

SCOTS

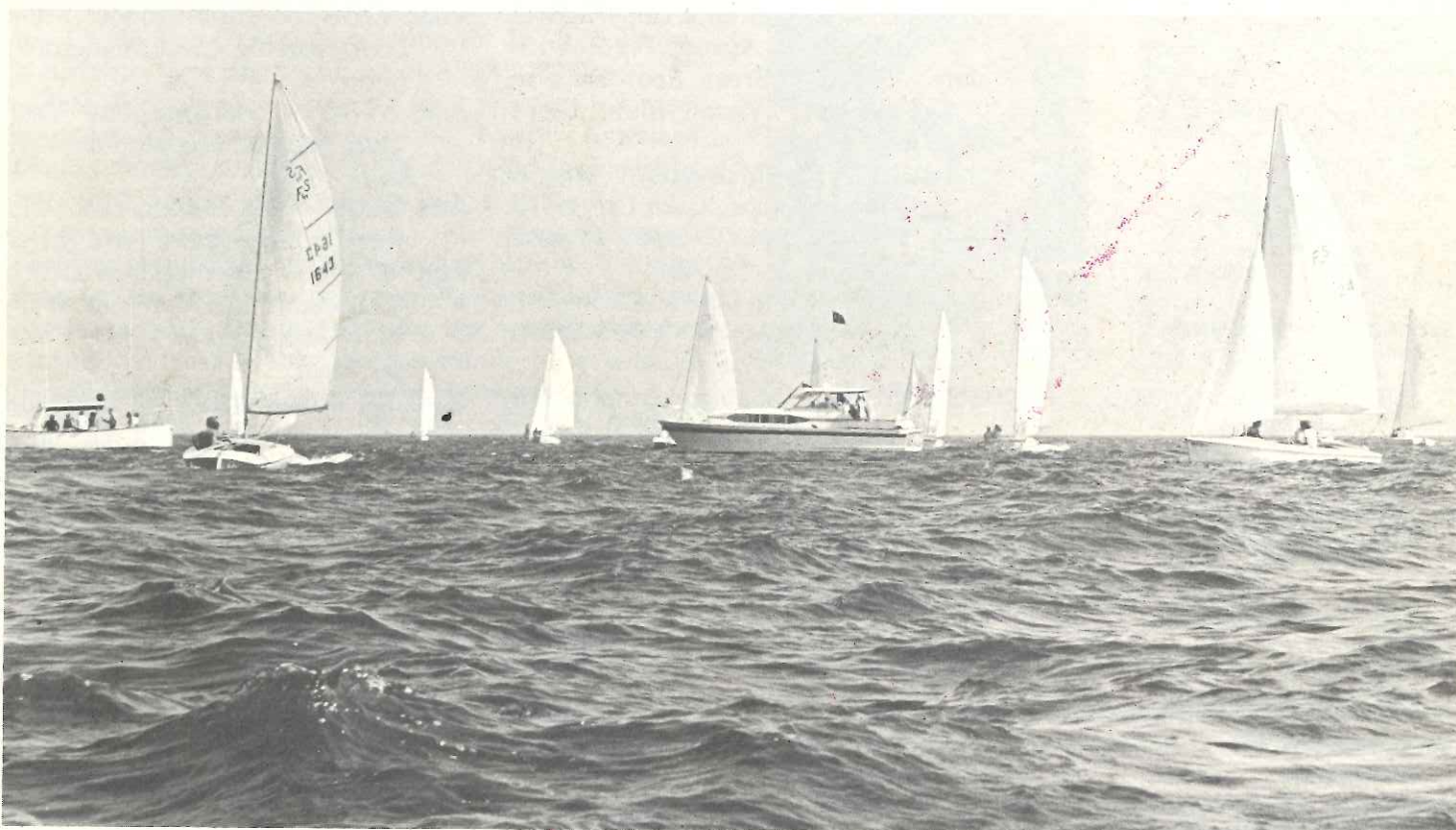
n' water



VOLUME XVI, NUMBER 7

JULY, 1974

NAC: Big week on Lake Erie



STARTING LINE — Flying Scots begin to gather near the starting line under typical "morning" conditions on Lake Erie off Edgewater Yacht Club, the scene of this year's NAC Aug. 12-16. Edgewater's committee

boat, "The Ark" (left) is on station. Hal Telford's 37-footer sets the course. The two Scots in the foreground are Paul Blonski's FS 1643 and Dr. George Spencer's FS 24.

NAC Schedule

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

The NAC Story

Officer Nominees Page 3
What's Happening in Cleveland ... Page 8
Strong Fleet Expected Page 8
Pre-registration Form Page 10
Room Reservation Form Page 11

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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
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Fleet champs: Here's our list

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

- 3—Wilmette, Ill., Ernest and Gertrude Godshalk, FS 1966
- 7—Riverside, Conn., David Griffin, FS 388
- 27—Henderson, N.C., Richard Schultz, FS 1885
- 31—Shore Acres, N.J., Ralph Manee, FS 2225
- 42—Washington, D.C., Bill and Ed Sharp, FS 3

- 58—Wollaston, Mass., Jim Beaton, FS 1636
- 78—Morehead City, N.C., James Willis Jr., FS 399
- 83—Carlyle, Ill., Parks Carpenter, FS 1184
- 95—Minneapolis, Minn., Harold Schultz, FS 823
- 98—Bay St. Louis, Miss., Marc Eagan
- 100—Seattle, Wash., Don Resch, FS 1397
- 108—Southmont, N.C., Richard Schultz, FS 1885

Regatta Schedule

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

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



ALL BUSINESS — It was down to work for the FSSA officers at the '73 Board of Directors meeting at Riverside. From left are President Ted Glass, Commodore Bob Vance, First Vice President Lewis (Buddy) Pollak Sr., the nominee to succeed Glass as president. In the background is Gulf District Co-Governor Mike Johnson.

Pollak nominated for president

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

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

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

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

Glass has been nominated to be commodore of

Fassnacht wins 3 straight

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

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

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

Skipper	Boat No.	Fleet	Finishes			Total Points
			1st	2nd	3rd	
1. Fassnacht	1731	63	1	1	1	2 1/4
2. Evans	1178	42	2	4	3	9
3. Harder	1990	63	3	11	2	16
4. Barnes	1039	97	5	5	7	17
5. Bennett	1853	63	6	2	DSQ	20



Bill Singletary



David Griffin

FSSA in accordance with Article X.5. of the Constitution.

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

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

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

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

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

(Please see POLLAK, Page 11)

Secretary Sez: *Two more Mystery Scots found in North Carolina, New York*

By HAL MARCUS

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

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

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

ON BOAT REGISTRATION NUMBERS

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

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

New FSSA members

FS	Fleet	Dist.	Name	Address	City	State	Zip
64		CAP	J. R. Thomas	P.O. Box 65	Pasadena	MD	21122
122		CAR	Eldon Stout	337 Tranquil Ave.	Charlotte	NC	28209
833		MID	Richard Muccini	808 Greenleaf Ave.	Wilmette	IL	60091
964	7	GNV	Joseph Gulick, Jr.	43 Tanton Hill Rd.	Ridgefield	CT	06877
1118	50	PR	John Greer, Jr.	2801 Orlando	Oklahoma City	OK	73120
1163		GNV	Robert Furchgott	129 Pine Street	Woodmere	NY	11598
1360		TX	Marvin Fontenot	1230 Hildale, Route 2	Lumberton	TX	77656
1384		MID	Henry Dailey	123 W. Lincoln Ave.	Fergus Falls	MN	56537
1598	23	TX	W. John Howard, Jr.	11459 Woodmeadow #138	Dallas	TX	75228
1780		MID	Morgan Cooper	2406 Boren Drive	Marinette	WI	54143
1790	85	GF	David Stein	3642 Lansdowne Dr.	Montgomery	AL	36111
1827	90	GF	James Brill	317 Emerson Circle	Palm Springs	FL	33460
1832	15	M-O	James Keller	5118 Midfield Dr.	Portage	NI	49081
1945	71	CAR	R. S. Herchenrider	315 Richfield Ave.	Salem	VA	24153
2132	95	MID	Thomas Hawkinson	4405 Valley View Rd.	Edina	MN	55424
2170		CAP	William Charin	Nieman Rd.	Shadyside	MD	20867
2198	42	CAP	Willard Last	727 Woodworth Ave.	Alma	MI	48801
2232	20	M-O	J. William McGonigal	106 Worden	Ann Arbor	MI	48103
2235		PR	George Armantrout	Imperial Route	Garden City	KS	67846
2288		OH	David Van Tassel	Box 72	Kinsman	OH	44428
2362		GF	Thomas Stewart	406 13th St., W	Bradenton	FL	33505
2382		MID	Richard Hendee	1823 Seven Pines #7	Springfield	IL	62704
2417		CAR	Ronald Dilthey	4613 Woodridge Dr.	Raleigh	NC	27612
2453	27	CAR	John Moore, Jr.	503 Evergreen Rd.	Rocky Mount	NC	27801
2455	42	CAP	H. Frederick Lewis	1862 Mintwood Place	Washington	DC	20009
2476	7	GNV	John Watson	Indian Chase Dr.	Greenwich	CT	06830
2489	12	OH	David Adams	26241 Lake Shore #559	Euclid	OH	44132
2502		M-O	Justus Sundermann	1102 S. Lakeview	Sturgis	MI	49091
2516		MID	Gordon Anderson	107 Ridge Rd.	Albert Lea	MN	56007
2517		MID	John Bean	6505 Biscayne Blvd.	Minneapolis	MN	55436
2528		TX	Louis Letzerich, Jr.	3717 Chevy Chase	Houston	TX	77019
2539		OH	B. E. Spencer	8010 Wanda Way	Louisville	KY	40219
2551	20	M-O	Cran Rogers	1627 Gloucester	Plymouth	MI	48170

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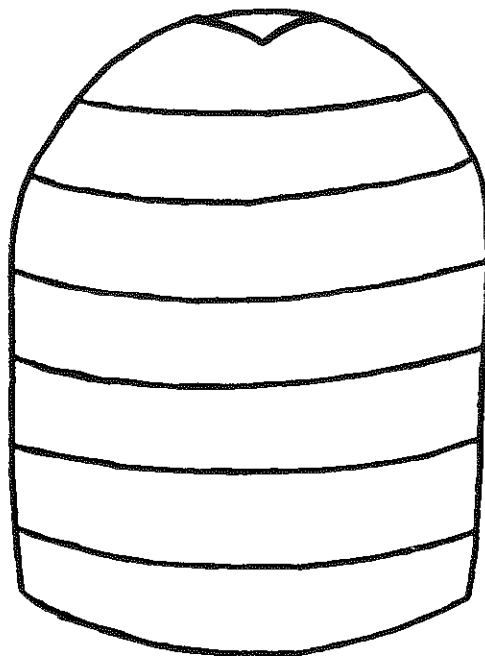
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Brummels — set \$7.00
Windows — \$10.00 each
Tell Tale Windows — \$5.00 each

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Signature _____



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Editor takes up the challenge with them 'what done him in'

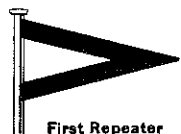
By DICK ELAM

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

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

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

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



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

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

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

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

The protest committee, chaired by Snipe skipper Jack Tillman, upheld Tears and threw out the race. Nat Wells lost his well-earned first, the fleet sailed three

races on Sunday instead of two, and Fred Tears arrived at the dock Sunday morning to find the Fleet 23 "Rubber Ducky" bath tub toy atop his mast.

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

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

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

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

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

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

My favorite race committee ran the North American championships on Long Island Sound last August. All courses were Olympic Stake boats were flying large
(Please see WHAT, next page)



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

The Fleet's In

Tidewater scoring change proposed

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

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

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

—'What done him in'

(Continued from Page 6)

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

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

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

41—In this fleet, soup sets the course

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

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

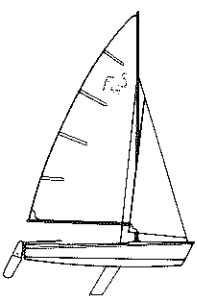
—ELMER AND MARIE MANSON

42—Ward named captain

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

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

—DOROTHY WINDHORST



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NAC week features Van Cliburn

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

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

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

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

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

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

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

Also for rock fans, Gladys Knight and the Pips with



CLEVELAND AT NIGHT—City promises ex

guest star Ray Charles will be starring at Musicarnival, Cleveland's theatre-in-the-round, Monday through Saturday. And for youngsters, Musicarnival will present "Pinocchio" on Wednesday afternoon.

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

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

Strong fleet expected to compete for R

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

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

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

The Ohio fleets are certain to produce a number of challengers for the championship won last year by University of Michigan student Tommy Ehman by

one-half point over veteran sailmaker Paul Schreck of Lillian, Ala.

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

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

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

n, baseball—and great sailing



ing time for Flying Scot NAC participants

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

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

Many of the top cultural attractions are in the

SSA championship

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

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

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

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

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

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

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

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

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

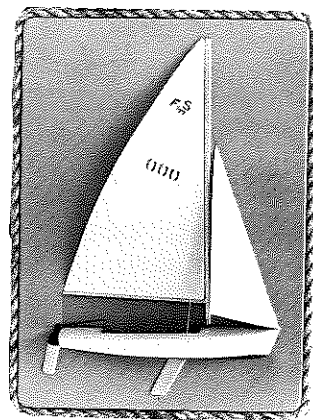
Among recommended restaurants and clubs is Zappone's 49er at the host motel, the Sheraton Inn — Rocky River. It features an old Western atmosphere with entertainment and dancing.

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

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Send complete details and check.

1974 NAC Registration Form

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

ENTRY FORM

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

SKIPPER _____ CREW (If Known) _____

ADDRESS _____ CREW (If Known) _____

CITY _____

STATE _____ ZIP CODE _____

FLEET NO. _____ SAIL NO. _____ SAVE TIME! ENCLOSE YOUR DEPOSIT!

HULL COLOR _____ MAIL TO: BRUCE BOYDEN
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CLEVELAND, OHIO - 44111

SPINMAKER COLOR _____

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

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

PLEASE ARRANGE A CHARTER SCOT YES _____ NO _____

MAKE ALL CHECKS PAYABLE TO NAC '74

ADVERTISING RATES

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

CAVEAT EMPTOR (Maximum 50 words) -- \$5.

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

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Ouyang Boat Works Limited
Whitby, Ontario, Canada

Customflex, Inc.
1817 Palmwood Ave.
Toledo, Ohio 43607

Ranger Boat Company
Kent, Washington 90831

Pollak nominated to head FSSA officers

(Continued from Page 3)

been nominated for another term as treasurer.

Also renominated were Don Hott of Keyser, W.Va., measurer, and Dick Elam of Austin, Tex., editor of SCOTS N' WATER.

Robert Cowles of Warren, Mich., last year's NAC Challenger Division champion, will be chairman of the nominating committee for next year.

Robert Vance, of Riverside, Conn., commodore of FSSA and last year's runner-up to Cowles, headed the nominating committee. Serving with him were Ernest Godshalk of Wilmette, Ill., and James R. Smith of Grosse Pointe Farms, Mich.

In other business, the members will vote on the revoking of the charters of Fleet 56, Fort Myers, Fla., and Fleet 73, Raritan Yacht Club, Perth Amboy, N.J. The two fleets were suspended in 1973 for not

maintaining the minimum number of three active members.

In addition the suspension of eight fleets will be voted on for not meeting the minimum of three active members for 1974. If these fleets meet the requirements prior to the annual meeting, they will be removed from the proposed suspension list.

The eight fleets include Fleet 47, Egg Harbor, Wis.; Fleet 49, Houston, Tex.; Fleet 62, Dallas, Tex.; Fleet 74, Nyack, N.Y.; Fleet 93, Lawton, Okla.; Fleet 101, Akron, Ohio; Fleet 103, Yorktown, Va.; and Fleet 110, Rochester, Minn.

Also to be voted on is a change in the Constitution to create a family membership. This proposal by Fleet 87, Pensacola, was carried in the June issue of SCOTS N' WATER (page 13).

Proxies were mailed to all fleets.

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

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

Please reserve _____ single rooms @ \$16.50 each and _____ double rooms @ \$22.00 each
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Arrival on _____
(day) (date)

Name _____

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Address _____

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Names of persons sharing accommodations

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Signature _____ Date _____

And 100th for Sandy

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

By SANDY DOUGLASS

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

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

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

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

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

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

On another delivery I stopped in to see Dick Tappan of the Tappan Stove Co. in Mansfield, Ohio. Dick



passed the word around and in minutes there was an interested group of Pistol (a fiberglass steal from the Thistle) sailors examining the Scot inside and out.

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

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

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

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

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

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

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

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

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

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

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

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

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

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FSSA MEMBERSHIP OPEN TO INDIVIDUALS
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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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Transfer of Registration \$ 2.00

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F/S Sail Labels, each \$ 3.00

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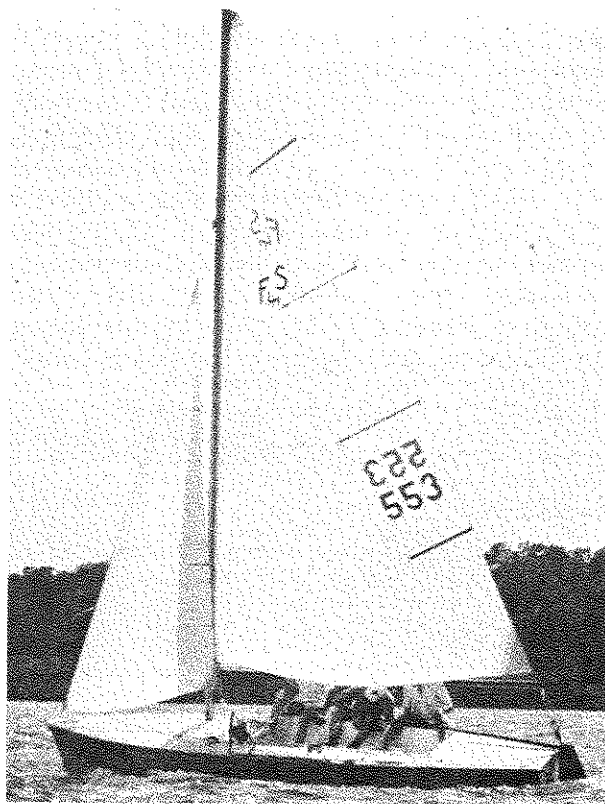
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Harold E. Marcus Jr.
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Bay Waveland keeps trophy in the family

By ANN STIEFFEL

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

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

The regatta had its beginning back in 1951 when Henry Chapman of Bay Waveland Yacht Club and Wallace Chapman of Biloxi Yacht Club, each a past commodore and president of Gulf Yachting Association, donated to the newly formed Mississippi Coast Yachting Association a perpetual trophy in

memory of their father, Will J. Chapman and two brothers Will and Alfred Chapman, who had been ardent sailing and yachting enthusiasts for many years on the Mississippi coast. This became known as the Chapman Trophy and is sailed for each year by the Mississippi coast clubs to determine the champion club for that year.

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

Bay Waveland's finishes were two firsts, three seconds, one third, two fourths, three fifths, three sixths, one seventh, and one eighth, for a total of 205½ points. Gulfport Yacht Club was second with 147½ points; Pass Christian Yacht Club was third with 94½ points; Biloxi Yacht Club was fourth with 86.

Mrs. Henry Chapman made the presentation of the Chapman Memorial Trophy to her son-in-law, Commodore Ray Stieffel of BWYC, and the winning team captain, Charlie Staehle.

FSSA Fleets and Districts

MIDWESTERN DISTRICT

Governor: PARKS G. CARPENTER
48 Barshire
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—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.
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

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Oklahoma City, OK 73122

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

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Dallas, TX 75209
214-352-8626

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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

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100-SEATTLE, WASHINGTON, Lake Washington
(s)—Charter Suspended

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Warren, MI 48099
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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

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

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Coconut Grove, FL 33133 Ft. Walton Beach, FL 32548

28-FORT WALTON BEACH, FLORIDA—Choctawhatchee Bay
38-MOBILE, ALABAMA (MYC)—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 Coteau 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

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Route 1
Oneonta, NY 13820
607-432-1908

35-CHAUTAUQUA, NEW YORK—Chautauqua Lake
43-SYRACUSE, NEW YORK—Skaneateles Lake

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

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8 Cedar Ridge Drive
Bedford, Massachusetts 01730
617-275-7463

5-BURLINGTON, VERMONT—Matlet'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-MENSAUANT, MASS.—Vineyard Sound
105-COHASSET, MASSACHUSETTS—Cohasset Harbor

GREATER NEW YORK DISTRICT

Governor: ROBERT E. RICH
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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

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

CAROLINAS DISTRICT

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

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

Elam wins at Fort Worth

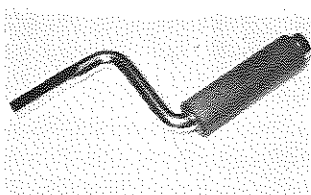
Austin skipper Kelson Elam scored two firsts on Saturday and a safe second on Sunday to win the Fort Worth Boat Club regatta Scot division June 1-2.

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

Richard Wade of Dallas took second with finishes of 3-3-1.

Caveat Emptor

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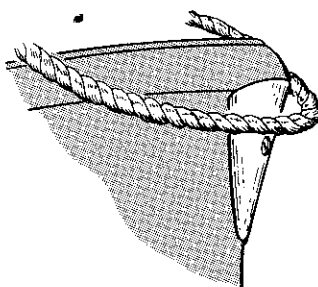
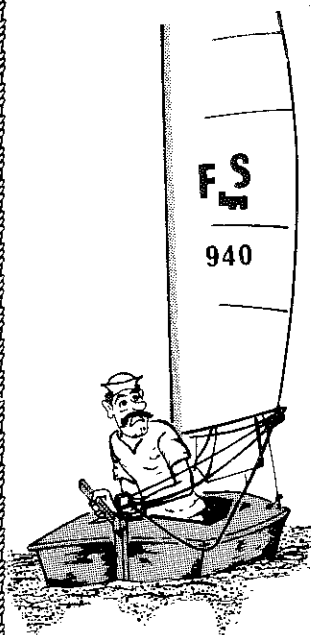
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DALLAS TX 75205

911 Wateka Way
Richardson, TX 75080

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(send this form with present label to the Executive Secretary)

Gordon captures

By EARL PURCELL

Sixteen-year-old Baxter Gordon of Lynchburg, Va. sailed to a win in the final race to edge Hal Walker for the Carolinas District championship by $\frac{3}{4}$ -point at the VISA (Virginia Inland Sailing Association) Yacht Club, Smith Mountain Lake near Roanoke, Va., May 18 and 19.

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

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

By JOE COATES

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

Seifrick, from Hoover Y.C., Columbus, led from the windward mark in all three races, taking three firsts for a remarkable $2\frac{1}{4}$ point total, and besting his nearest rival, Al Fitch of the home club, who finished the series with 8 points.

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

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

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

10% for Bill G. Gordon and Hal Walker, but Gordon got that all important buoy mark at the last mark to give him the win and the district championship.

Gutzwiller dropped out of contention after he started early and later had to do a 720. This dropped him to 14th in the final race and fourth in the final standings behind Willie Robertson, also of the host fleet.

Dick Schultz of Reidsville, N.C., who was fourth with 14 points going into the final race (despite a capsized in the second race that was cancelled), took an 11th and dropped to fifth.

It was the second straight year that a son has won the district championship with his father crewing. Bob Gordon, the regatta chairman, crewed for his son. Last year Macon Singletary of Durham, N.C., won the district championship with dad Bill crewing. However, Singletary finished sixth this year. Gordon was fifth last year, and Walker was third.

Fleet captain Gutzwiller presented trophies to the first five finishers. Ray Dietz headed the race committee made up of experienced VISA sailors.

Following are the top 10 finishers:

Skippers	Boat No.	Fleet 1	Finishes				Total Points
			3	4	5		
Baxter Gordon	1581	71	3	2	4	1	9%
Hal Walker	171	48	1	1	7	2	10%
Willie Robertson	1292	71	7	5	8	4	24
Bill Gutzwiller	726	71	4	6	1	14	24%
Dick Schultz	1885	108	6	3	5	11	25
Macon Singletary	2110	27	9	7	6	5	27
Debbie Peterson	1849	27	2	8	10	8	28
Ernest Myatt	775	27	5	14	2	7	28
Earl Purcell	111	71	13	10	3	3	29
Curtis Torrance	1003	48	8	11	9	9	37