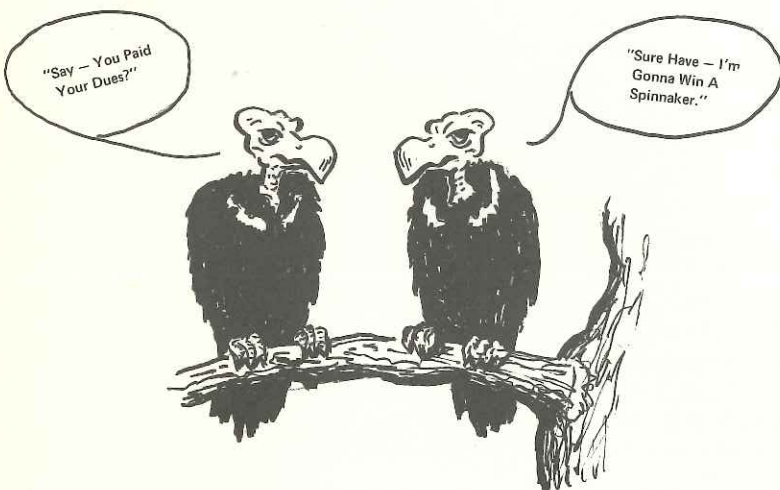
# SCOTS

# n' water .....



VOLUME XIV NUMBER 1

NOVEMBER – DECEMBER 1971



## Prizes Offered! Dues Payment Procedure Changed! Pay Direct to Correspondence Secretary!

By: Mary Doolittle

"Variety is the spice of life," so they say, so we have decided to try a different method of collecting 1972 dues. Simply by paying your 1972 FSSA dues with the membership application form enclosed in this issue, you may come up a "winner." If you do this by January 10, 1972, your computer label will be included in a drawing which will be held at the mid-winter dinner in the last week of January, 1972 in New York City. Of course, you are all invited to attend that dinner, but you need not be present to win. All you need do to qualify for a prize is to mail your check in the enclosed envelope, remove your computer label from the back page of this issue and include it in the envelope, and have the envelope postmarked no later than January 10, 1972.

We are attempting this new system of direct payment for several reasons. Obviously, we can verify and update our records for a new 1972 roster from the details you supply on the membership application. So please fill in *all* details. However, the two primary reasons are to reduce the burden on your local Fleet Secretary, and especially, to reduce the burden on your Corresponding Secretary. It is actually simpler to manage and process several hundred individual membership application forms than a smaller number of fleet reports and dues remittance forms. All information is compact on the application envelope and the address you wish for our records is accurate and complete. Sometimes, in fact frequently, you forget to notify your local officer of your change of address or your change of boat number. Often your local officer only knows your nickname or your summer address. Sometimes he doesn't know the name of your boat and often he doesn't know your zip code. You can see that this makes for much confusion and extra work here in the national office.

Now, Fleet Secretaries, don't become too elated. You are not entirely off the hook. You know that even the incentive of a prize won't get in all the dues by the deadline. Therefore, we will supply you later with a computer listing of your fleet noting who has paid and who has not paid 1972 dues. We will then ask for your concerted efforts to collect from those who were vacationing in the Bahamas and missed reading this Scots N' Water. Poor Souls!

If you have already paid your 1972 dues you need not be concerned that you will be left out of the drawing. As your dues came in I made a label for you and it will be included in the drawing.

There will be four prizes given away. First prize will be a new spinnaker made by the sailmaker of your choice. Sorry, but only *Active* members may qualify for the first prize. Second prize will be a foul weather suit. Third prize will be a Flotherchoc life vest. Fourth prize will be a scottish bonnet. All winners will be notified by mail not later than February 15th.

We hope that all of you will join or rejoin FSSA for 1972. One of the most frequently asked questions that comes to this office is this: "I plan to purchase a Scot. I have covered the market solidly for a year or more now and I am convinced that

(continued on page 2)

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**PRIZES OFFERED! (continued from page 1)**

the Scot fulfills more needs than any other day sailor on the market. However, I want to be certain that the Flying Scot is supported by a good, active, alive, with it, national organization. Also, I wish to know the location of fleets in my area."

The sailing magazines are doing a good job of educating the public. People realize that their investment in a sailboat will remain a good one only if the boat is supported by a strong national association.

Please read "Why Belong To FSSA?" in this issue. No business can be successful without financial support. Scot owners, you're it! You are the suppliers of the F. S. S. A.'s financial support. Actually, you are maintaining mighty low cost insurance by supporting FSSA and what you are insuring is your investment in your boat. So come on along, you fellows and gals! Get with it and send in your dues today!! Besides, you might win a prize!!!

*Rules are easy:*

1. Fill in the blue application form enclosed and place an \* by any change from the information as shown on your computer label. This is very important so that our new roster will be accurate. Send the completed form to Mary Doolittle in the envelope also enclosed with this issue.
2. Enclose your computer label from the back page of this issue, as that is what will be used for the drawing.
3. Enclose your check for dues payment.
4. Mail the application prior to January 10, 1972.

For those who do not own a copy of our paperback book, *HIGHLIGHTS OF SCOTS N' WATER*, we still have copies available for our members and you may buy one by including \$2.00 extra in your check. I will mail it to you via special book rate, which usually takes a week or two for delivery. *HIGHLIGHTS* is great reading and contains valuable information that no Scot owner can afford to be without.

Obviously, I will not be able to process several hundred applications immediately. Therefore, I ask for your patience in receiving your 1972 membership cards. I will mail some each day. Labels will be pulled immediately for the drawing.

If you are one who has sold his Scot, we will appreciate your assistance in helping us keep our records up to date by supplying us with the new owner's name and address on the following form. You may send the form to me in the application envelope.

(Please Print)

I sold F. S. No. \_\_\_\_\_ to \_\_\_\_\_

whose address is \_\_\_\_\_

\_\_\_\_\_ Zip \_\_\_\_\_

\_\_\_\_\_  
(Your Name)

\_\_\_\_\_  
(Your Address)

## EXTENDED CRUISING IN YOUR FLYING SCOT?

Certainly so; it can be fun, comfortable and safe. For the past two years my brother Richard and I have set aside 10 days in September to cruise the delightful waters of the North Channel and Georgian Bay region. Rich and his family (which includes two boys aged 7 and 9) have also spent the better part of two summers sailing our Scot all over Northern Lake Michigan from the Manitou Islands to Mackinaw. So for all you Scot owners who crave more than the racing circuit, read on.

On a fine September afternoon, Rich and I met brother David as he stepped off the Lake Michigan car ferry in Ludington and streaked North, Scot in tow. Late that evening we arrived in Little Current, Ont., jumping off point for the finest inland cruising to be found anywhere. We promptly launched the boat, rigged her, threw up a cockpit tent and within 15 minutes the three of us including 6' 4" Richard were comfortably ensconced on air mattresses in the boat! Believe it or not, three adults (or parents and two children) can sleep on the floor of their Scots. The trick is easy. Make use of the area under the fore and stern decks and level the sloping floor along the centerboard trunk with life jackets, cushions or whatnot. Sure, it's a tight fit, but its comfortable and much easier than setting up camp each night on the beach. Besides, if bad weather comes up in the night you are on the spot to reset the anchor, tend the mooring lines or move out if necessary. Not having to worry about your boat at night leads to a most peaceful sleep!

Next morning dawned bright and clear. We sailed eastward into a myriad of charming islands, bays and channels reminiscent of the Maine Coast. Thanks to the Canadian shield with its brilliant white quartzite and other precambrian rock this region is colorful, constantly changing in scenery and full of mini-harbors built to order for the Flying Scot. Each day we sailed by dozens of lovely uninhabited islands each one unique in size, shape, character; and nearly everyone with precipitous rocky shores up to which you could sail without seeing the bottom. Many of you have heard the famous Bay Finn and The Pool a sine qua non for anyone who cruises the North Channel. Here is a real



fiord; narrow, sandwiched between steep, rugged hills rising to 1000 feet and some 12 miles from its entrance terminating in a deep, placid sanctuary, protected from wind and seas, surrounded by that tranquil beauty found only in the north woods. Anxious to see other sights, we took advantage of the freshening westerly wind and beat back up the Bay and spent our first night in a tiny cove near the mouth. Every day we sailed on to new sights simply because we wished to experience the diversity which abounds in this region. Sleeping aboard and cooking ashore made our daily tasks of getting underway simple indeed. A tarp sufficed as a cockpit tent; in case of rain (which happened but one afternoon) we could close off either or both ends of the cockpit tent by simply slipping the head hole of a poncho over the bottom and tying down the corners. An extension on the boom crotch coupled with sliding the boom higher up the mast track provided more room to move around in under the tarp.

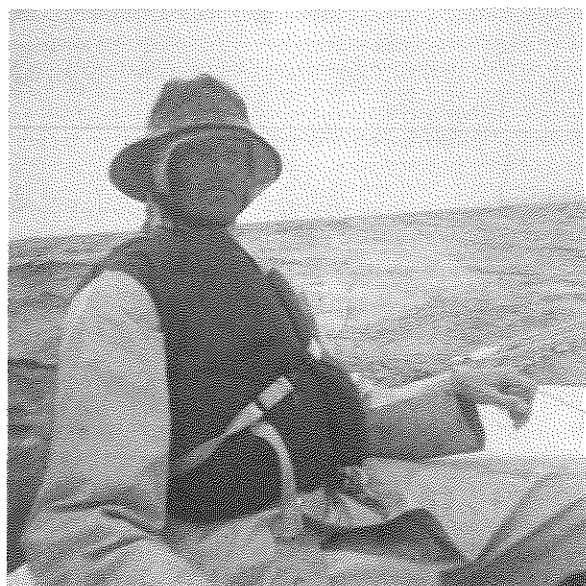
A few words of advice about stowing gear. Wrap, all your food, sleeping bags, clothes, etc., in plastic trash bags. They are cheap, waterproof and tough. A little spray can dampen the spirits of even the hardest of cruising enthusiasts if your gear gets soaked. Also, pack your food according to meals and other gear in such a way that you minimize rummaging around in different boxes or duffel bags. There is nothing more infuriating than banging your head and bumping your shins to get at six boxes of food and gear which could have been placed in one or two bags within easy reach under the stern. Sandy has given us one whale of a boat for 19 feet, but even his genius can't overcome the ultimate constraints that a small boat places on stowage space and accessibility. So when you stow gear in the morning think ahead about what comes out that evening. We carried all our food for 10 days with us, which meant occasional replenishment of the daily meal boxes from general stores tucked away under the stern deck.

When you cruise for 10 days, what do you do with yourself day after day? One answer, of course, is simply sail and unwind; enjoy the simple, undemanding tasks of getting underway each day, charting a course, tending sails and observing nature around you which even when sailing across open water offers much satisfaction to the senses. This won't suffice for some of you and certainly not for children who demand action. However, we discovered innumerable interesting activities while cruising; stop for lunch on an inviting island, dive from giant rocks into fathomless and crystal waters, climb the tall hills for unsurpassed views, fish for pike and bass while ghosting through narrow channels, rendezvous with new-found friends at days' end, or visit picturesque Kilarney a quaint village rich in history and alive with boaters and fisherman in the summer.

While cruising the open waters of northern Lake Michigan and Huron we have encountered many 'Sunday afternoon skippers' who shake their heads thinking it suicide to cruise these "treacherous waters in a small and vulnerable centerboarder." Frankly, the Flying Scot is much more seaworthy and comfortable than many a larger boat (including how to handle her in heavy seas, which isn't difficult), good judgment (when to shorten sail or not set out if the weather gets too thick) and several safety measures (lifejackets on if its rough, flares which are accessible and you know how to set off, fog horn, survival kit,

*(continued on page 4)*





plenty of line and an anchor). Naturally, charts and a compass are a must. We also tow a safety line astern in case a man slips overboard. This device may eliminate the need for a solo pickup which can be difficult in heavy weather. Lightning rarely hits sailboats, but we carry a copper cable which can be hooked to the jib stay and hang overboard. The value of this device may be debated since we've never been struck, but if for no other reason it certainly helps ease the mind when sailing through an electrical storm. The only accident we've had occurred when Richard and family were camped on an exposed beach on Manitou Island in Lake Michigan. At midnight a terrific squall hit and the sharply veering wind combined with a heavy sea to capsize the boat at her mooring, jam the mast into the sand bottom and snap it off. The boat withstood a terrific pounding on the bottom the rest of the night and came off with only superficial lacerations of the hull. Thanks to the remarkable service of Customflex, Inc. a new mast arrived within days. The boat looked no worse for wear when I arrived soon thereafter to sail some 70 miles back to Beaver Island. Lesson learned: If you must stop overnight on an exposed shore either pull your Scot up on the beach using air rollers or anchor in deep water.

Cruising in your Scot can be great fun. It adds a whole new dimension to sailing your boat. After racing, day sailing and now extended cruising I can vouch that indeed Sandy Douglas has designed the all-around boat.

Donald Hall  
Fleet No. 15  
Kalamazoo, Michigan

### Mid-Winter Meeting — Dinner

The Board of Governors will meet in New York City on Thursday evening, January 27. A dutch-treat dinner will be held the following evening. All FSSA members living or visiting in the New York area will be welcome. Details of time and place will be available soon.

### Mary Has Some Thoughts and Suggestions

By: Mary Doolittle

A man who sailed in my local fleet No. 15 was recently transferred to another area which, to his delight, has a local fleet of Scots. In checking into the fleet he thought there were only four Scots. Coming from a larger and active fleet this discovery was most disappointing. However, after checking the records I informed him that there actually were seven Scots in the fleet, but only four of them were members of FSSA. His feeling was that it could not be a very active fleet if not all were supporting FSSA. Therefore, he decided to commute some 75 miles to a more active fleet in spite of my suggestion that he join the group and become the eighth boat and get the fleet on the ball.

This is an example of only one person's reaction. However, I have received quite a bit of correspondence referring to similar situations and the reaction is typically quite the same.

I mention this only to inform fleets that you are curtailing your growth by allowing some boats to participate who are not members of FSSA. As provided in Article VIII of the Constitution, both national and fleet dues must be paid before a member can be in good standing in either. Persons who are not dues-paid members of FSSA are not eligible to compete or to qualify for trophies even at the local fleet level.

\*\*\*\*\*

I have received correspondence from at least 50 Scot owners complaining that some sailmakers are not placing the FSSA Royalty Paid Labels on their sails. There are about six sail manufacturers who are the offenders. FSSA knows the address of only one and we have not heard of the other five.

New sailmakers are springing up all over the country. My advice to Scot owners is — "Buyer Beware." It may be that the sailmakers don't even have our plans on making sails or our How To Measure Sails' plan for the FLYING SCOT. I'm certain that at least five of the six do not. Even if they do, I know that they have not been kept up to date on changes because we do not have them on our mailing list. This means that some of our Scot owners are investing in improper size sails that surely will not qualify for competition.

For those Scotters who do not compete, you are jeopardizing the re-sale value of your boat and may experience disillusion should you sell your boat.

The fact that the FLYING SCOT is one of the few classes that has succeeded in maintaining a one-design boat (in actuality and not in name only) because there has been a strong national association (FSSA) supporting it, speaks in your favor and benefits you as a Scot owner.

When you write, notifying me of offending sailmakers, will you kindly supply the address of same? We will do all we can to get them on board. In the meanwhile, BUYER BEWARE?

\*\*\*\*\*

### Reminder

In keeping with the FSSA bylaws the election of your fleet's Officers for 1972 should have been held by now. If you haven't, will you please do so soon and send the new slate along to Mary Doolittle. Many thanks to the several fleets who have already complied.

\*\*\*\*\*

Much appreciation and many thanks to Ed Sharp for the contribution of his talent in supplying the art work in this issue of Scots N' Water.



# Sob-Snif WOE IS ME! PLEASE HELP MARY

IF YOU MOVE  
PLEASE SEND

Change Of Address

## NEW ADDRESS

Name \_\_\_\_\_ Boat No. \_\_\_\_\_  
Street \_\_\_\_\_  
City \_\_\_\_\_  
State \_\_\_\_\_ Zip \_\_\_\_\_ Fleet No. \_\_\_\_\_

## OLD ADDRESS

Street \_\_\_\_\_  
City \_\_\_\_\_  
State \_\_\_\_\_ Zip \_\_\_\_\_ Fleet No. \_\_\_\_\_  
(if changed)

MAIL TO: F.S.S.A. Corresponding Secretary  
531 Jenks Boulevard  
Kalamazoo, Michigan 49007

I have had over 200 Scots N' Waters returned to me in the last six months with the Post Office supplying us with the new address of the individual involved. (In the case of associate members there are sometimes two or three individuals involved). For each publication returned, FSSA pays 10 cents to the post office. Then we must send out a new one to the new address which costs another 16 cents. (The copy returned is too badly mutilated to send out again).

I trust you agree with me that this is not making the best use of our Association's funds. This expenditure could be entirely eliminated with the cooperation of each member.

In the future we will attempt to include (space permitting) a change of address form in each issue of Scots N' Water. Will you please fill out this form and forward it to me as soon as your new address is known. You can always make a note as to the effective date.

At the moment I have 10 Scots N' Water in my office that have returned with, "moved and forwarding address unknown." I can't help but think that this is the lack of efficiency on the part of the post office personnel. My faith in Flying Scot sailors will not permit me to believe that they would simply move without notifying their post office of their forwarding address. However, these boats have become lost to FSSA due to the circumstances. We can't supply you with all that your membership provides if you don't keep us informed as to your whereabouts.

## Teenager Wins Southern Regional Championship

Robert Jefferies III was the first Junior to win this Regional Championship sailed on November 13 and 14 out of the Houston Yacht Club and sponsored by fleets 32 and 49. North American Champion Fred Tears was second.

The first race was sailed in 15 to 25 mph winds. A contest developed early in the race between Tears, Nelson Estes and Jefferies. Robert, with his dad, Robert, Jr. and Mike Zuteck as crew, opted for the less choppy west, in shore, side of the course, found the groove and was able to drive into first place.

The second race got underway with winds into the 20 to 25 mph region.

Dudley South, with his wife, Irene and Jeff Hooper, as crew, took the lead early and no one could catch them. Robert was second and Fred third in this hard fought race in steep chop and stiff winds over the relatively long modified olympic course.

In view of continued high winds and waves, the race committee selected the somewhat shorter 3.6 nm single triangle for the third race. Fatigue from the long courses and difficult conditions took it's toll with one boat capsizing. In this race Robert again found the groove to finish first one half boat length ahead of Fred.

Sunday dawned bright and clear with more moderate winds of 6 to 12 mph. Several competitors failed to read the course displayed on the committee boat and headed for the wrong mark. Among these were Robert, Fred and about

(continued on page 11)

## The Argument Continues!

By: Bob Hanna

Scots n' Water has received a number of phone calls and letters about the recent North American Championship. Some are pro-Tears others anti-Tears. We are not a judge. We are only a reporter. The following letters will give our readers the flavor of the comments we have been receiving.

We are bold enough to make a prediction. When the smoke clears away and the rules revised, as promised by the Executive Committee, we will be able to look back on the 1971 N. A. C. and say — "Thanks to all that fuss we are now a much stronger sailing association".

### Austin Yacht Club

October 22, 1971

Dear Bob,

I feel the reporting on the NAC was extremely unfair to Fred Tears and in very poor taste. Fred did win the battle on land and sea, but appears to be losing the literary battle.

Fred won the NAC because he was the best sailor there and yet he is being denied one of the fruits of victory because some members of the class feel he did not comply with the spirit of the class specifications.

Fred has indicated the need for rewriting the class specification for the past few years and no one in authority in the class would listen.

The centerboard trunk and centerboard is an interesting example, for our specifications require it "to conform with the original design of . . ." but there seems to be quite a variance in the original design. I measured many of the centerboards and trunks in our fleet almost a year ago and none of them were the same and one can only wonder at what a larger sample would produce.

I would like to see the class attract better sailors and not drive them away. Our specifications must be written so as to protect the man who has a boat with a wide trunk (and slower boat) as well as to prevent proliferation of gadgets and go fasts.

Some of us present at the Annual meeting were prepared to discuss our class specifications when President Smith abruptly closed the meeting. This action was a shock to me and appeared to be done in fear of Fred Tears. This is the only time when the interested racing sailors of the class may participate in a discussion of the direction we want the class to take.

I do hope a committee will be appointed and rewrite our specifications to make it clearer what the "spirit" means and I feel Fred should be a member of this committee. Fred is probably the most qualified member of the class to serve on this committee and I feel sure he would donate his time if an apology for his treatment in Scots and Waters were forth coming.

Yours very truly,

Don Church  
Fleet Captain, Fleet 69  
Austin, Texas

October 13, 1971

Gentlemen:

I could not help but register extreme surprise and shock at the sour grapes tone of your Report to the Membership in the September — October issue of Scots N' Water.

Through the years the leaders of our association have been totally blind to Fred Tears' efforts, at no small expense to himself, to force a tight and strong set of Class Specifications. The Flying Scot Class Specifications are, as presently written, almost as loose as an open class. To our pleadings for required changes, our leaders have turned a deaf ear. Therefore, Fred Tears took it upon himself, as a personal challenge, to shock the Establishment into some action. I am happy to note that this action is being taken. Please, Donald Hott, don't fail us now.

Knowing Fred Tears' motives for all his past actions, I became quite alarmed that a group of Gentlemen, of the caliber of our Executive Committee, would even consider such a crass thought as to suspend Fred who has worked so hard to further and promote the Class.

So, Fred, my hat is off to you, not only for winning the Flying Scot American Championship, but also for winning your seven year battle to have the Class Specifications rewritten. Let us all hope that Mr. Hott and his Committee write a good set of Specifications and that they are administered to the letter. We will have a stronger one design class in the end.

Respectfully Submitted,

Herbert A. Swafford  
Captain, Fleet 62  
Dallas, Texas

September 27, 1971

Dear Sir:

I was angered and appalled by the revelations concerning the "victory" of Mr. Tears in the recent National Championship. The Report to the Membership by President Bearns Smith was disturbing to the point of making sheer nonsense of the one-design tradition of this fine and beautifully designed boat. I too, have been witness to former attempts to push in go-fast devices and other "gimmicks" and it is, it seems, a constant battle by the Governing Board to defeat this kind of assault which is bound to wreck the one-design principal involved. Mr. Tears is, by all measurements, a first-class skipper and it seems to me that much of his satisfaction must have evaporated in the wake of the protests which were lodged against him. Why does he not transfer to a Development class where such devices are not only legal but positively encouraged? His skill and knowledge would be amply rewarded. Why is he not able to enjoy the fantastic pleasure of winning without always putting the rules of the class on test?

Finally, sir, how can you print a report by our president admitting that the devices used by Mr. Tears were illegal and also hail him as our new champion? How can we possibly teach our youngsters the precepts of sportsmanship and the exhilara-

ting honesty of sailing as a major sport with such ambivalence? I am certain that many of my sailing friends who sail their Flying Scots because they believe that we have something good and which tests the skill of its crew rather than technological "gimmicking" will join me in an expression of distaste. My own feeling is that the Governing Board has little choice but to declare the boat of Mr. Tears illegal as it presently stands, or to face radical changes in the structure and policy of the Class. Unfortunately the situation has already gone so far that action will look like shutting the stable door after the horse has gone. I believe that firm, strong leadership is required for, as Mr. Smith says, the situation is indeed serious.

Yours sincerely,  
Derrick Lonsdale,  
Fleet 12  
Cleveland, Ohio

September 24, 1971

Dear Mr. Hanna:

I wish to submit the enclosed thoughts on Detroit and the one-design principle for possible publication in Scots n' Water:

The events at Detroit during the 1971 Flying Scot North Americans were regrettable, and need not have occurred. Fred Tears walked away with first place, but what a hollow victory it is! Mr. Tears knows he did not win the North Americans honestly; everyone else also knows he did not win them honestly. Can Mr. Tears really feel a sense of pride in his accomplishments? Does he really know how much he is doing to deliberately wreck the one-design concept of the Flying Scot? I suppose FSSA members in the past have been reluctant to express their feelings about what Mr. Tears is trying to do for fear of hurting feelings. But I believe that things have gone too far and that indignation must be expressed and directed where it is most needed. More is at stake than who happened to win the North Americans — the survival of a class is involved. Some of the events in Detroit were not exclusively the result of Mr. Tears' actions, but a considerable amount could have been avoided if Mr. Tears had not deliberately set out to break the rules.

Sandy Douglass has always felt that any Scot, immediately upon delivery from the manufacturer, should be a potential NAC winner. Furthermore, a good skipper should be able to charter a Scot and win the North Americans with it. If the kinds of tricks Mr. Tears likes to perform are allowed to continue, it would be a farse to believe that Flying Scot racing represents one-design racing. Apparently Mr. Tears likes the concept of development classes. Why doesn't Mr. Tears buy a boat that permits development and pit his love of modification and gadgetry against the best of the other skippers who feel the same? Is he afraid that if others do the same thing he'd not fare so well? Does he feel more confident being the only one with a "developed" boat racing against honest sailors who abide by the one-design principle? Can that really be called sportsmanship?

I realize that a number of members of the FSSA wished that Sandy did not win the North Americans as frequently as

he does. But a look at just some of the recent NAC's show that Sandy can be beaten — not by boats with illegal modifications, but by skilled skippers — skippers like Bloomer, Laird, and Schreck, for example. The reason these men were successful is that they are superb sailors, not because they used modified boats. The Bloomers, the Lairds, the Schrecks, and the Douglasses (and many other Scot skippers) are the kinds of people who are determined to win by pitting their skills against each other in nearly identical boats, rather than having souped-up, illegal boats.

The Flying Scot is a tremendous boat — the majority of FSSA members are fine people. Mr. Tears and others who interpret the one-design principle so casually have no right to destroy a boat and a class association that so many of us sincerely believe in!

Thanking you for an opportunity to express my feelings and those, I am sure, of many others, I am

Yours sincerely,  
T. Delevoryas  
Department of Biology  
Yale University  
New Haven, Connecticut

### Correction!

We made a few errors in reporting the minutes of the Annual Meeting in the last issue. Following are the corrections:

Fleets represented by delegates were 3, 6, 7, 8, 9, 15, 23, 25, 27, 30, 31, 32, 34, 37, 42, 48, 49, 51, 69, and 87.

Fleets represented by proxy were 4, 10, 16, 29, 33, 40, 45, 53, 54, 56, 58, 59, 63, 65, 71, 72, 73, 75, 76, 80, 81, 82, 83, 84, 86, 88, 90.

Fred Tears was a delegate of Fleet 23 not 62.

The Nominating Committee member was William E. Claypool not Fred Claypool.

The Nominating Committee member elect is William C. GARRETT not William GEARING.

### Mid-Winters Scheduled for Panama City

Fleet No. 75 will host the 1972 MID-WINTERS at St. Andrews Bay Yacht Club in Panama City, Fla. on March 3-4-5, 1972. An excess of 50 boats is anticipated to attend. Five races have been scheduled. The first two races will be qualifying races for division of fleet into the Championship and Challenger flights. Points will start anew on last three races. All sails will be measured and boats inspected for any irregularities. Race committee and protest committee will be comprised of Flying Scot sailors. Permanent trophies have been donated for Championship and Challenger Division and keeper trophies will be awarded to skippers and crews of first five places in each division. More detailed information will follow in January issue of Scots N' Water or may be obtained by writing Mrs. C. E. Smith, 602 East 4th St., Panama City, Fla. 32401. — Make your plans now to attend the Flying Scot MID-WINTERS in Panama City, Fla. next March.

## President's Cup Regatta Won by Aras

By: Diane Stevens

The annual President's Cup Regatta was held in Washington, D. C., on September 18th and 19th with Fleet 42 acting as hosts. Thirty-four boats representing 11 different fleets made the Flying Scots the largest group at the starting line. As a present for his 16th birthday, John Aras, of Potomac River Sailing Association won the Gordon K. Douglass perpetual trophy finishing 3-2-5. Pete Nicholson, of Deep Creek Yacht Club won second and Ed Sharp, of Potomac River Sailing Association was third. One of the top contenders, Joe Galliher, was knocked out of the victory by a DSQ in the third race when several boats reached the mark at the same time and there wasn't enough room. All the Scots and their families were entertained for dinner at the home of Fleet Captain George Stevens. Some of the out-of-town sailors included Eric Amman, Max and Mary Doolittle and Don Hott.

## Canadian Flying Scot Championship Won by Dr. Gilles Séguin

Gilles Séguin from Two Mountains Yacht Club in Vaudreuil, Québec placed first, third and first in the three races for a winning total of 4½ points.

Marcel Boulard had a three, first and fifth place for second overall with 8½ points, while Robert Lamarche a newcomer third. Thirteen Scot Skippers tested their skills at this Championship. In the first race G. Séguin broke clear at the start and improved his position steadily in light winds to take first place. The second race was sailed still in very light shifty airs. Stewart Swan tailed Marcel Boulard closely throughout the course but Boulard finished first. The third race, sailed Sunday morning in a steady twelve miles west wind. G. Séguin with crews M. St.—Onge and P. Tougas finished first on a fourth-mile six leg olympic course.

## 1971 North American Flying Scot Championship — Trophy Awards

**Gordon K. Douglass Trophy** Fred Tears — Dallas, Texas  
Awarded to the individual winning the North American Championship.

**Howard Boston Yacht Sail Trophy** Sandy Douglass — Oakland, Md.  
Awarded to the individual in Second Place.

**George L. Foster Trophy** Robert Greening — Detroit, Mich.  
Awarded to the individual in Third Place.

**Ratsey and Lapthorn Trophy** Fred J. Meno — Columbus, Ohio  
Awarded to the winner of the Championship division in the fourth race.

**Schaeffer Marine Trophy** Robert Greening — Detroit, Mich.  
Awarded to the winner of the Championship division in the Fifth race.

**Paul C. Schreck Trophy** Fred Tears — Dallas, Texas  
Awarded to the skipper who wins the most first places.

**Detroit Yacht Club Cup** Robert Greening — Detroit, Mich.  
Awarded to the best sailed club-owned Flying Scot.

**Max and Mary Doolittle Trophy** Edward Van Gunten — Toledo, O.  
Awarded to the Challengers Division Winner.

## Manee First in New York

Ralph Manee of Staten Island won the Greater New York District Championship sailed out of Shores Acres Yacht Club on July 31. Jim Davidson, also of Host Fleet 31 was second. Thirty-one boats entered the championship.

	District	Standing
Charles Rowe III	Connecticut	4th Overall
Jerry Sachnoff's Daughter	Long Island	1st Race Winner
Jack Anderten	N. Y. / N. J.	5th Race Winner
Bill Sharpe Jr.	Wash., D. C.	3rd Overall
Ralph and Ethel Manee	N. Y. / N. J.	1st Overall
Jim Davison	N. Y. / N. J.	4th Race Winner and 2nd Overall
George Taylor	Connecticut	3rd Race Winner
Judd Williams	Race Committee Co-Chairman	



This photo shows the Winners of the Greater New York — New Jersey District Championship. From left to right: Charles Rowe, III; Jerry Sachnoff's Daughter; Jack Anderten; Bill Sharpe, Jr.; Ralph and Ethel Manee; Jim Davison; George Taylor; Judd Williams.

## Fleet 71 — Smith Mountain Lake, Virginia

Betty Grandy reports an enthusiastic and successful annual meeting. All enjoyed the Flying Scot movies. The fleet numbers 14 Scots and next year will have a Social Planner and Scots n' Water correspondent.

At the Annual Meeting, Fleet 71 unanimously voted to go on record against any changes that would obsolete existing boats. Further, we are in favor of a strict interpretation of the class rules and close control of the specifications governing the design of the boat. We support the past and present policies of the association in regard to design changes and modifications.

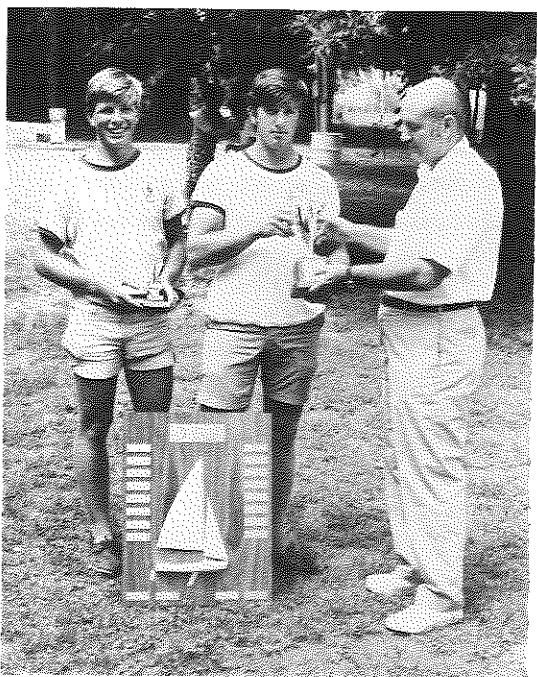
## Fleet 32 — Galveston Bay, Texas

Seabreeze Sailing Club and Flying Scot Fleet 32 cosponsored the Seabreeze Annual Regatta, October 2 - 3, on Galveston Bay near Houston. The three races were sailed in 8 - 15 mph winds with some gusting. Seven Scots participated with trophies going to: Paul Berner, 1st; John Wolfshohl, 2nd; and Jim Schornick, 3rd.

Jim Schornick



## Hanselman Wins Mid-West Championship



*Don Shoemaker presenting trophy to Midwestern District Champion, Fritz Hanselman. Crew, Larry Glabe is on the left. Sailed at Crab Orchard Lake, Carbondale, Illinois, July 24-25, 1971.*

Twenty-two Scot skippers tested their skills at the Midwest District Regatta hosted by Fleet 30 on Crab Orchard Lake, Carbondale, Illinois July 24 and 25. Fritz Hanselman of Fleet 44, Ephriam, Wisconsin sailed to two firsts and seconds to repeat as District Champion.

In the first race, Paul McRoy of Fleet 30 broke clear at the start and improved his position steadily in moderate winds to take first place. Hanselman tailed McRoy closely throughout the course, but could not catch him in a wind that shifted minutes before the start to create a reaching contest. McRoy and Hanselman were followed by Jack Bierwaltes of Fleet 3, Bob Sullivan of Fleet 3, and Don Shoemaker of Fleet 30.

The second race was sailed in light, shifty airs. Hanselman and McRoy traded places several times over the course, but Hanselman finished first. The rest of the fleet was scattered, with Skip Blackwood, a new Scot sailer of Fleet 30, finished third and Bob McKenzie of Fleet 29 finished fourth. Don Shoemaker repeated at fifth, Bierwaltes dropped to sixth, and Sullivan to seventh.

The third race, sailed Sunday morning provided a variety of weather conditions. Winds were light and variable at the start, turned to moderate during a heavy downpour, and slacked to drifting for the finish. Hanselman demonstrated his versatility by leading through the weather changes. Sullivan sailed to a solid second, followed closely by MacKenzie. Bill Ewing, a promising Fleet 30 newcomer was fourth, and Russ Stephens, Fleet 30 Captain, was fifth. Jack Bierwaltes, Paul McRoy, and Don Shoemaker sailed into similar holes to drop to ninth, eleventh, and thirteenth, respectively.

For the three races, Hanselman had finished a solid first, Sullivan had slipped by McRoy to take second by  $\frac{3}{4}$  of a point, and MacKenzie and Bierwaltes had tied for fourth, with MacKenzie breaking the tie on the basis of two wins.

The between-race festivities featured a Friday picnic supper, barrels of beer, and a Saturday night social hour, banquet, and Annual District Meeting. District elections were held prior to the banquet, and District Governor Shoemaker announced that Ed Kirkham of Fleet 25 and Bob Sullivan of Fleet 3 had been elected Midwest District Governor and Alternate Governor, respectively, for 1972. The 1972 Midwest District Regatta will be hosted by Fleet 25 at the Milwaukee Yacht Club.

## Dudley South Wins Louisiana Championship

*By: Jack Watson*

Dudley South of Fleet 84 won the Louisiana Championship in a three race series sailed on August 28 and 29 as part of the Lake Charles Country Club Regatta. Frank Pruitt was second and Dan Murphy of Port Arthur, Fleet 66, was third.

The first race was sailed in a light and fluky westerly with South passing Jack Watson, who had led most of the way, on the last leg for his first victory.

South did it again in the second race where the start was on a reach due to a wind shift. He got an "on the second" start at the windward end and he and Murphy, who got a fast start in the middle of the line, took the lead, never to be overhauled by the following boats. South and Murphy battled most of the race with South pulling away for his second win.

The third race on the following day saw a good breeze from the north and the Race Committee was able to take advantage of the length of the lake for an excellent windward leg. Most participants agreed that the third was the best racing of the event. Pruitt was first at the windward mark followed closely by South and Buddy Carter of New Orleans. Carter and South slipped by Pruitt at the mark by taking a short tack toward the eastern shore where they got a lift. South tacked and closed with Pruitt who managed to obtain a safe leeward to move away. Carter held too close to shore, dropping back. Pruitt led at the second windward mark but South slipped past on the spinnaker run with Carter in close pursuit. Pruitt managed to just edge South at the finish due to the peculiar angle of the line, thus the race finishing with Pruitt first, Carter second and South third.

This gave Dudley South an excellent 1-1-3 series and he and his crew, John Iles, captured the second annual Louisiana Flying Scot Championship. This event seems to have gained impetus with this year's sailing and Scot sailors of this area look forward to widespread interest in future years.

A highlight of the Regatta was a complimentary cocktail party followed by a catfish supper complete with Acadian stories after the second race.

Judge Jack Watson, Captain of Fleet 84, was general chairman of the Regatta.



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#### Fleet 6 — Deep Creek Lake, Maryland

Fleet has 73 Scots and is, by a considerable margin, our largest fleet. Forty-eight boats compete in an extensive racing program. Some of the winners were:

June Series — *Don Hott*

Fire Cracker Regatta — *Dick Peake*

Maryland Invitational — *Bearns Smith*

Summer Series — *Pete Nicholson*

Deep Creek Lake Cup — *Pete Nicholson*

The fleet schedules at least three social events during the season and many participate in the spring and fall work parties.

#### Fleet 41 — Crystal Lake, Michigan

The Crystal Lake bulletin "Jib Sheet" reports the Sailing Club completed its tenth season. The Club sponsors a series of races and a well organized Junior Program.

The fleet numbers 16 and Jack Redman came off with the honors for the August series. Jack and his son Steve won a special award for good sportsmanship.

Competition is keen. Examples: In the fall series of eight races, five different Scots took at least one first. Gene Mortineau was the overall winner.

The Portage-Huron team won at Crystal Lake and goes on to Lake St. Clair for the Regional Championship.

Flying Scots were used at Crystal Lake and boats were traded for each race. The final series will be sailed out of Portland, Maine Yacht Club in Ensigns.

Fred Meno of Columbus, Ohio won the Invitational Regatta held on July 17 and 18.

Gene Martineau won the fleet's July series.

## Fleet 43 — Skaneateles Lake, New York

The eight charter members and two more Scoters have had a wonderful summer of races every second Sunday, and several social events.

Skaneateles, a "Finger Lake", is near the city of Syracuse, New York. It is 20 miles long, 1½ miles wide, and unpolluted. ("This is Skaneateles, Don't carry water. Just bring a cup".) We have had a phenomenal number of days of sunshine and 15–20 mile winds, especially during July and August — the usual doldrums.

We hope that any unattached Scots in this area will join us and/or they will urge their friends who are interested in sailing to choose a Scot. The Scot is ideally suited to the Finger Lakes. Sandy Douglass has made me his representative in this area. I would be happy to arrange for visitors to sail with the Fleet, to let boat shoppers try out our Scot, and to give information (or get it from Sandy).

The new Fleet No. 43 is, in a way, the child of Fleet No. 63 at Havre De Grace on the Chesapeake Bay. Three years ago when we bought our first Scot (also our first boat) we helped to reactivate the dormant No. 63. That Fleet grew rapidly to 20 plus members, and taught us sailing. Bob Davis, one of our first recruits is now Capitol District Governor, while Jack Fasnacht, another racing enthusiast and helpful teacher in our first season, is Alternate.

We hated to leave that great group of sailors when we moved, but we got to work to form a new fleet. The first season has produced our new charter and ten members!

*Cynthia Rea*

## Fleet 87 — Pensacola Bay, Florida

Buddy Pollak reports — "it's hard to keep a good man down". Paul Schreck won the Fleet Championship in a series of five races sailed on October 23 and 24. Buddy was second and Al Schuur was third.

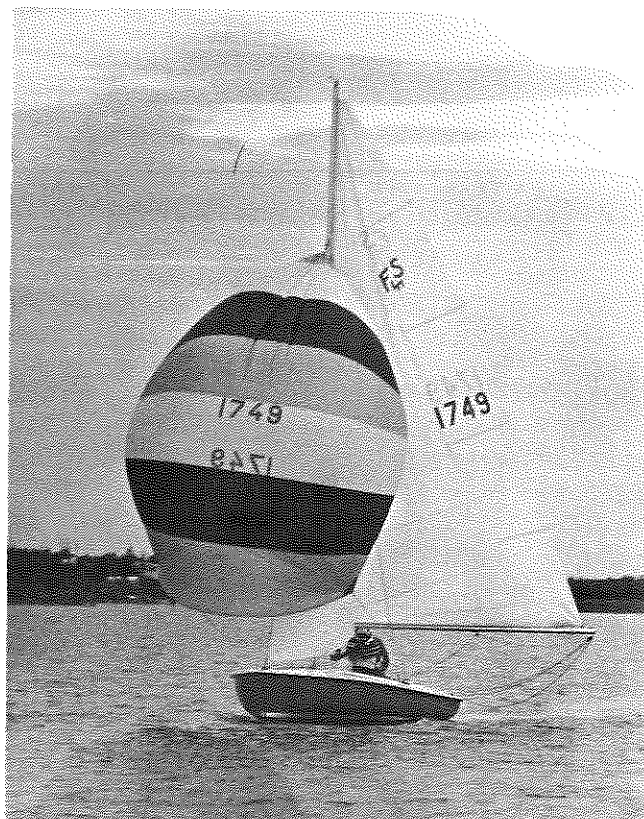
### Teenager Wins (continued from page 5)

three or four others. Robert realized his error just before reaching the wrong mark, tacked and reached for the right one; Fred and the others tacked shortly. Estes was first, Jeffries second and John Wolfshohl third.

The fifth and final race was a simple triangle course. The winds were 8 to 15 mph from South. Tears led the way to the first mark, Robert rounded second and reached high with both holding their spinnakers. Some boats rounding behind these two tried to fly the chutes but had difficulty. About half-way down this leg Fred and Robert popped their chutes; Fred had some difficulties and Robert was able to plane into the lead. Robert was able to hold his lead and finish in front of Fred. South finished third followed by John Wolfshohl and Estes.

The first five places and points were:

1. Robert Jeffries III, Houston, Texas	4½
2. Fred Tears, Dallas, Texas	9
3. Dudley South, Lake Charles, La.	12½
4. Nelson N. Estes, Austin, Texas	14½
5. John Wolfshohl, Houston, Texas	15



*Kirk Woodward, Abilene, Texas in FS 1749 on a practice run on Fort Phantom Lake.*



*Clayt Rugg heels a bit on Chautauqua Lake, New York, site of Ohio District Championship.*



*Bob Rich of Hempstead Bay, wins the Great South Bay Championship.*

### Fleet 34 Prizes to Moore

The two Moores, father Robert and son Joe have won it all at Clear Lake, Indiana. Three trophies were at stake. The Cochran trophy in honor of the late Jack Cochran was presented to 15-year-old Joe Moore for having made the most progress in the development of Jack Cochran's fine qualities such as sailing ability, good sportsmanship, competitive spirit and good citizenship.

The Clear Lake Yacht Club trophy for Flying Scots was won by father Robert, although Joe handled the tiller in several of the twelve races.

A new trophy, The Hanna Trophy, was awarded to Robert Moore as the winner of a special series of Sunday morning races.

### Fleet 32 Wins at Houston

The Fleet 32 team of Paul Berner, Jim Schornick and Bill Lee won the Galveston Bay Flying Scot Championship, competed for each year at the Houston Yacht Club Annual Regatta.

Fleet 49 and the Houston Yacht Club hosted the HYC Annual Regatta, August 14 and 15. Texas District Governor-Elect Paul Berner won in the Flying Scot class with two firsts and a fourth. Dudley South was second and Jack Watson was third. Other competitors in finish order were Dan Murphy, Jim Schornick, Jim Davis, Bill Lee, John Wolfshohl and Erwin Strecker.

### Ehman and Moore One—Two In Hoosier Hot Scot

*By: Bob Hanna*

Tom Ehman, Jr., a seventeen year old University of Michigan Freshman from Pinckney, Michigan, won the Hoosier Hot Scot Regatta at Muncie on September 11—12. Joe Moore a fifteen year old high school student from Clear Lake, Indiana was second. Tom had two firsts and a second. Moore had a fifth, third and one first. Ehman's crew was his friend Dick Hawkins of Detroit. Moore selected his father Robert as crew.

Twenty-six boats responded to the starting gun for the first race on Saturday in a brisk breeze of 12 mph. with gusts to 18 mph. Ehman lost no time in establishing the fact that he was out to win. He took the lead at the start and held it easily throughout the race. Gertrude Godshalk and Carl Rippel had a close duel for second with the Godshalks coming from way back on the last leg but Carl held on and took second. Your reporter had the satisfaction of gaining a fourth place over Joe Moore by half a boat length.

The second race started in an 8 mph. wind which died and the course had to be shortened. Ehman won again and Rippel was second.

Sunday morning saw another good breeze of 10 mph. Ehman took the lead again and held it through five legs. He rounded the leeward mark on the wrong side and by the time he discovered and corrected his error, Moore had taken the lead and held on to finish first.

Muncie is blessed with talented and friendly people. Jack Walker, Regatta Chairman and Bob MacKenzie, Fleet Captain, know how to staff a Regatta Committee to get very satisfying results. Ad Scoles handles the Committee boat in a professional manner and has the respect of all participants. Jack Dyer and his Hoosier Hot Scot band performed at the dinner on Saturday night to the pleasure of all. The Dan Hesses entertained with a demonstration of the Charleston - the likes of which we have not seen in many a year.

In short, we had, good air, good races, good fun, and good company.

The first ten places and points were:

1. Tom Ehman, Jr., Pinckney, Michigan	3½
2. Joe Moore, Clear Lake, Indiana	8½
3. C.E. Stewart, Worthington, Ohio	15
4. Gertrude Godshalk, Glenview, Illinois	19
5. Carl Rippel, Westerville, Indiana	20
6. Dan Hess, Cincinnati, Ohio	20
7. Jack Huling, Westerville, Ohio	22
8. Bob Hanna, Clear Lake, Indiana	23
9. Bob MacKenzie, Muncie, Indiana	27
10. Ed Thistlewaite, South Bend, Indiana	32

### Fleet 27 — Kerr Lake, North Carolina

The Fleet has completed its 16th annual season. Seven monthly Regattas are held April thru October. Dr. Richard Schultz is Fleet Champion. 18 boats per race was the average for the season and a new record was set with a total of 380 individual starts.

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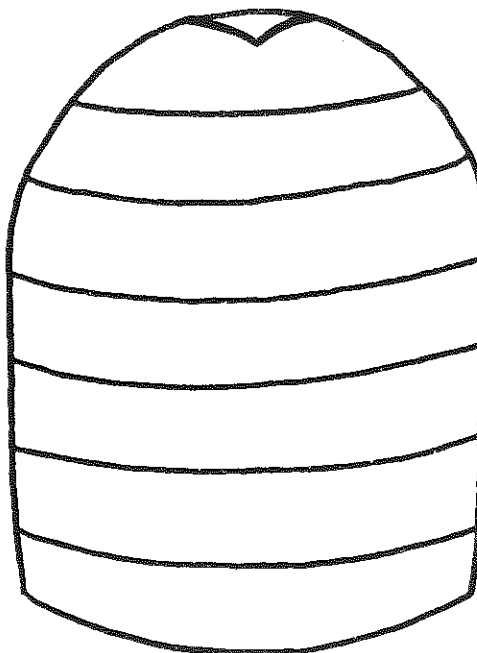
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**FS 926**—White Hull—Blue Boot Top—Boston Main and Jib. **Price—\$1,900.**  
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**FS 1170**—Douglass Built—All White—Blue Striped Anti-Fouling Paint—Spinnaker—New Sheets—Outboard Bracket—3 hp Johnson Motor—Canvas Cover—Sterling Trailer. **Price—\$2,250.**  
Jim Allen, Sr., 425 Poinsett Drive, Chapel Hill, North Carolina 27514. Telephone 517-351-6522.

**FS 630**—Douglass Built—Very good condition—Blue Hull—White Deck—All Racing Gear—1 suit Schrecks '71—1 suit Bostons Hard Spinnaker—3 hp Evinrude Kicker—Sea Lion Trailer newly repainted. **Price—\$2,400.**  
G. C. Wilburn, 2001 Westmoreland Street, South Boston, Va. 24592. Telephone 703-575-5428

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## Fleet 88 — Report of 1971 Season

Members of Fleet 88 raced throughout the 1971 season in events sponsored by the Hawkeye Sailing Club of Iowa City and Cedar Rapids, Iowa. Weekly races as well as special regattas were on Lake Macbride, Solon, Iowa.

Fleet 88 held a special three race series on October 11. The five skippers sailed these races in gusty winds, up to 30 mph. The single prize was the "MAC Trophy." This was donated last year by Marshall Cortney, to the Scots in the Hawkeye Sailing Club. Dr. Wells relieved John Knott of the trophy, with a 1-1-2 sweep. Jim Morrison provided Wells with his principal competition, scoring 1-2-2.

Fleet 88 would like to extend an invitation to any unaffiliated Flying Scot in its general area to join its activities and would welcome correspondence with adjacent fleets concerning inter-fleet racing.



## JUNIOR SAILS for YOUNGSTERS

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- 30-CARBONDALE, ILLINOIS-Crab Orchard Lake
- 34-RAY, INDIANA-Clear Lake
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- 60-CHICAGO, ILLINOIS-Burnham Harbor-Lake Mich.
- 64-MENOMINEE, MICH.-MARINETTE, WIS.-Green Bay
- 68-MADISON, WISCONSIN-Lake Monona
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- 89-TOPEKA, KANSAS-Lake Perry

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

- 40-INVERNESS, CALIFORNIA-Tomales Bay
- (s) Charter Suspended

**FLYING SCOT SAILING ASSOCIATION****DISTRICTS****FLEETS****MICHIGAN-ONTARIO DISTRICT**

Governor: JAMES R. SMITH  
229 Lothrop Road  
Grosse Point Farms, Mich. 48236  
313-885-2352

- 8-DETROIT, MICH.-EDISON BC-Lake St. Clair
- 15-KALAMAZOO, MICHIGAN-Gull Lake
- 16-DETROIT, MICHIGAN-DETROIT YC-Lake St. Clair
- 17-GROSSE POINT SHORES, MICH.-G.P.T. 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, MICHIGAN-Crystal Lake
- 52-LAKE ORION, MICHIGAN-Lake Orion

**OHIO DISTRICT**

Governor: ROLF KROTSCH  
1241 Bonnie View Avenue  
Lakewood, Ohio 44107  
216-521-3250

- 1-WILMINGTON, OHIO-Cowan Lake
- 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
- 43-CAZENOVIA, NEW YORK-Skanateles Lake
- 53-CAYUGA, NEW YORK-Cayuga Lake
- 65-DELLROY, OHIO-Atwood Lake

**GULF DISTRICT**

Governor: LEWIS B. POLLAK  
2410 Connell Drive  
Pensacola, Florida 32503  
904-433-5959

- 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
- 85-MONTGOMERY, ALABAMA-Lake Martin
- 87-PENSACOLA, FLORIDA-Pensacola Bay
- 90-MIAMI, FLORIDA-Biscayne Bay
- 91-ALEXANDRIA, LOUISIANA-Lake Coteau and St. John
- 92-PASCAGOULA, MISSISSIPPI-Mississippi Sound

**NORTHEAST DISTRICT**

Governor: RICHARD HOSMER  
12 Huntington Street  
Sharon, Massachusetts 02067  
617-784-2176

- 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-WOLLASTON, MASS.-Boston Harbor
- 76-SHARON, MASS.-Lake Massapoag
- 77-MENAUHANT, MASS.-Vineyard Sound

**GREATER NEW YORK DISTRICT**

Governor: ROBERT E. RICH  
144 Raymond Street  
Rockville Center, New York 11570  
516-536-6905

- 7-RIVERSIDE, CONN.-Long Island Sound
- 10-MORICHES, L.I., NEW YORK-Moriches Bay
- 21-LOVELADIES' HARBOR, NEW JERSEY-Barnegat Bay
- 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, NEW JERSEY-Upper Barnegat Bay
- 46-ISLAND PARK, N.Y.-Hempstead Bay
- 72-AMITYVILLE, N. Y.-Great South Bay
- 82-PRINCE AMBOY, N. J.-RARITAN YC-Raritan Bay
- 74-NYACK, NEW YORK-Hudson River

**CAPITOL DISTRICT**

Governor: ROBERT E. DAVIS  
6 Majestic Court  
Wilmington, Delaware 19810  
302-475-4242

- 6-OAKLAND, MARYLAND-Deep Creek Lake
- 42-WASHINGTON, D. C.-Potomac River
- 63-HAVRE DE GRACE, MD.-Susquehanna River
- 80-PITTSBURGH, PENNA.-Lake Arthur
- 81-WRIGHTSVILLE, PENNA.-Lake Clarke
- 82-PRINCE GALLITZIN STATE PARK, PA.-Lake Glendale
- 86-BALTIMORE, MARYLAND-Magothy River

**CAROLINAS DISTRICT**

Governor: WILLIAM V. SINGLETARY  
32 Beverly Drive  
Durham, North Carolina 27707  
919-489-1528

- 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