

SCOTS

n' water



VOLUME XV, NUMBER 7

July, 1973



CAROLINAS' ACTION — Macon Singletary, at the helm of FS 2110, beats to windward of Bill Sharp, skippering FS 3, after just rounding the leeward mark

at the end of the second race in the '73 Carolinas Districts. Singletary won the districts with Sharp second. (Photo by Lockwood B. Phillips)

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SCOTS N' WATER®

Registered Trademark
Published monthly except Oct.,
Dec. and Feb. by the FSSA

at 2205 Newfield Lane
Austin, Tex. 78703
Published and Second-Class
Postage Paid at Austin, Tex.

Advertising rates upon request
Subscription \$4.00 per year

Postmaster: Please send form
3579 to FSSA, 2155 Hallmark Dr.
Pensacola, Fla. 32503

Floppy riggers, please stand up

By DICK ELAM

All shrouds on a Flying Scot are not tuned to the key of G. You could see that when the skipper came to the Mid-Winters with an extender on his forestay. His extender loosened the forestay, slacked the shrouds and allowed the mast to fall off to leeward. That, friends, is what we old Snipe skippers call a "floppy rig."

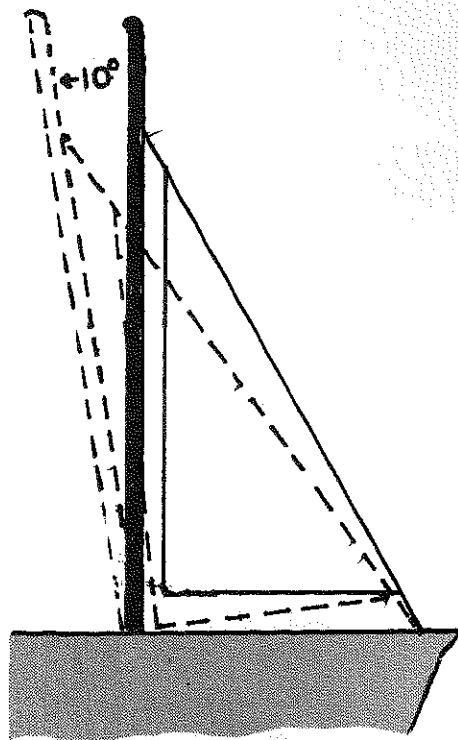
Reasons for letting the mast flop have been explained by Scott Allen. You will find his chapter in William Robinson's book of experts writing on small boat racing. Substance of the "flop" argument is that the mast 1) should lean aft when going to windward, and 2) lean forward when off the wind. The floppy rig enhances the sail set (see illustration) on a non-spinnaker, hard-chine design such as the Snipe. (Since Allen wrote his piece several years ago, many Snipe skippers have returned to tighter rigs.)

In the same expert's book are words by Gordon A. (Sandy) Douglass. The same Douglass (you assume he read the other contributors) seems perplexed as to why you would want a Scot mast to flop.

"How could a floppy rig help a Scot sail faster?" asked Sandy. He really wonders if somebody knows something he doesn't. "Why don't you ask your readers to write their reasons?," asked Douglass. So, if you sail loose (mast rig, that is), consider yourself asked.

Don't feel defensive if you adjust your stays. If Allah had not wanted us to adjust the shrouds and forestay, he would not have provided chainplates with more than one clevis-pin slot. Or appended turnbuckles at the bottom of the forestay.

But also don't forget how the forestay and jib halyard yoke to-



WHAT MAST RAKE DOES—A ten degree rake aft of the mast can make a difference in how a jib sets. This drawing exaggerates the difference. You may want to plot your own angles using Flying Scot ratios to determine what happens when a mast is tuned "floppy" or tight, or maybe in between.

gether on a Scot. Tightening or loosening shrouds affects the forestay, and consequently the tension of your jib halyard. H. G. Henderson, a former Scot governor, brought this home recently. Using Dave Ernsberger's boat, we found that my jib could be cranked above level (on the toggle) and still the luff was loose. We finished fourth, H. G. crewing. Between races we tightened the shrouds, thereby tightening the forestay, thereby making the jib halyard tighter. We finished first the next race. Unfortunately, because of the loss of

(Continued on Page 4)

Annual meeting ahead

By HAL MARCUS

This issue is in the mail early this month so that you will have an opportunity to study and review the changes in your FSSA Constitution as proposed by Fleet 87 as well as the proposed slate of officers for next year. Your Fleet Secretary will be receiving your fleet's proxy later this month, and he will want to get your vote as quickly as possible so that he can return them in time to be counted at the annual meeting scheduled for Aug. 21 at 8 p.m. at the Riverside Yacht Club in Riverside, Conn. By the way, we hope to be able to meet everyone of you at the Nationals at Riverside. Make your plans now to attend and use the registration form in this issue.

Summer regattas are in full swing and from what we hear, we've got some newcomers amongst the list of champions. President Ted Glass reports that he was the winner of one race at the Egyptian Cup Regatta after the first was abandoned. The final race on Sunday morning was cancelled because of too much wind, also, so Ted is a champion on winning the one race!

Our Carolina district governor, Bill Singletary, reports that he is the winner of his district's championship regatta, with his son, Macon, skippering. Bill reports that it was a very well-run regatta, held under ideal conditions, and he says that the fact that they won made it even better.

First Vice President Buddy Pollak and his wife, Brenda, were the guests of the Singletarys in mid-june for their Governors' Cup Regatta, and Buddy states they were doing great until they ran out of wind on the last race.

The Executive Committee has sanctioned the Hospitality Regatta, which is held in Jackson, Miss. during the third weekend in October. This is an important regatta to the Flying Scot Class and should be an excellent opportunity for you to get some good autumn sailing in. We will get you some more information on this later, but, in the meantime, you may wish to contact Bowden Palmer, Jr., the secretary of Fleet 45 at 1726 Howard Street, Jackson, Miss. 39202. I hope to see you there.

We notice in a recent issue of The Jib Sheet, the publication of the Crystal Sailing Club, Lansing, Mich., that they held a "Scot Sail Around," which is one of the greatest ideas we have heard of in some time. It works like a progressive dinner, with cocktails in the first home, soup in the next, followed by a salad course, and finally the main course and dessert at the clubhouse. They had a very good program scheduled for the evening following dinner.

I just got hold of a note written in January from Robert S. Davis of 405 W. Third St., Homer, Ill.

61849, who says he knows where we can get bright red adjustable summer caps with a black and red "FS" on white background for \$2.00 each plus 5 percent tax and postage. This sounds like a bargain, indeed, and if you are "in the market," please order these directly from Bob Davis.

I received a letter from Francis Cole of Ocean City, Md., who gives his interpretation of the swiggle in our logo, which is very close to what Sandy gave us. Francis thought that it was a combination of the letters L and N to form L_n to say Fly'n Scot. Concerning auxiliaries, Francis says, "Much depends on the wind and its direction. A one (1) or two (2) H.P. is adequate for normal purposes. Caught in a blow one day, which tore my sail, I barely made headway against a 35-knot wind, gusting higher. For cruising, I use a Johnson 1½ or 3, and either is satisfactory. I have never used anything larger.

"I may add that I have never shortened sail, and I expect my roller reefing is locked by corrosion. I use a motor only when caught in a very dead calm, or to navigate a narrow channel leading to the marina when the wind is dead ahead. In a real squall, one should drop sail and heave the anchor, or make for the nearest shore with jib only. No Scot can be depended on in a hard blow with the mainsail up; dropping the jib can easily be done while running, but not so the main."

Several of you have written me saying you are interested in buying a Scot or in selling the one you have (hopefully to buy a new one), and have asked me to help you make contact with other sellers and buyers. We are happy to do this when we find situations that match, but you must realize that I do not know who all the buyers and sellers are. May I suggest a \$5 ad in our "Caveat Emptor" section at the rear of this publication for you to reach the broadest possible market? Please send your information to Joe Harper in Austin, Tex. and your check to your FSSA office in Pensacola.

I have copies of most of the past issues of Scots n' Water in the office, which are available to you at 50 cents per copy. And remember, when you purchase a used Flying Scot, to send us your check for \$2 to cover transferring ownership to your name and issuance of a new Official Registration Certificate. Please make your check out to FSSA or Flying Scot Sailing Association and send it with your information to your Pensacola office.

In closing, remember to make your plans NOW to attend the North American Championships (NAC) at Riverside, Conn., on August 18-24.

See you next month.

Floppy riggers, please stand up

(Continued from Page 2)

control in our experiment and for the reputation of the writer, we switched and H. G. skippered the winning race while your editor crewed. The point is that stays must be tuned to the sails as well as other variables such as crew weight, sea conditions, and even skipper tiller habits.

Another factor in stay adjustment is mast bend. Scot masts don't bend. Much. If any. Sailmaker Charles Miller of Pewaukee forwards copy from a North newsletter that explains basics in mast bend control. Spreader and partners information was edited from the following excerpt because there are no spreaders on a Scot and the mast steps on deck.

"Theoretically, once the mast is

supported at two places (step and hounds or stay intersection), any additional contact point offers a means of control ... sail (main-sheet tension, shape of luff curve), spreaders, gooseneck, partners (if stepped below deck), vang ..." explains the newsletter.

"Mainsheet tension: The most obvious means ... sheet harder and the mast bends more. However, since the mainsheet is virtually the only means of controlling the leach tension (the vang can sometimes help) and thus the all-important sail twist, usually we set the sheet tension to give us desired leach tension, and use other means of controlling mast bend and over-all sail shape.

"Mainsail luff curve: An owner has little control over this variable,

once he has ordered his sails. Except in extreme cases, the object of mast bend control will be to match your mast to your mainsail luff curve to give the shape you want.

The North newsletter concludes:

"A final idea: by arranging the step so the entire compressive load is carried at the aft edge of the mast, fore-and-aft bend is enhanced ...

As you can see, all of the above advice doesn't apply to a Flying Scot rig where the mast doesn't bend. Perhaps the "floppy rig" doesn't apply either. We'll ask Henderson next time he is in town, or wait for you to write and share your mast-tuning ideas with other skippers.

High winds blow Glass to Egyptian Cup win

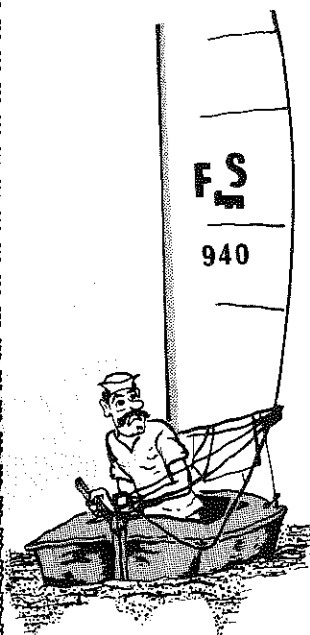
FSSA President Ted Glass emerged as the one-race champion of the Egyptian Cup Regatta when high winds on Crab Orchard Lake, Carbondale, Ill., forced the abandonment of one race and the cancellation of another.

The regatta, scheduled for June 2 and 3, attracted 68 boats including 16 Flying Scots. The first race started Saturday morning in brisk winds with some white caps, but halfway through the race a strong windstorm swept the fleet causing 15 capsizes. Two Flying Scots went over and one, Bill Ewing, dismasted. The race was abandoned, and the committee boat and stake boats were kept busy on rescue duty.

However, Saturday afternoon the second race was started in heavy winds and white caps. Bill Ewing, in a borrowed boat, held the lead through most of the race, but on the final beat Glass moved to the front to win the race — and the regatta. Parks Carpenter also finished ahead of Ewing, but Carpenter was given a DNS for being over early and not hearing the recall. Finishing behind Ewing, in order, were Jack Brown, Don Shoemaker and Bob MacKenzie.

The third race, scheduled for Sunday morning, was cancelled because of too much wind.

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You will pay freight.

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Suit - 5 oz. Dacron - \$285.00*

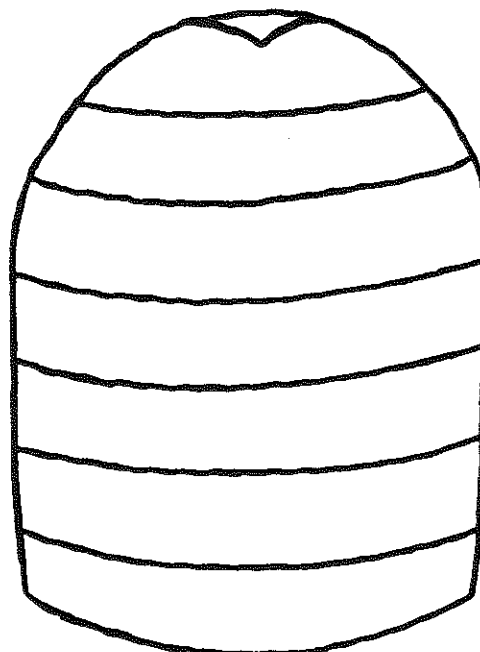
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*includes royalty tag

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Name _____

Address _____

Signature _____

Constitution proposals

Dear Members:

I believe most of the FSSA members are aware of the changes which have been made in the association, primarily in the realm of the secretary's office. As we have grown, the officers have felt the need of a stronger organization with the guidance of a professional association manager — thus, the move from a corresponding secretary to an executive secretary. We are fortunate to have secured the services of Hal Marcus.

It is desirable to make changes in the Constitution to implement the transition, and I requested Fleet 87 to propose these amendments. It is to the advantage of FSSA to act favorably upon the amendments published herewith.

Theodore G. Glass
President

PROPOSED CHANGES TO THE F.S.S.A. CONSTITUTION — PROPOSED BY FLEET 87 — PENSACOLA, FLORIDA.

ARTICLE IX, SECTION 4 (add) A Sponsoring Member is any company or individual who provides products and/or services to the membership or who has an unusual interest in the Association.

ARTICLE IX, SECTION 5 [formerly 4] change from "... the Corresponding Secretary ..." to "... the Executive Secretary ..."

ARTICLE X, SECTION 1c. (change) *Second Vice-President* — The Second Vice-President shall officiate in the absence of the President and the First Vice President.

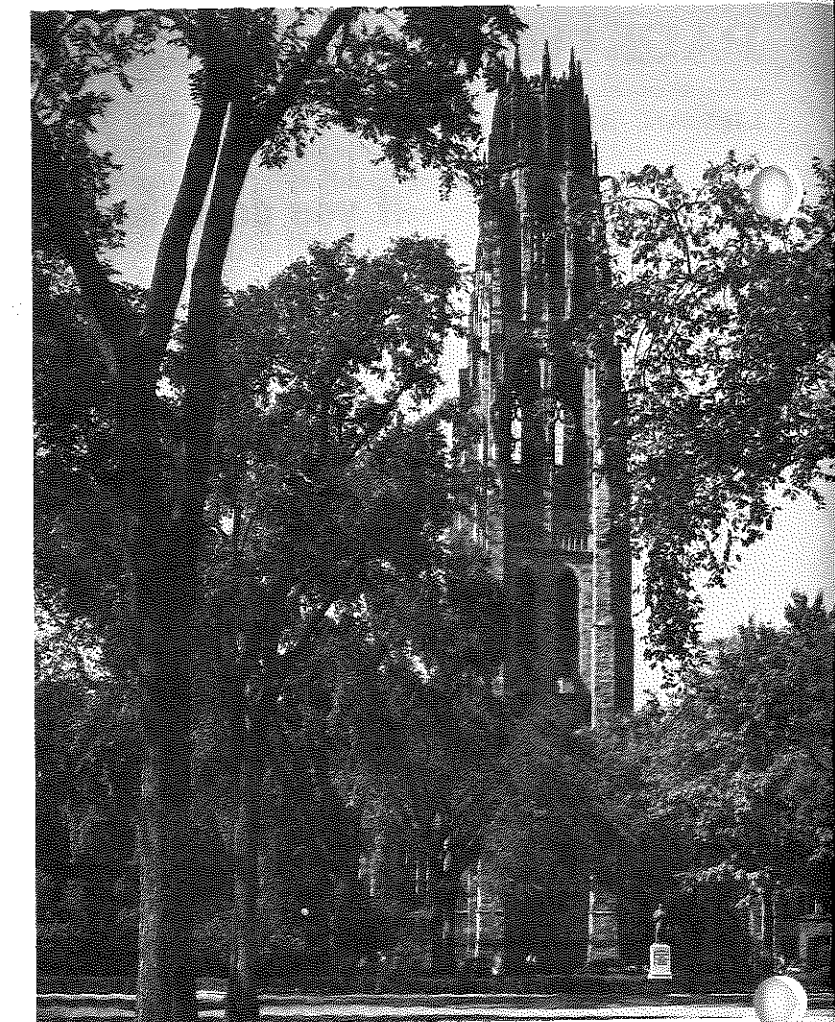
ARTICLE X, SECTION 1d. (change) *Secretary* — The Secretary, acting with the Executive Secretary, shall handle all correspondence; record the minutes of ...

ARTICLE X, SECTION 1c (change) *Treasurer* — The Treasurer, acting with the Executive Secretary, shall receive all dues and fees paid to the Association, deposit ...

ARTICLE X, SECTION 1c. (delete) ... ended October 31.

ARTICLE X, SECTION 1g. (add) *Editor* — The Editor shall publish *Scots n' Water*, the official organ of the Flying Scot Sailing Association and shall be a member of the Governing Board of the Association.

ARTICLE X, SECTION 2. (change) The aforementioned officers shall be elected at the Annual Meeting and serve for one year, from the Annual Meeting to the next Annual Meeting, or until their successors qualify. The candidate for an office



receiving the greatest number of votes shall be considered elected to that office.

ARTICLE XI, SECTION 2. (change) The District Governor and Alternate shall be elected by vote of the Fleets in each District. Each Fleet shall have one vote. The election must be held in advance of the Annual Meeting of the Association, and the Governor and Alternate elected shall serve during the ensuing year, from the Annual Meeting to the next Annual Meeting. Each fleet desiring to recommend nominees for District ...

ARTICLE XII, SECTION 1. (change) *The Governing Board* — The Governing Board shall serve for one year, from the Annual Meeting to the next Annual Meeting, and shall consist of ...

ARTICLE XII, SECTION 2. (add) ... sale of securities, approve depositories and employ such staff as stated in Article XIV of this Constitution.

ARTICLE XIV — EMPLOYEES (change) The Executive Committee may employ an Executive Secretary to assist in carrying out the ordinary business of the Association. The Executive Committee shall fix the compensation of the Executive Secretary. The duties of the Executive Secretary shall be determined by the Executive Committee.

Glas for s

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CONNECTICUT LANDMARK — One of the most familiar landmarks in New Haven is Harkness Tower on the Yale University campus, which NAC participants may want to visit. The tower is part of the Memorial Quadrangle at Yale, gift of Mrs. Stephen V. Harkness, of New York City in memory of her son, Charles W. Harkness, Yale 1883. The tower and quadrangle are in collegiate Gothic style and were designed by the late James Gamble Rogers, the noted architect, who was a member of the Yale class of 1889. The 10 chimes in Harkness Tower are the heaviest set of its kind in the world. The tower is 201 feet high.

NAC deadline approaching

The deadline is approaching for all Flying Scot sailors who plan to compete in the 1973 FSSA North American Championships at Riverside, Conn., Yacht Club Aug. 18-24. Registration forms must be in the hands of host Fleet 7 before Aug. 1. (See accompanying form.)

Eighty boats will be accommodated in the NAC. Of these a maximum of 65 can be boats from outside Fleet 7. If 65 "outside" boats are not registered, the host fleet will be permitted additional participants.

A preliminary schedule for the week-long event begins with registration and measurement Saturday, Aug. 18. Registration will close Aug. 20 when there will also be a tune-up race and a cocktail party. Other activities will include the first race, a cookout and the annual meeting, Aug. 21; second and third races and a box lunch on the water, Aug. 22; fourth race and buffet, Aug. 23; fifth race and Awards Banquet, Aug. 24.

The host fleet will provide numbered buoys and will set moorings. Fleet 7 also will provide tows to the moorings.

Flying Scots not belonging to a recognized fleet must sail in a regional or district championship regatta in 1973 before the NAC.

Information on lodging, eating and sightseeing will be mailed directly to NAC registrants.

s nominated second term

G. Glass of Mt. Vernon, Ill., has been elected for a second term as president of the Flying Scot Association. The election of officers for 1973-74 will be Aug. 21 during the North American Championships at Riverside, Conn.

Elected by the Nominating Committee were: J. J. Pollak, Pensacola, Fla., first vice president; J. Singletary, Durham, N.C., second vice president; Frederick J. Meno, Columbus, Ohio, secretary; B. Morrow, Panama City, Fla., treasurer; R. Hott, Keyser, W. Va., measurer; Richard J. Smith, Tex., editor, and James R. Smith, Tex., nominating committee member.

The nominations were: Bears Smith, Nominating Committee, chairman; Rolf Krotseng and Ernest

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Boat	_____		_____	
	Number	Name		

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Make checks payable to FLYING SCOT 1973 N.A.C.
Details of participation will be sent to you on receipt of this form.

Singletary wins Carolinas' District

By WALTER PHILLIPS

Macon Singletary, with his father, Dr. William Singletary, the Carolinas' district governor as crew, won the 1973 Flying Scot Carolinas District Championships sailed in Bogue Sound, Morehead City, N.C., June 2 and 3. Both Macon and his father hail from Durham, N.C.

Thirty-four Flying Scots entered the championships, the largest number to ever attend a Carolinas district regatta.

Made up of a 7.5-mile course, the regatta consisted of three races Saturday afternoon in 8- to 12-knot southwest winds and two races Sunday morning with 5-knot winds. Warm, sunny weather prevailed for the entire weekend.

The race was hosted by Flying Scot Fleet 78 in Morehead City, one of six fleets in the Carolinas Districts composed of Scot owners in North and South Carolina, southern Virginia and the northern sections of Georgia and Alabama.

Taking second place in the regatta was Bill Sharp of Alexandria, Va. Bill was awarded the second place trophy, but he is not counted in the Carolina District standings since he is a member of Fleet 42 in the Capitol District.

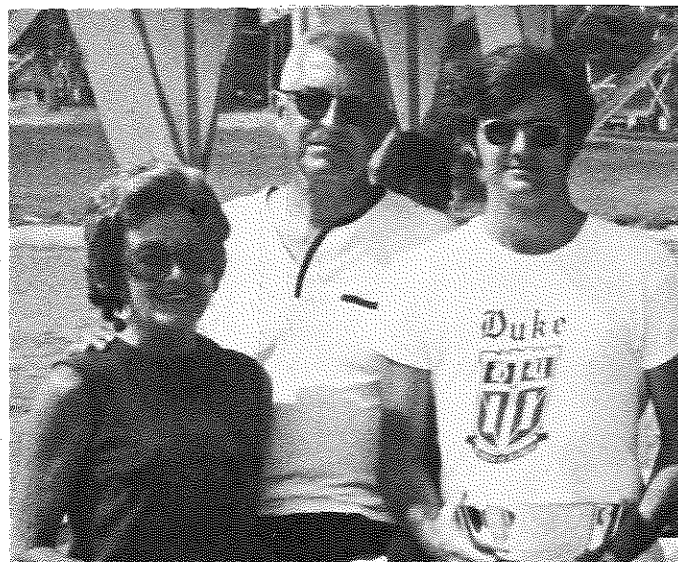
Other winning skippers in the regatta were as follows: Hallam Walker, Davidson, third; Debbie Peterson, Raleigh, fourth; 15-year-old Baxter Gordon, Lynchburg, Va., fifth; Curtiss Torrance, Route 1 Stanley, sixth; A. C. Triantaphyllou, Raleigh, seventh; James B. Willis Jr., Morehead City, eighth; Dick Schultz, Wentworth, ninth; Ernest Myatt, Greensboro, tenth; Thurlow Whealton, Morehead City, eleventh; and Dr. Talbot Parker, Goldsboro, twelfth.

Skippers and crews were welcomed with a pre-registration party Friday night at the Dunes Club on Bogue Banks overlooking the Atlantic Ocean.

Sea Scouts of Ship 28 in Beaufort, N.C., assisted the Scoters in launching their boats Saturday morning at Spooner's Creek Marina. The boats were towed the mile to Camp Morehead, off which the races were sailed, by several Morehead City boatmen.

Coast Guard Auxiliary Flotilla 1-2 in Morehead City provided safety patrols at either end of the race course both days.

The race committee was chaired by Gus Brannon of Morehead City, a veteran sailor. Other race committee members were Andy Denmark and Bill Starling, both of Oriental, N.C. Protest committee members were Needham Crowe, chairman; Chris Stafford and John Poole, all of Raleigh, N.C. and all members of Tanzer Fleet No. 1. Regatta chairman was James B. Willis Jr., Morehead City, skipper of FS 399.



CHAMP — Carolinas' District winner Macon Singletary with parents Dr. and Mrs. William Singletary. Dad crewed.

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Weather forces tie between Tears, Bowen

By MAX BOWEN

It takes a lot to stop a Scot skipper, but the weather on Eagle Mountain Lake, Ft. Worth, was enough to cancel the third race and throw the second regatta of the Texas Road Runner series into a tie between Fred Tears and Rosalind Bowen.

The first two races Saturday were sailed in winds of 30 m.p.h. with puffs up to 50 m.p.h. Tears won the first race with Bowen third, and Bowen won the second race with Tears third. The Sunday race was cancelled because of a thunderstorm in the area.

Roger Hansen, with his "light air team (four big men), finished second in the first race, but bent his mast and was not able to finish the second race. Several others also had crews of four, and every pound was appreciated.

John Diggins took the lead in the second race under chute (brave soul), but lost it again on the windward leg to Ros Bowen. Diggins went on to take second ahead of Tears, causing the tie for first.

In addition to the problems on the water, Brad Davis' boat was holed by a Rhodes 19 while Brad was tied up at the pier between races.

Ten boats were registered for the regatta.

Skipper	Sail No.	First Race	Second Race	Total Points
Rosalind Bowen	925	3	1	3½
Fred Tears	553	1	3	3½
John Diggins	921	4	2	6
Roger Hansen	1250	2	DNF	8
Arnie Harper	2036	5	4	9

Advertising Rates

Following are the advertising space rates for Scots n' Water, effective July 1:

CAVEAT EMPTOR—\$5

FULL PAGE—One time, \$60; three issues in one year, \$55; nine issues in one year, \$40.

HALF-PAGE—One time, \$35; three issues, \$30; nine issues, \$25.

QUARTER-PAGE—One time, \$20; three times or more, \$15.

SIGNATURE ADS—(Maximum size, 3½ inches by 2 inches; 30-word limit) — \$10.

Color and back page, extra.

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The Fleet's In

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

68 — Lake Monona Regatta in August

Fleet 68 will participate in the Lake Monona Sailing Club's third annual regatta Aug. 11 and 12. For further information contact Jeanne Schmook, 2526 Waunona Way, Madison, Wis. 53713. Telephone: 608-222-6796.
—Jeanne Schmook

95—Second annual regatta on tap

Fleet 95 will hold its second annual invitation regatta on Lake Minnetonka near Minneapolis on Sept. 15 and 16. There will be three races in the series.

97 — Second Invitational coming up

Fleet 97's second annual Invitational Regatta will be Aug. 4-5 at the Podickory Yacht Club, Annapolis, Md. Eleven boats turned out for last year's regatta and a bigger turnout is expected this year. Sailing will take place on Chesapeake Bay and conditions should be similar to those anticipated for the Nationals on Long Island Sound. For further information contact John Barnes, 7710 Chatham Rd., Chevy Chase, Md. 20015. Telephone: 301-652-0667.
—John Barnes

Boat-of-Year Series underway

The Green Bay Flying Scot Boat-of-the-Year Series will continue July 28-29 with the Ephraim Yacht Club Regatta in Ephraim, Wisc. Twenty-five to 30 Scots are expected to participate. Two additional regattas will follow, the Sturgeon Bay Yacht Club Regatta Aug. 4-5 and the Egg Harbor Yacht Club Regatta Aug. 18-19. A minimum of three races for Flying Scots will be scheduled. Specific information for times and courses will be available from each club beforehand.

Robert C. Davis



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At the Flying Scot Mid-Winters, Art Deckelman was 2nd in the elimination series, and showed excellent boat speed in the races that he sailed. In Miami Art had all firsts in the Annual Sunburn Regatta. These were the only Flying Scot Criterion Sails at these regattas.

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(Sails guaranteed for all necessary adjustments for a year.)

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Regatta schedule

If you've got a regatta coming up that is open to other fleets, we'd like to know about it. Write SCOTS N' WATER, 2205 Newfield Lane, Austin, Tex. 78703.
May 18-19 Texas District Championship

- July 14-15 Edgewater Yacht Club Regatta
Cleveland, Ohio
- July 14-15 Port Arthur Regatta
Port Arthur, Tex.
- July 14-15 Midwest District Regatta
Wilmette, Ill.
- July 21-22 Northeast District Championship
Wollaston, Mass.
- July 21-22 Ohio District Championship
Port Clinton Yacht Club
- July 27-29 Greater New York District
Championship
Moriches Bay, N.Y.
- July 28-29 Flying Scot Capitol District
Championship
Deep Creek Lake, Md.
- Aug. 4-5 Sturgeon Bay Regatta
Wisconsin
- Aug. 4-5 Invitational Regatta
Annapolis, Md.
- Aug. 11-12 Lake Monona Sailing Club Regatta
Lake Monona, Wis.
- Aug. 18-19 Egg Harbor Yacht Club Regatta
Egg Harbor, Wis.
- Aug. 21-24 FSSA North American Championship
Riverside, Conn.
- Sept. 8-9 Hoosier Hot Scot Regatta
Muncie, Ind.

- Sept. 15-16 Lake Minnetonka Invitational Regatta
Minneapolis, Minn.
- Sept. 29-30 White Rock Regatta
Dallas, Tex.
- Oct. 6-7 Invitational Regatta
Smith Mountain Lake, Va.
- Oct. 20-21 Hospitality Regatta
Jackson, Miss.
- Nov. 3-4 Wurstfest Regatta
San Marcos, Tex.

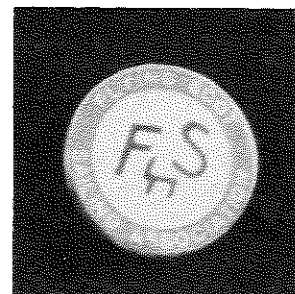
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- FS 177—Customflex — Black hull — White deck and boot-top — One set Boston sails — Spinnaker and gear — No. 5 Schaffer blocks — Boom vang — Outboard bracket — Boom tent — Danforth anchor with 200-ft. line — Whisker pole — Gator trailer — Winter storage cover. Price \$2,100.
Charles L. Williams, 3905 Norvell Rd., Grass Lake, Mich. 49240. Telephone: 517-522-4828.
- FS 1812—Douglass-built — Gold hull — White deck — New Schreck sails — Vinyl cover — New 4 hp. Mercury outboard motor and bracket — Sterling trailer — Will deliver 500 miles. Price \$2,495.
Dudley W. Shaw, 615 17th Ave. N.E., St. Petersburg, Fla. 33704. Telephone: 813-896-6541.

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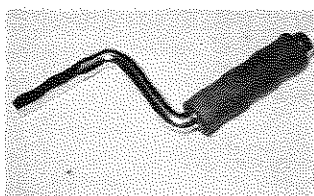
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SUSTAINING MEMBER..... 5.00
(All other non-owners of F/S)

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

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PLEASE SEND CHECK PAYABLE TO FSSA WITH ORDER TO:

Harold E. Marcus Jr.
Executive Secretary, FSSA
2155 Hallmark Drive
Pensacola, Fla. 32503

Send Form 3579 to:
2155 Hallmark Drive
Pensacola, Fla. 32503

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1015 Century Ave.
Wilmette, Ill. 60091

- 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
- 110-ROCHESTER, MINNESOTA-Lake Pepin

PRAIRIE DISTRICT

Governor: WILLIAM H. BURDEN, JR.
2625 East 13th Street
Joplin, Missouri 64801
417-624-9089

- 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: DONALD S. CHURCH
9012 Blue Quail Drive
Austin, Texas 78758
512-836-2836

- 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-Tomasia Bay
- 100-SEATTLE, WASHINGTON, Lake Washington
- (sl)-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: JACK SEIFRICK
643 Timberlake Drive
Westerville, Ohio 43081
614-882-6739

- 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
- 37-WESTERVILLE, OHIO-Hoover Reservoir
- 65-DELLROY, OHIO-Atwood Lake
- 101-AKRON, OHIO-Turkey Foot Lake

GULF DISTRICT

Governor: JOHN B. MORROW
319 Bunkers Cove Road
Panama City, Florida 32401
904-763-1157

- 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

WESTERN NEW YORK DISTRICT

- 35-CHAUTAUQUA, NEW YORK-Chautauqua Lake
- 43-SYRACUSE, NEW YORK-Skanateles Lake

- 53-CAYUGA, NEW YORK-Cayuga Lake
- 104-OLD FORGE, NEW YORK-Fourth Lake
- 109-COOPERSTOWN, NEW YORK-Otsego Lake

NORTHEAST DISTRICT

Governor: CLARENCE A. ROSE
8 Cedar Ridge Drive
Bedford, Massachusetts 01730
617-275-7463

- 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-MENAHANT, MASS.-Vineyard Sound
- 105-COHASSET, MASSACHUSETTS-Cohasset Harbor

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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-Barneget Bay
- 22-SPRAY BEACH, N.J.-Little Egg Harbor
- 24-BROOKFIELD, CONN.-Candlewood Lake
- 31-SHORE ACRES, NEW JERSEY-Upper Barneget 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

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
- 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-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
- 108-SOUTHMONT, N.C.-High Rock Lake
- 111-MARIETTA, GA.-Lake Lanier