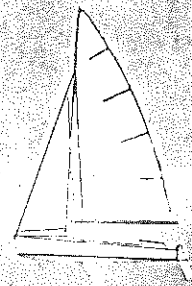
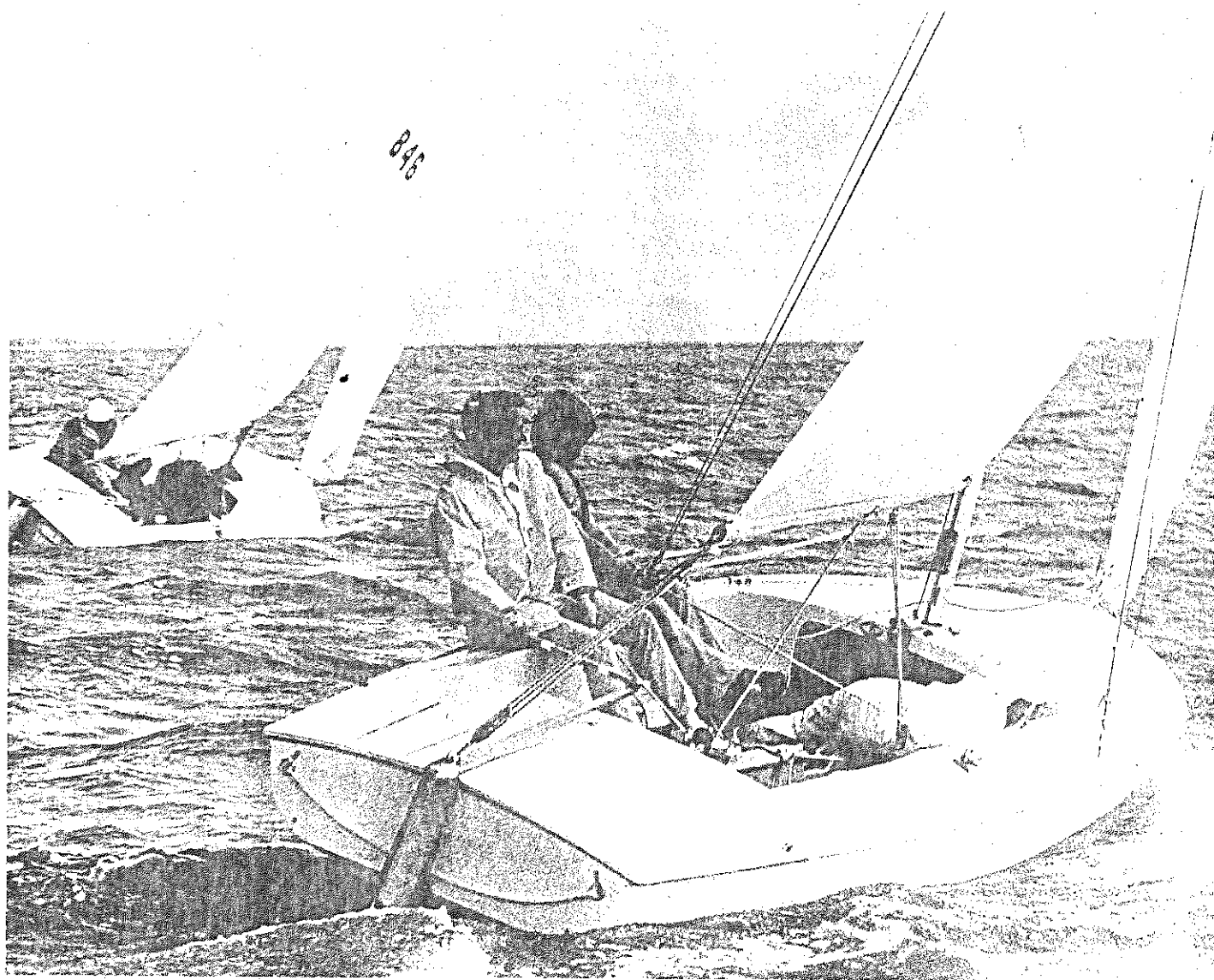


SCOTS n' water



VOLUME XVI, NUMBER 4

APRIL, 1974



CLOSE-UP — Russell Avant of Port Arthur in FS 846 and Arnie Harper of Beaumont duel in racing action on Sabine Lake, Port Arthur, Tex. Beside Harper is crew Jim Stutphen and the third crew member is son Armie

Harper. This excellent photograph was taken by Jerry Lynas of the Beaumont Enterprise and Journal during last year's sailing.

**FLYING SCOT®
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PRESIDENT

Theodore G. Glass
Box 693
Mount Vernon, Ill. 62864
618-242-4121

SECRETARY

Frederick J. Meno
2661 Allison Court
Columbus, Ohio 43220

TREASURER

John B. Morrow
319 Bunkers Cove Road
Panama City, Florida 32401
904-763-1157

MEASURER

Donald C. Hott
P. O. Drawer 520
Keyser, West Virginia 26726
304-788-3811

DESIGNER

Gordon K. Douglass
Gordon Douglass Boat Co., Inc.
Box 28, Oakland, Md. 21550
301-334-4848

COMMODORE

Robert F. Vance
233 Broadway, Room 3214
New York, New York 10007
212-349-1632

FIRST VICE-PRESIDENT

Lewis B. Pollak
2410 Connell Drive
Pensacola, Florida 32503
904-433-6959

SECOND VICE-PRESIDENT

William V. Singletary
32 Beverly Drive
Durham, N.C. 22707
919-489-1528

EXECUTIVE SECRETARY

Harold Marcus
2155 Hallmark Drive
Pensacola, Fla. 32503
904-433-4149

EDITOR, SCOTS N. WATER

Richard Elam
3407 Southhill Circle
Austin, Tex. 78703
512-454-1372

MANAGING EDITOR

Joseph Harper
2205 Newfield Lane
Austin, Tex. 78703
512-472-7150

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
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CHARTERS

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

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

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

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

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

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

(d) The closing date shall be 15 days prior to the regatta or August 1, which ever is earlier. On this day the Chartering Committee will apportion boats available and promptly thereafter will mail notices of

acceptance to successful applicants. If there are more applicants than available boats, checks of the unsuccessful applicants will be returned. If boats are still available, requests received after the closing date will be filled on a "first come, first served" basis. Charters may cancel a charter within 10 days of the mailing of notice of acceptance thereof. If the cancellation notice is not received within the 10 day period, the \$50 will be forfeited if the owner has brought his boat to the site; otherwise, the \$50 will go to the Association.

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

(f) Charterers must use their own sails. They shall be responsible for all damages to the boat and spars and shall pay the boat owner for same. They will not be responsible for breakages of running or standing rigging except in cases of collision or abnormal racing conditions. In the event of a dispute, the International Race Committee shall be the sole and final judge of responsibility. Charterers may not drill holes in the boat or do anything else that may be construed as defacing without permission of the boat owner. A boat will be returned to its owner in exactly the same condition and arrangement as it was received. This includes unrigging and replacing on a trailer.



GOOD TIMES — In addition to good sailing competition, the Mid-Winters means good company and good conversation. Relaxing outside the St. Andrew's Bay Yacht Club in Panama City, Fla., are

Maye Singletary of Durham, N.C., Paul Schreck of Lillian, Ala., Floyd Davis of Panama City and Bill Singletary. (Photo by Bryson's of Pensacola)

NAC: bigger n' better in '74

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

This year's NAC will consist of eight races with the

Letter to the Editor

Dear Editor:

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

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

John T. Murray, Jr.

Commodore (and his father)

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

first three races serving to divide the fleet into championship and challenger divisions. At this time, all points will be dropped, and five more races will be sailed to decide the winners.

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

The 1966 NAC was held at Edgewater with 47 boats on hand. Bill Wickes of Toledo sailed to the championship in FS #236, followed by David Rodenkirk, Eaton Kelly and Winscott Stokes.

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

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

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

Secretary Sez: Sachnoff gives

By HAL MARCUS

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

The mystery of how Flying Scot #67 was pictured in a New York savings bank ad as reported by Commodore BOB VANCE in our January-February issue has been solved. The picture was taken by Greater New York District Governor BOB RICH with GERRY SACHNOFF at the tiller about eight years ago. Last year, the picture was used by the savings bank in



MYSTERY SCOT — FS 67, as seen by Commodore Bob Vance in an advertisement, was photographed in 1966 by Greater New York District Governor Bob Rich. Gerry Sachnoff, the owner at that time, was at the tiller. He submitted the photo and says #67 was named "Kishmeer," which cannot be translated in this publication.

all New York metropolitan newspapers for approximately two months. This, of course, gave the class some favorable publicity. We want to thank Gerry for sending us the information and the accompanying picture.

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

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

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

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

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

FSSA OFFICE WILL BE CLOSED

Because Pat and I will have the good fortune of taking another association we manage to Hawaii, the office will be closed from April 25 to May 9th. Please make a note of these dates and let us know ahead of time if you anticipate any needs before then.

es clue to Mystery Scot 67

We received a nice note from BOB HECKMAN (#2006) thanking us for the FSSA patch on the "legably" error. Following that, we heard from ART PINGREE (#898) of Thunder Bay, Canada, noting the misspelled "existance" on page 5 of the January-February issue. For his attention, he also received a new FSSA emblem. Boy, we're going to go broke if I do not learn to spell.

LETTER ANSWERED

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

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

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

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

IN MEMORIAM

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

SMITHS TOURING KEYS

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

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

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

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

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

THE REGATTA OF THE CENTURY

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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.

23—Brad Davis wins in Houston

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

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

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

Highlight of the year was the successful Open House Regatta. For those who have been inquiring about '74,

Regatta Schedule

May 11-12 — Spring Thaw Regatta, Detroit River Yachting Association, Lake St. Clair, Mich.

May 11-12 — Contraband Days Regatta, Lake Charles, La.

May 18-19 — Texas District Championships, Canyon Lake, San Antonio.

May 18-19 — Buckeye Regatta, Hoover Yacht Club, Westerville, Ohio.

May 25-27 — Memorial Day Regatta, Lake Perry, Topeka, Kan.

June 1-2 — Egyptian Cup Regatta, Crab Orchard Lake, Carbondale, Ill.

June 8 — Spring Invitational, Havre de Grace, Md.

July 5-7 — Centennial Regatta, Chautauqua Lake, Chautauqua, N.Y.

July 6-7 — Independence Day Regatta, Lake Perry, Topeka, Kan.

July 13-14 — Midwestern District Championships, Lake Carlyle, Ill.

Aug. 3-4 — Maryland State Championships, Deep Creek Lake, Md.

Aug. 17-18 — Lake Monona Regatta, Madison, Wis.

Sept. 1-2 — Labor Day Regatta, Lake Perry, Topeka, Kan.

plans are underway for holding it the last weekend in September.

—PAT MIKESKA

30—Egyptian Cup Regatta is June 1-2

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

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

—PAUL McROY

35—Chautauqua plans Centennial

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

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

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

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

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

—NATE DREYER

37—Buckeye Regatta scheduled

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

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

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

Pre-registration is not necessary, but dinner reservations must be made by May 10. For further



FLEET CHARTER — Terry Wright, captain of new Flying Scot Fleet 28, proudly holds the charter for the fleet. Surrounding her are (from left) Jerry Barnwell, Johnny Clark, Marshall Brown, Barney Farmer, Tom and Ridge Wright (Terry's father and uncle) and Gulf District co-governor Mike Johnson. The Fort Walton Beach, Fla., fleet recently held a Charter Night dinner for its nine members and guests.

information, contact Dr. J. Richard Briggs, 228 S. Drexel Ave., Columbus, Ohio 43209.

Last year 33 Scots participated, and Vince DiMaio took the championship.

—DICK KOHN

63—Spring Invitational set for June 8

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

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

The fall championships series ended with a fine day's sailing Oct. 21, and Jack Fassnacht (1731) emerged as fleet champion with 12 points. Bob Harder (1990) was second with 17½ points, and Rick Sheppard (1631) third with 19½.

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

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

—JACK FASSNACHT

67—Texas Districts on Lake Canyon

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

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

The series will be a five-race event, with three races on Saturday and two on Sunday. Sunday's races should be finished early enough for everyone to have

ample daylight hours to return home.

For additional information, call or write Fred Dorr, 8102 Golden Forest, San Antonio, Texas 78239 (512/653-7846).

—FRED DORR

Detroit plans Spring Thaw race

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

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

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

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

Check the date: May 11-12 the days for Lake Charles

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

The festivities begin on Friday, May 10, with the landing of the "buccaneers" at the Civic Center, and the racing starts on Saturday.

Not even rugged Scot is indestructible

By SANDY DOUGLASS

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

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

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

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

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

Why do I recite these happenings?

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

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

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

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

The purpose of a vang is to hold the boom down on

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

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

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

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

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

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

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

Remember that the boat is not indestructible and that if something breaks it is your fault, the result of poor sailing. The really good skipper does not break down, does not tear his boat apart.

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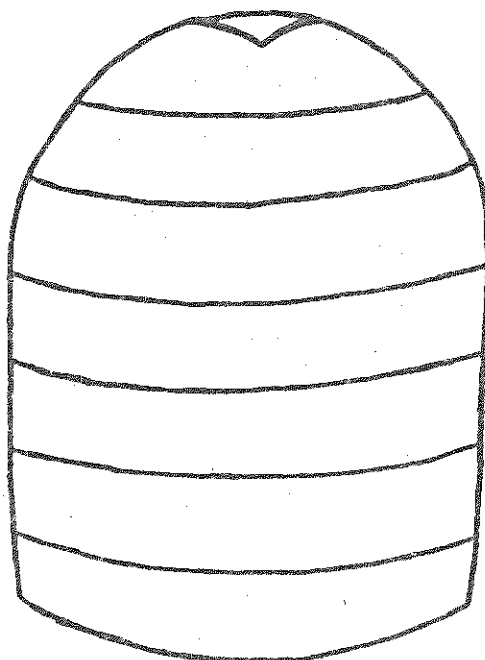
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426	38	GF	Barry Bruckman	RT 1, Box 128C	Mobile	AL	36605
791		PAC	Foster Davis	621 Via De La Paz	Pacific Palisades	CA	90272
1276	97	CAP	Susan Kysela	4801 Chevy Chase DR	Chevy Chase	MD	20015
1305	107	MID	Adrian Dick	1006 Eden DR	Neenah	WI	54956
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1727	9	MID	Donald Knautz	2940 Cherokee Lane	Deerfield	IL	60015
1795	3	MID	John McGowen	1858 Grove DR	Northfield	IL	60093
1816		GF	Johnny Leggett	RT 3, Box 227B	Pensacola	FL	32504
1988	83	MID	Harold Jones	300 Susann CT	Belleville	IL	62223
2063	98	GF	Buzzy Heausler	715 St. Charles AVE	New Orleans	LA	70118
2094	96	GF	Chris Friend	1666 Soniat ST	New Orleans	LA	70115
2146	28	GF	J. T. Wright	246 Pleasant ST	Ft. Walton Beach	FL	32548
2214	95	MID	Rod Ratcliffe	230 N. Central	Wayzata	MN	55391
2253	20	M-O	Barry Siegel	1041 Belmont	Ann Arbor	MI	48104
2254	32	TX	Richard Carson	11002 Crestmore	Houston	TX	77035
2275		GNV	Arthur Stein	5 Greenvale RD	Moorestown	NJ	08057
2305	95	MID	Thomas Coleman	7818 Hampshire CIR	Minneapolis	MN	55445
2306	95	MID	Bruce Hagerty	1910 Oakdale AVE	W. St Paul	MN	55118
2340		M-O	Hans Fabian	2320 Walter DR	Ann Arbor	MI	48103
2401		M-O	R. Jeffrey Berwick	P.O. Box 151	Clarkston	MI	48016
2493	95	MID	Arnold Carver	434 E. Main	Owatonna	MN	55060
2496	90	GF	Richard Stoneburner	7430 SW 82 ST D-202	Miami	FL	33143
2499	24	GNV	Fred Breckland	114 Peaceable Ridge	Ridgefield	CT	06877
2501	89	PR	Brooks Wright	3515 Genessee	Kansas City	MO	64111

MIDWESTERN DISTRICT

Governor: PARKS G. CARPENTER
48 Bershire
St. Louis, MO 63117

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—Cran 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: LEO WAYNE CHENEVERT
5801 N.W. 31st ST
Oklahoma City, OK 73127

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

TEXAS DISTRICT

Governor: FRID TEARS
8026 Inwood RD
Dallas, TX 75209
214-352-8626

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—Tonies Bay
100-SEATTLE, WASHINGTON—Lake Washington
(1)—Charter Suspended

MICHIGAN-ONTARIO DISTRICT

Governor: ROBERT COWLES
29423 Walker Dr
Warren, MI 48090
313-751-6756

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—Porridge Lake
33-LONDON, ONTARIO, CANADA—Fanshawe Lake
41-CRYSTAL, MICHIGAN—Crystal Lake
52-LAKE ORION, MICHIGAN—Lake Orion

OHIO DISTRICT

Governor: DANIEL J. BRUBECK
18500 Edgewood DR
Rocky River, OH 44116

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

Co-Governors: ANTHONY D. DIKELMAN MICHAEL E. JOHNSON
1810 Lupton AVE 104 Ferry RD
Coconut Grove, FL 33133 Ft. Walton Beach, FL 32548

28-PORT WALTON BEACH, FLORIDA—Choctawhatchee Bay
38-MOBILE, ALABAMA (BYC)—Mobile Bay
45-JACKSON, MISS.—Ross Barnett Reservoir
55-MOBILE, ALABAMA (BYC)—Mobile Bay
56-FORT MYERS, FLORIDA—Caloosahatchee 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 Conite 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
111-MARIETTA, GA.—Lake Lanier

WESTERN NEW YORK DISTRICT

Governor: JAMES LIGHT
Route 1
Onondaga, NY 13620
607-432-1908

35-CHAUTAUQUE, NEW YORK—Chautauque Lake
43-SYRACUSE, NEW YORK—Skanateles Lake

53-CAYUGA, NEW YORK—Cayuga Lake
104-OLD FOSHE, 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—Mallett's Bay
11-ROCKPORT, MASS.—Sandy Bay
36-MONTREAL, QUEBEC, CANADA—Lake St. Louis
57-HARWICK PORT, MASS.—Nantuxet Sound
58-WOLLASTON, MASS.—Boston Harbor
76-SHARON, MASS.—Lake Massapong
77-MENSAHANT, MASS.—Vineyard Sound
105-COHASSET, MASSACHUSETTS—Cohasset Harbor

GREATER NEW YORK DISTRICT

Governor: ROBERT E. RICH
144 Raymond Street
Rockville Center, New York 11570
516-536-6802

7-RIVERSIDE, CONN.—Long Island Sound
10-MOHEGANS, CT., NEW YORK—Moughs Bay
21-LOVELADES HARBOR, NEW JERSEY—Barnegat Bay
24-SPRAY BEACH, N.J.—Little Egg Harbor
26-BROOKFIELD, CONN.—Candlewood Lake
31-SHORE ACRES, NEW JERSEY—Upper Barnegat Bay
40-EL AND PARK, N.Y.—Hempstead Bay
42-AMITYVILLE, N.Y.—Great Neck Bay
43-PLETH AMITYVILLE, N.Y.—Hempstead Bay
44-RIYAK, NEW YORK—Hudson River
54-LAKE HAWAIIA, NEW JERSEY—Western L.I. Sound

CAPITOL DISTRICT

Governor: JOHN O. BARNES
7710 Chatham RD
Chevy Chase, MD 20015

6-OAKLAND, MARYLAND—Deep Creek Lake
42-WASHINGTON, D.C.—Potomac River
63-HAYVE 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—Majority River
97-BETHESDA, MARYLAND—Chesapeake Bay
103-YORKTOWN, VIRGINIA—York River at Chesapeake Bay

CAROLINAS DISTRICT

Governor: DR. HAILAM WALKER
P.O. Box 2185
Davidson, NC 28036

27-HENDERSON, N.C.—Ker Lake Reservoir
48-CHARLOTTE, N.C.—Lake Norman
71-ROANOKE, VIRGINIA—Smith Mountain Lake
78-MOREHEAD CITY, N.C.—Roque Sound
108-SOUTHMONT, N.C.—High Rock Lake
111-MARIETTA, GA.—Lake Lanier

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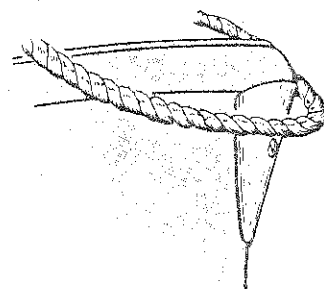
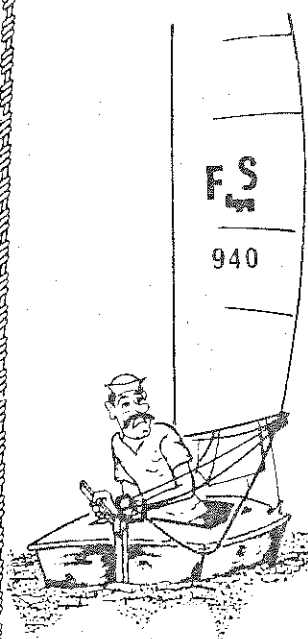


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Hott names seven to committee

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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