

SCOTS

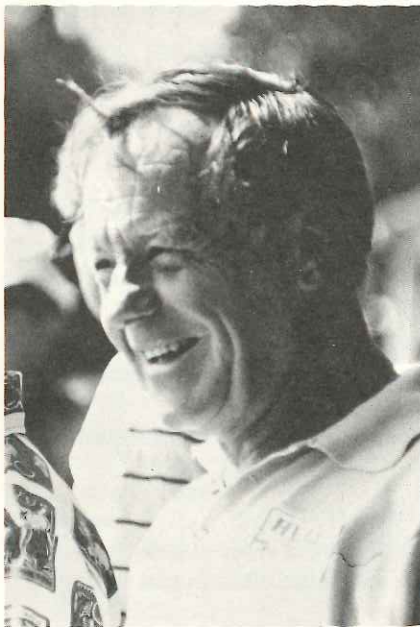
n' water



VOLUME XV NUMBER 1

NOVEMBER-DECEMBER, 1972

Our New President



Theodore Gunter Glass

Ted was born in Montgomery, Alabama some sixty summers ago. He earned a Bachelor's Degree at Georgia Tech in 1934 and his Masters in Geology at the University of Alabama in 1935. He is an independent geologist.

Ted and his wife, Florence, his number one crew, were married in 1939. They have two children. A married daughter living in Healdsburg, California and a son living in Milwaukee, Wisconsin.

The new President is an ardent sailor and sails in several regattas including the NAC every year. He is a dedicated man and brings a great deal of enthusiasm to the job as head of our association. Ted sails Flying Scot 1890. He is a member of Fleet 30 and the Crab Orchard Lake Sailing Club of which he is a past commodore. He makes his home in Mount Vernon, Illinois.

A Message To The FSSA Members From The President

You have a right to be proud of your boat and your Class organization. FSSA has grown continuously under the leadership of past presidents. My special thanks to Commodore Bearn Smith who had dedicated many hours of hard work these last two years. He has relinquished a clean ship into my hands and I shall do my best to keep it so.

Mrs. Mary Doolittle, your charming Corresponding Secretary, will continue her efficient service to members and fleets. Make her work load lighter by sending information, dues and fleet records in promptly without solicitation.

The FSSA was created to serve you. FSSA does serve you by disseminating information, perpetuating the class one-design features, promoting class growth, sanctioning regattas, keeping values high. Your membership, your ideas, are wanted and required. Scots 'N Water needs material and wants your cooperation in receiving results of regattas. If you or your fleet have ideas on boat improvement, let's hear them. The one-design concept is valid — passive obsolescence is not (my opinion!). We should keep the Flying Scot as the best family-racing boat manufactured, as indeed it is.

I am honored to be elected your president.

Theodore G. Glass

A Message To The Membership From The Commodore

Two very wonderful years have just been completed for me as President of your organization. During my two terms, I had the opportunity of meeting many of you and it was always a pleasure for me.

I wish to thank all the officers and Governors and Mary Doolittle for their support and for performing their duties so well and cheerfully.

Your new officers are also a very dedicated group who will give to FSSA fine leadership. I wish them all the very best.

Until we meet again,

Happy Sailing,
Bearn Smith, Commodore

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SAILING ASSOCIATION

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SCOTS N' WATER ®

Registered Trademark
Published monthly except Oct.,
Dec. and Feb. by the FSSA
Published and Postage Paid
at Fremont, Ind.
Deadlines--15th of month
preceding issue
Advertising rates upon request
Subscription \$4.00 per year
Postmaster: Please send form
3579 to FSSA, 531 Jenks Blvd.,
Kalamazoo, Michigan 49007

Planning A Regatta

By: Rolf Krsteng

This is a review of some of the planning of the Edgewater race committee that made possible a five-race series in two-days, and is written in hopes of encouraging five-race series regattas throughout the F. S. S. A.

Our objective was to break through the standard three race pattern and to provide refreshments, food and entertainment that would be flexible with the race schedule. Finally, we wanted to present trophies that were different. But above all, we wanted the regatta to be a success, if for no other reason than to disprove those who hollered, "you gotta be crazy! you'll never get five races into a weekend!"

Race Pattern and Courses

We used the Highlander National Championship pattern equilateral triangle with .7 mile legs and a pin .7 mile to leeward of the start pin. For two months before the regatta we timed the races for both first and last-to-finish boats, on all possible courses. Olympic, Modified-Olympic, Gold Cup, windward-leeward, etc.

Scheduling

We announced the start of the first, second and fourth race only, and Sunday breakfast. This meant all other events could "float". They could occur whenever racing was finished. After all, we gathered to race. All other things were secondary.

To establish starting times, we plotted everything on time-study sheets that break up the day into five minute increments.

Types of Events

A quick lunch that could be kept hot without spoiling was served between the first and second race. We had spaghetti. There could be other choices.

The cocktail hour after the third race had to be easy to prepare and generally acceptable. Whiskey sours using Lemmix were easy to serve and quickly guzzled. We mixed it one to one which was a mistake. (WOW)

A steak roast was then presented with everyone burning his own.

For entertainment, we wanted something that would require the movement of not one single tired muscle. What else! A barber-shop quartet. And for encores, Sandy Douglass and Paul Schreck joined in.

Sunday breakfast was also the district meeting.

A picnic lunch was selected to follow the final race. Picnic type food keeps rather well.

And to wind up with crew and skipper trophies, (hand-made cannons) we presented a 15 piece, Bag Pipe Band.

Protests

We planned on protest meetings for Saturday races to be Saturday evening and Sunday, during lunch. As it turned out there were about 8 fouls and all save one retired from the races. We did not use the 720 rule.

Measurement

Thanks to Paul Schreck we were able to measure sails. (Paul helped us immeasurably). We measured as prescribed but could really do with a good tight set of measurement instructions.

Alternative Events

With the shorter race pattern and variety of courses we were almost guaranteed of completing the regatta.

If Sunday had been predicted bad, we would have had at least a three race series finished on Saturday.

If Saturday only was bad, we knew from the EYC regatta the previous weekend that we could get three races in on Sunday.

We had planned on a tour of the Cleveland Aquarium in case of no racing on Saturday. In case of an entire wipe-out we were going to designate the outcome of the "Snow Flurries" Regatta at Port Clinton as our districts.

Conclusions

Scheduling is critical and requires local talent to determine the probability of wind and weather holding. People enjoyed the variety of race courses and the .7 mile legs were long enough for decision making, yet short enough that the back of the fleet did not feel pulverized. Races took about an hour to an hour and a half.

The race committee fired two general recalls for the second race and pronounced we were going to do this again and again until we did it right. No further recalls were required. We found out our race committee under chairman Don and Mary Emery knew what they were doing and we had better start doing the same.

We did not conduct a skippers meeting. Each team was oriented completely at registration and while his sails were being measured. This overlapping of events saved time.

Obviously we could not have done it without loads of cooperation from everyone. When Sunday afternoon arrived, we were tired. We had played enough, and that's as it should be.

We were somewhat disappointed in the turnout, but feel this is probably the effect of an overly large district and a already over loaded racing circuit. Sad to say, the circuit is filled with multi-class, three race regattas that seem to feature inter-fleet luffing and drinking.

We should establish a coordinated schedule of strictly Flying Scot events. It would make for super sailing in a great one-design class.

Six New Fleets Chartered

The Association says welcome to six recently chartered fleets. They are:

Fleet 102 – Gulf District

Fairhope, Alabama F.Y.C. – Mobile Bay

Fleet 103 – Capitol District

Yorktown, Virginia – York River at Chesapeake Bay

Fleet 104 – Greater New York District

Old Forge, New York – Fourth Lake

Fleet 105 – Northeast District

Cohasset, Massachusetts – Cohasset Harbor

Fleet 106 – Prairie District

North Platte, Nebraska – Lake Maloney

Fleet 107 – Midwest District

Neenah, Wisconsin – Lake Winnebago

Fleet 68 – Madison, Wisconsin

By: Edward Schmook, Commodore

Flying Scot Fleet 68, having grown to 11 boats, finished its most successful season. The club, formed in mid 1969, held its 2nd Annual Regatta this year and in addition, four of our Scots entered the Ephraim, Wisconsin regatta on Green Bay.

Bill McCormick (1958) sailed consistently well all year to win the Flying Scot Trophy. His brother Mike (2192) finished 2nd and John Giebink (1228) 3rd in the season's standings. We're all looking forward to next year, hoping for a larger fleet and another great sailing summer.

Panama City, Florida Again Selected For Flying Scot Mid-Winters

By: John Morrow, Gulf District Governor

Our new club construction is well underway and it should be completed in December. The new facilities include much needed shower and locker room facilities for our visiting sailors as well as greatly expanding our dining and entertainment areas. A tentative schedule of events is as follows:

Wednesday, February 21, 1973

6:00 p.m. Semi-Annual Flying Scot Meeting

Thursday, February 22, 1973

10:00 a.m. – 5:00 p.m. Registration and Sail Measurement
Registration Fee \$8.00 (FSSA
Registration Required)

Friday, February 23, 1973

8:00 a.m. – 12:00 a.m. Registration and Sail Measurement
12:00 a.m. Skippers Meeting
1:30 p.m. Start of 1st Race
3:00 p.m. Start of 2nd Race
6:30 p.m. – 8:00 p.m. Informal Cocktail Party

Saturday, February 24, 1973

9:00 a.m. Skippers Meeting
10:30 a.m. Start of 3rd Race
2:00 p.m. Start of 4th Race
6:30 p.m. – 8:00 p.m. Cocktail Party
8:00 p.m. Buffet Dinner and Dance

Sunday, February 25, 1973

10:30 a.m. Start of 5th Race
2:00 p.m. Trophy Presentations

Skipper and crew prizes will be awarded for the first five places in each division plus the winner of each race.

With our new facilities complete, we will strive to have a bigger and better regatta for you this year. Plan to come to Panama City and the St. Andrews Bay Yacht Club for the Mid-Winters; the weather is good, the sailing is great, and the hospitality is unsurpassed. See you in February.

Dick Schultz Wins At High Rock

Dr. Dick Schultz of Wentworth, North Carolina a member of Fleet 27 won the Scot class in the High Rock Yacht Club Labor Day Regatta sailed on High Rock Lake, North Carolina. Skipper Schultz placed second in the Pram race held for children.

Good 20 m.p.h. winds held throughout the opening day on Saturday. Sunday found no wind at all and forced cancellation. On Monday the skippers were challenged by very light air.

The Scot winners were:

First – Dick Schultz, No. 1885, Wentworth, N. C.

Second – Bob Lindsay, No. 1048, High Point, N. C.

Third – Ernie Myatt, No. 775, Greensboro, N. C.

Fourth – Roy Dixon, No. 1985, Raleigh, N. C.

Fifth – Bob King, No. 1402, Greensboro, N. C.

The Rules We Sail By

By Bob Hanna

This is the first of several articles on the rules of yacht racing. It is our hope that these articles will stimulate our readers to take a greater interest in gaining an understanding of the rules which govern yacht racing. We will discuss one or more rules in each article following this introductory article. We encourage our readers to send in a knotty problem which they would like to have discussed.

Yacht racing, like other competitive sports and games is performed in accordance with a set of rules and penalties. The rules we sail by in the United States are those of the International Yacht Racing Union as adopted by the North American Yacht Racing Union. Changes or revisions are usually made every four years. We are currently sailing under rules adopted in 1969 and some revision is expected in 1973.

No referee or umpire follows every inch of a race and every move of a skipper as in basketball, football and baseball. Rather the nature of yacht racing is such that the "players" are expected to know and obey the rules, and impose penalties on themselves when an infraction occurs. To resolve disputes about rule infractions the rules have established a protest procedure whereby on an impartial Protest Committee, after determining the facts, will make a ruling and, where applicable, impose a penalty.

A thorough knowledge and understanding of the rules permits a skipper to gain much greater satisfaction from his racing experience. His performance will improve and he will be "accepted" in races and regattas with top-flight skippers. The skippers who do not know the rules miss much of the enjoyment and satisfaction that can come from yacht racing, and they can be a menace on the race course.

The yacht racing rules are not complicated nor is the language difficult to understand. For the most part the rules meet the test of common sense. Frequently we hear sailors say "I would like to race in the club races but I don't know the rules. I'm afraid I'll spoil it for the rest of you." Sure they might "spoil it" but these people should be helped and encouraged to spend a little time in study and in being instructed. A study and review of the rules can be an interesting and profitable winter pastime. If you undertake such a study you will be surprised how much more secure you feel when you start racing again next season.

A copy of the rules can be obtained from N.A.Y.R.U., 37 West 44th Street, New York, N. Y. 10036. Also they have been reprinted in a number of sailing books to be found in libraries and bookstores. Members of N.A.Y.R.U. receive copies with their dues. In addition, N.A.Y.R.U. supplies its members with all Decisions of the Appeals Committee. These decisions are similar to court decisions and are helpful in determining how the rules should be applied in different situations. A knowledge of these can be valuable in presenting cases to a Protest Committee.

Penalties

Except for "touching a mark" and "starting early", the rules impose only one penalty — disqualification. If a yacht

touches a mark the infringement can be corrected by re-rounding. If a yacht crosses the starting line before the starting gun she may return and re-start. The penalty for all other infringements is disqualification.

Many argue that disqualification is too severe a penalty for some slight and perhaps unintentional violation of the rules. Dr. Stuart Walker in his book "The Tactics of Small Boat Racing" has this to say on the question:

"No compromise in penalty for varying degrees of interference with competitors seems reasonable; a non-right-of-way yacht cannot be permitted to interfere with a right-of-way yacht. Period. Deliberately, slightly, significantly aside—she does or she doesn't. Not only is it completely impracticable to determine deliberacy or any other variation of intent or degree that might be proposed, but the entire exciting system of racing tactics would be jeopardized by any system of graded penalties. In this sport there can be no compromises; all maneuvers must be susceptible of determination as either right or wrong."

It has been suggested that a yacht which knowingly has committed a foul may continue racing if she makes two complete circles. This is commonly called the 720 rule. A number of Yacht Clubs have been experimenting with this rule. Another variation is to penalize the offending yacht 20%. In all probability, these two variations will be made available as an appendix in the 1973 rules as optional penalties for use by race committees if they wish. There is some discussion about adopting the 720 rule for our North American Championship.

The Hail "Hold Your Course" A Command?

In practically every race one will hear the hail "Starboard" and a prompt response "Hold your course". Some skippers believe that the hail "Hold your course" is a command and that the hailed yacht must not alter course until the hailing yacht has cleared. The phrase "hold your course" does not appear in any of the rules. Therefore, it is not a command. It is usually given by a port tack yacht to inform a starboard tack yacht, approaching on a collision course, that she has been observed and that the port tack yacht intends to keep clear. There is a rule, No. 34, which says "the right-of-way yacht shall not . . . so alter course as to prevent the other yacht from keeping clear . . .". The key phrase here is "so alter course". This merely means that the right-of-way yacht shall not make a last instant change of course such as going sharply to weather and thereby prevent the other from keeping clear. It in no way absolves the port tack yacht from taking whatever action she needs to take to make certain she keeps clear of the right-of-way yacht. In appeal No. 150 the committee ruled in favor of a starboard tack yacht which was forced to bear off to avoid a collision with a port tack yacht. The appeals decision makes it clear that a port tack yacht has the responsibility to keep clear. As long as a starboard tack yacht does nothing to *prevent* the port tacker from *keeping clear* she is in the right.

Rule 12 — Yacht Materially Prejudiced

This rule permits a race committee to make some adjustment when "through no fault of her own the finishing position of a yacht has been materially prejudiced . . ." The following paragraph outlines a situation which occurred last summer in the "whale of a sail regatta" on Carlyle Lake, Illinois. Perhaps some

of our readers have a thought as to how this should have been handled. Bob MacKenzie of Fleet 29, Muncie, Indiana, was the unfortunate skipper:

"In the second race a Lightning on port tack fouled a Flying Scot on starboard, causing the dismasting of the innocent Scot. This occurred at the first windward mark in a twice-around triangular course, starting in the middle of the first leg. At a meeting of the participating Scot skippers, it was voted to assign the damaged Scot a finish position in this race equal to the average of his finishing positions in the other two races (a three race series). The possibility of assigning a finish position equal to the position held by the boat at the moment of dismasting, or some arbitrary position, was considered and voted down. The skippers were cognizant of the precedent set at the Houston NAC wherein Fred Tears was awarded a finishing position equal to the position held at the time he was fouled. The Scot skippers felt that an average finish was equitable."

Fleet 95 — First Invitational Regatta

James Sullivan is winner of Fleet 95's first invitational regatta held on Lake Minnetonka, Minnesota. This is Scow Country and Scot sailors are persona non grata at the Yacht Club. So the Scots organized their own.



Winner Sullivan (center). Mrs. Sullivan is on the left, Jack Culley at right.

Ewing Wins Carlyle, Illinois Regatta

By: Paul Richey

The annual Carlyle Sailing Association Whale-of-a-Sail Regatta was held on Carlyle Lake, Carlyle, Illinois on September 16 and 17, 1972. Carlyle is 70 miles east of St. Louis. Eighteen Flying Scots registered; four from Fleet 30, Carbondale, Illinois, two from Fleet 29, Muncie, Indiana, one from Fleet 44, Ephraim, Wisconsin, and eleven from Fleet 83, Carlyle in a total regatta of nearly 200.

The Flying Scot trophies were carried away by the out-of-towners with first place going to Bill Ewing, Fleet 30, second place Frank Heidler, Fleet 44, third place Ted Glass, Fleet 30, fourth place Paul McRoy, Fleet 30.

After no wind during registration on Friday evening and dense fog Saturday morning prior to the first race, a strong and steady southerly wind developed prior to the first race and held for the entire regatta. Winds ranged from 15 to 20 knots during the three races and were steady.

The first race found Paul McRoy (Fleet 30) and Dick Ody (Fleet 83) battling for the first place position most of the race with McRoy finishing on top. The second race was quite eventful with Bob Mackenzie (Fleet 29) being dismasted at the first mark by a Lightning. With some assistance, Bob was able to repair the damage and sail the third race on Sunday. The second race again was won by Paul McRoy with Bill Ewing finishing second. In the third race Ewing led most of the way and took first place. Paul McRoy was involved in a protest at the leeward mark and dropped back to eleventh place in the third race. Frank Heidler sailed three consistent races with two third and one second place finishes to finish second overall.

Fleet 6 — Largest Fleet

Fleet Captain Ed Bishop reports Fleet 6 at Deep Creek Lake, Maryland has over 85 Scots. For competition the boats are divided into three fleets, A — B — C. The C Fleet was organized this year to accommodate newcomers who were just learning to race.

The Maryland State Championship was won by 16 year old Brian Davis, finishing ahead of veterans Tom Selck, Sandy Douglass and Don Hott.

The Deep Creek Lake Cup Championship was sailed in Scots for the third straight year. Boats were traded for each race. Ken Farrell, rebel sailor, was first. Tom Selck took second place and Doug MacMillan took third.

Captain Ed Bishop won first place in the June series for Fleet A and Pete Micholson was second. The B Fleet championship was won by Bruce Spinnenweber. In the summer series Tom Selck won the Fleet A championship and Linn Grant was first in Fleet B. Jack Carpenter won the Commodore Cup and Ed Bishop was second.

Best Is Best In Pacific Northwest

Sailed on the Columbia River at Rainier, Oregon, George Best of Fleet 100, Seattle Washington, won the Pacific Northwest Championship. At the end of the series Best was in a tie with Don Resch of Portland, Oregon. By resorting to the results of a "throw out" race, Best was declared the winner.

Bills For 1973 Dues To Be Mailed

Mary Doolittle has announced that bills for 1973 dues will be mailed to all members shortly after January 1. Receipts from dues represent our primary source of income and the membership is encouraged to respond promptly when bills are received.

Flying Scots At Lake Of The Woods Regatta

By: John Knott

Although the 1972 Lake of the Woods Regatta was amply advertised in *Scots n' Water*, only two veteran LOWISA Scots persons were on the starting line at Kenora, Ontario, at 1000 hours on August 6: Pam Foster of Minneapolis, Minnesota and John Knott of Iowa City, Iowa.

The weather was for the most part ideal. There were no severe storms, and long spinnaker runs were the rule rather than the exception. A few hours of drifting occurred, only one day of near-total beating was experienced, and winds generally held from 5 to 10 knots. A total of 73 boats competed, in four divisions.

Pam Foster and her crew, Dave Weinke and Rod Blair, took second place in Division One, the centerboard class.

For Scot sailors who want something like a scaled-down version of a New York Yacht Club Cruise, pleasant sailing, great comradeship amongst a varied fleet, competition between similar craft based on Portsmouth ratings, skippers, Foster and Knott strongly recommend the Lake of the Woods International Sailing Association's annual regatta. Those who are young and hardy can camp out, old folks like the Knotts can find comfortable accommodations ashore, and those ingenious types like Art and Peggie Pingree, who could not get their Scot in the race this year because of other commitments, will have their Flying Scot set up as a convertible racer-cruiser. We hope to see a real fleet of Flying Scots sailing in the 1973 LOWISA Regatta.



Commodore Ralph Blattner of Lake of the Woods International Sailing Association, presents the second place trophy to Pam Foster and her crew, Dave Weinke and Rod Blair.

(Photo by J. Knott)

Sandy Leads Scots At Glimmerglass

The fifth annual Glimmerglass Regatta was held on picturesque Otsego Lake at Cooperstown, New York. For the first time since the regatta began Flying Scots were represented.

There is no fleet as yet at the Otsego Sailing Club (we're working on that) but the word went out to gather as many Scots as possible to this popular regatta which is held for Highlanders, Thistles, and Bantams (Sandy designed 2 of these 3).

Saturday's start saw seven of the eight registered. The winds were very light for both races and Sandy took both 1st places.

Sunday was just the opposite. The winds were blowing 20-25 m.p.h. and gusting at times. The rain, which had started the night before, continued most of the time. Although all were out to beat the leader this stormy day, Sandy emerged victorious once again, capturing all three 1st places. Lou Caleme of Whitney Point took 2nd place and Dick Allen of OSC took 3rd place.

What can be said for the regatta? I think every Scotter there had a ball and will surely be back next year. How about you other Scotter's? New York State is beautiful in the fall and we'd love to have you come sail with us.

Jim Light OSC, Cooperstown, N. Y.



Pouring rain and look at these happy Flying Scotters. Pictured left to right: Le Roy Jones, Utica; Jim Light, OSC; Steven Jones; Thelma Jones; Dick Allen, OSC; Cynthia Rea, Midlakes; Everett Rea, Midlakes; Doris Light; Larry Caleme, Whitney Point; Rick Craig; Jane Caleme; Gisele Caleme; Ron Streek; Lou Caleme; Andrew Heinegg, Delhi; Morgan France, Deep Creek, Md.; John Heinegg; Sandy Douglass, Deep Creek, Md.

Fleet 65 Revitalized

Coming back from a suspension, fleet 65, sailing on Atwood Lake, Dellroy, Ohio had an active summer conducting a seven race series.

Fleet Captain Bill Cushing won the Fleet Championship with four wins against three for fleet secretary, Ed Forrest.





Scots approach mark at Gull Lake.



James Wells Is Pacific District Champion

James Wells of Piedmont, California and a member of Fleet 40 won the Pacific District Championship sailed on Tomales Bay on August 19 and 20. The three race series was hosted by the Inverness Yacht Club.

Nine boats participated in the championship which was sailed on a modified olympic course in moderate breezes. Results were as follows:

- First — J. Wells **
- Second — R. Cougdon **
- Third — J. Peachy*
- Fourth — A. Simpson*

** These gentlemen are sons of charter members of Fleet 40.*

Fleet 27 Has Busy Summer

Lake Kerr Reservoir, Henderson, N. C. is the home of one of our most active fleets according to Debbie Peterson.

The Fleet sponsored the Governor's Cup with 34 Scots answering the starting gun. A storm caught the fleet on Saturday afternoon but there were no casualties. Winds were light on Sunday but two races were completed. Dick Schultz placed first with Hal Walker taking second place.

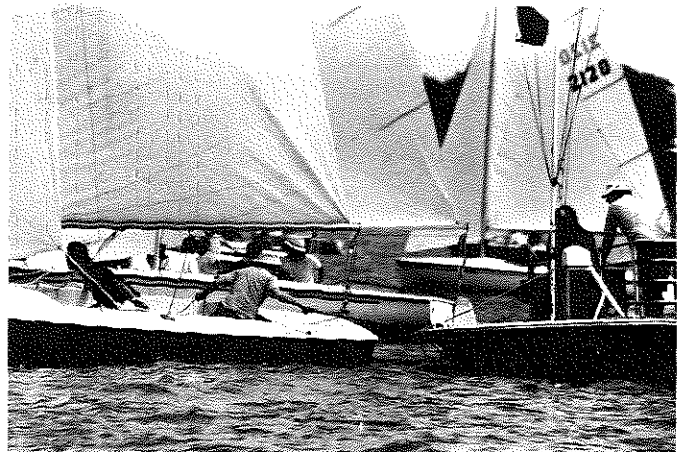
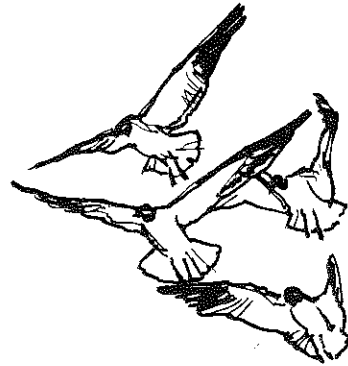
Twenty-nine boats from the fleet participated in the Oriental Sailing Social. Dick Schultz again won first place with former District Governor Bill Wyatt, second.

Fleet 41 — Crystal Lake, Michigan

Duane Smith conducted a successful Junior Sailing School this summer. Twenty-three students were enrolled ranging in age from 8 to 18. Four sessions of four hours each were held. Twenty-two certificates were awarded in the Midshipman, Helmsman and Skipper classes.

Wayne Moore won the Commodore's Cup with two second place finishes. Danny Katlein was second and Duane Smith third.

Twenty-two Scots competed in the August series. First place went to Jack Redman, Richard Remsburg was second and Danny Katlein was third.



Scots get good start at Gull Lake.

**Schreck Sails New All-Weather Cut
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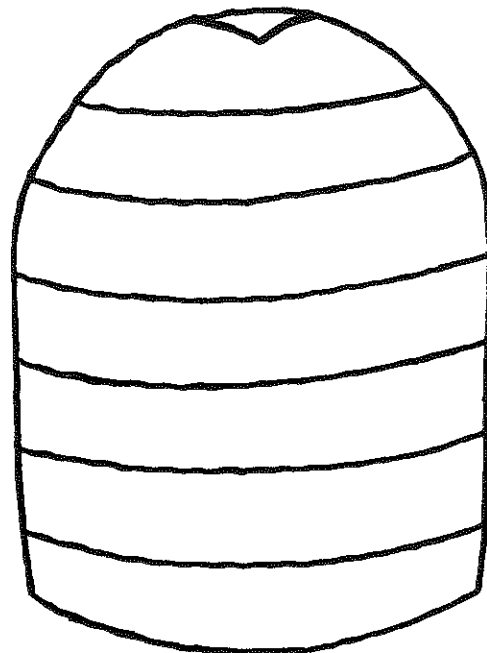
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Please mark colors on spinnaker sketch.

I am enclosing check in full.
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will pay balance in ten days.

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Merry Christmas

from the

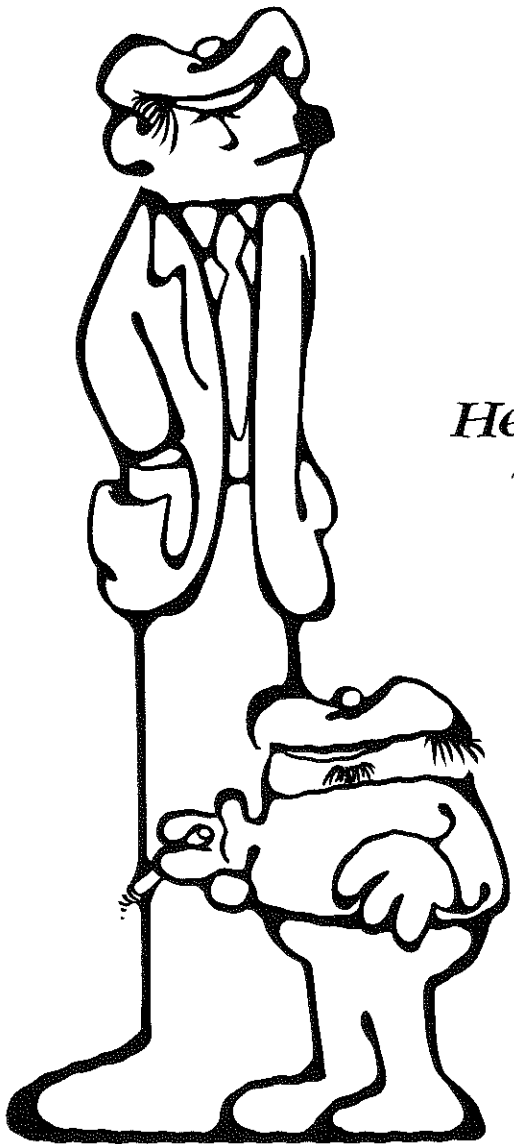
Officers

and

Board of Governors



the Long and Short of it is . . .



DUES NOTICES WILL BE MAILED BY THE CORRESPONDING SECRETARY IN EARLY JANUARY. MEMBERSHIP DUES ARE THE PRINCIPLE MEANS OF SUPPORT OF OUR SAILING ASSOCIATION. PROMPT PAYMENT WILL HELP MAINTAIN OUR CASH POSITION.

Here is what you buy with FSSA membership:

- ★ Support of a strong national organization dedicated to the one-design concept.
- ★ The right to compete in sanctioned regattas.
- ★ Nine copies of Scots n' Water per year.
- ★ The opportunity to associate with the best dang group you will ever know.
- ★ Assurance that your investment in a Flying Scot was a sound one.

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FS 123—Main and Jib—Spinnaker—Whisker Pole—Gator Trailer—Outboard Bracket—3 H.P. British Seagull—Boom Tent Cover. Price \$2,000.

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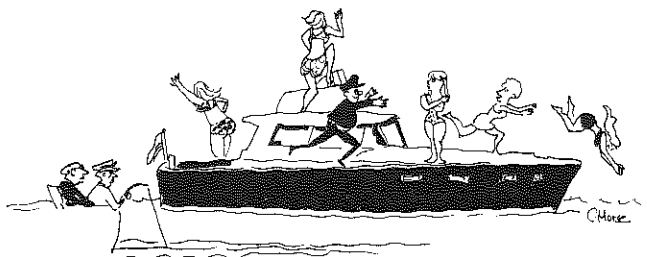
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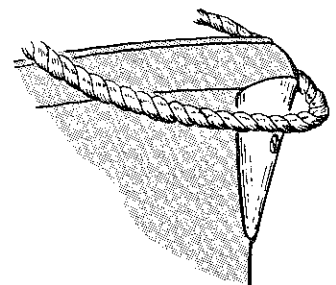
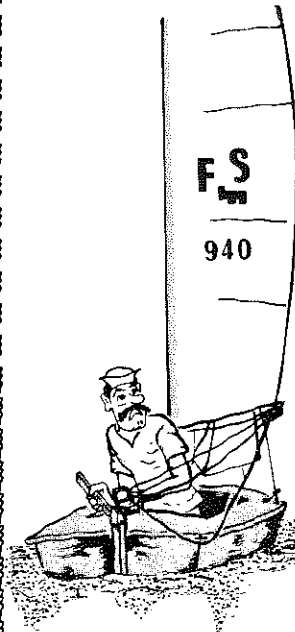
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1795 Steeple Chase
Brookfield, Wisconsin 53005
414-782-6595

- 2-LAFAYETTE, INDIANA-Lake Freeman
- 3-WILMETTE, ILLINOIS-Lake Michigan
- 9-STURGIS, MICHIGAN-Klinger Lake
- 25-MILWAUKEE, WISCONSIN-Lake Michigan
- 29-MUNCIE, INDIANA-Prairie Creek Reservoir
- 30-CARBONDALE, ILLINOIS-Crab Orchard Lake
- 34-RAY, INDIANA-Clear Lake
- 44-EPHRAIM, WISCONSIN-Eagle Harbor, Green Bay
- 47-EGG HARBOR, WISCONSIN-Green Bay
- 54-FREMONT, INDIANA-Lake George
- 60-CHICAGO, ILLINOIS-Burnham Harbor, Lake Mich.
- 64-MENOMINEE, MICH.-MARINETTE, WIS.-Green Bay
- 68-MADISON, WISCONSIN-Lake Monona
- 70-ROCHERT, MINNESOTA-Cotton Lake
- 83-CARLYLE, ILLINOIS-Lake Carlyle
- 88-IOWA CITY, IOWA-Lake Macbride
- 95-MINNEAPOLIS, MINNESOTA-Lake Minnetonka
- 107-NEENAH, WISCONSIN-Lake Winnebago

PRAIRIE DISTRICT

Governor: ROBERT V. BEBB
424 South 13th Street
Muskogee, Oklahoma 74401
918-687-7283

- 39-PORT GROVE, OKLA.-Grand Lake of the Cherokees
- 50-OKLAHOMA CITY, OKLA.-Lake Hefner
- 59-TULSA, OKLA.-Keystone Lake
- 89-TOPEKA, KANSAS-Lake Perry
- 93-LAWTON, OKLA.-Fort Sill, Lake Lawtonka
- 106-NORTH PLATTE, NEBRASKA-Lake Maloney

TEXAS DISTRICT

Governor: PAUL C. BERNER
5831 Valkeith
Houston, Texas 77035
713-723-2731

- 23-DALLAS, TEXAS-White Rock Lake
- 32-HOUSTON, TEXAS-Galveston Bay
- 49-HOUSTON, TEXAS-Houston YC-Galveston Bay
- 51-SEABROOK, TEXAS-Galveston Bay
- 62-DALLAS, TEXAS-Lake Ray Hubbard
- 66-PORT ARTHUR, TEXAS-Lake Sabine
- 67-SAN ANTONIO, TEXAS-Canyon Lake
- 69-AUSTIN, TEXAS-Lake Travis
- 84-LAKE CHARLES, LOUISIANA-Lake Charles

PACIFIC DISTRICT

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

- 40-INVERNESS, CALIFORNIA-Tomales Bay
- 100-SEATTLE, WASHINGTON, Lake Washington
(s)-Charter Suspended

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-LONDDN, ONTARIO, CANADA-Fanshawe Lake
- 41-CRYSTAL, MICHIGAN-Crystal Lake
- 52-LAKE ORION, MICHIGAN-Lake Orion

OHIO DISTRICT

Governor: ROLF KROTSSENG
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-CHAUTAQUA, NEW YORK-Chautauqua Lake
- 37-WESTERVILLE, OHIO-Hoover Reservoir
- 43-SYRACUSE, NEW YORK-Skanesteles Lake
- 53-CAYUGA, NEW YORK-Cayuga Lake
- 65-DELLROY, OHIO-Atwood Lake
- 101-AKRON, OHIO-Turkey Foot Lake

GULF DISTRICT

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

- 38-MOBILE, ALABAMA-Mobile Bay
- 45-JACKSON, MISS.-Ross Barnett Reservoir
- 56-FORT MYERS, FLORIDA-Calosahatchee River
- 75-PANAMA CITY, FLORIDA-St. Andrew 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 Cottle and St. John
- 92-PASCAGOULA, MISSISSIPPI-Mississippi Sound
- 96-NEW ORLEANS, LOUISIANA SYC-Lake Pontchartrain
- 98-BAY ST. LOUIS, MISSISSIPPI-Bay St. Louis
- 99-NEW ORLEANS, LOUISIANA NOYC-Lake Pontchartrain
- 102-FAIRHOPE, ALABAMA F.Y.C.-Mobile Bay

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 Massapog
- 77-MENAUHANT, MASS.-Vineyard Sound
- 105-COHASSET, MASSACHUSETTS-Cohasset Harbor

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
- 31-SHORE ACRES, NEW JERSEY-Upper Barnegat Bay
- 46-ISLAND PARK, N.Y.-Hempstead Bay
- 72-AMITYVILLE, N. Y.-Great South Bay
- 73-PERTH AMBOY, N.J.-RARITAN YC-Raritan Bay
- 74-NYACK, NEW YORK-Hudson River
- 94-LAKE HIAWATHA, NEW JERSEY-Western L.I. Sound
- 104-OLD FORGE, NEW YORK-Fourth Lake

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-HAVE 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
- 97-BETHESDA, MARYLAND-Chesapeake Bay
- 103-YORKTOWN, VIRGINIA-York River at Chesapeake Bay

CAROLINAS DISTRICT

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

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