

**SCOTS**

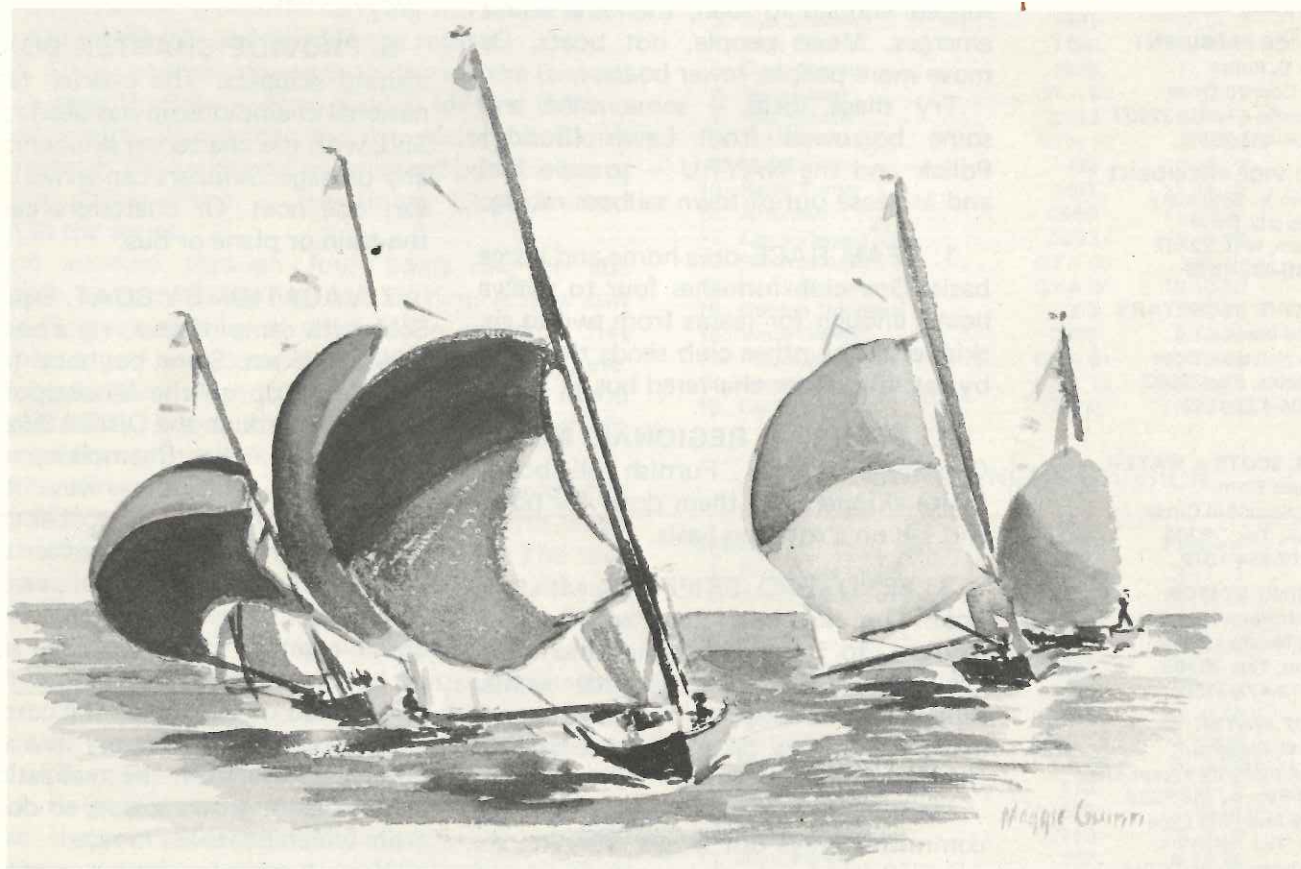
**n' water .....**



VOLUME XVI, NUMBER 3

MARCH, 1974

# **Meno makes it a double in Midwinters, Warm-ups**



**Flying Scots on St. Andrews Bay, Panama City**  
*an artist's view of the scene of the FSSA Midwinter championships*

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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

**Editor's report**

# Move people, not boats, to beat fuel shortage

By DICK ELAM

As the bumper sticker says: Sailors have more fun. In the midst of a gasoline shortage, sailors may continue to have more fun than power-boat skippers. And if the sailor happens to be a Scot owner, he may have some ready answers to the energy crisis. We have conjured several ways to circumvent a regatta gasoline shortage.

Whipping the shortage of regatta fuel lies in the valid assumption that the Scot remains a strict one-design class. That is, speed between boats differs mainly by sails and the nut-on-the-tiller. So, if boats differ little, and because Scots are rugged enough to loan, then the secret emerges. Move people, not boats. Or move more people, fewer boats.

Try these ideas — some mine and some borrowed from Lewis (Buddy) Pollak and the NAYRU — to save fuel and increase out-of-town sailboat racing:

1. **TEAM RACE** on a home-and-home basis. One club furnishes four to twelve boats, enough for teams from two to six skippers. The other club sends the team by cattle truck or chartered bus.

2. **STAGE A REGIONAL** Mallory Cup type regatta. Furnish all boats. Invite skippers, let them draw for boats and sail on a rotation basis.

3. **SEND TWO SKIPPERS** with one boat. The club hosts an A and B series, similar to the championship and challenger divisions at national events. When the A skipper finishes, the B skipper and crew takes the boat back to the starting line.

Under this two-fleet system, the race committee stays out longer, running six races instead of three. If the race committee stays on station all day, you save gas. If the judges complain, let them eat cake from their ice chest.

Another advantage comes when

beginning skippers test competition not as hot as the A fleet.

4. **RIG A TWO-BOAT TRAILER**, take one car. Traveling 55 miles per hour, you won't create that much wind resistance with stacked boats. The host club needs to have a tall-enough lift, and two crews in a car need to be compatible on the way home.

5. **CARRY A GAS CAN** in the boat. Most states allow power boats to carry fuel, but you want to check with your insurance agent. Extra gasoline cans carried in the auto will get you ticketed most places.

6. **PROVIDE CHARTER BOATS** for visiting skippers. The charter fee for a national championship has been raised to \$50, with the chartering skipper covering any damage. Skippers can arrive two to a car, one boat. Or charterers can catch the train or plane or bus.

7. **VACATION BY BOAT**. Equip your Scot with camping gear, rig a boom tent and go by sea. Some boyhood fantasies include a trip on the Mississippi, down the Ohio, through the Dismal Swamp, up and down Lake Champlain, up the Susquehanna, all the way to the headwaters of Kerr Lake, Lake Travis, Lake Texoma, and a few other winding waters including intercoastal passages.

This last suggestion doesn't say much about regattas, except you can save lots of human energy picking your times to sail instead of waiting on the committee.

One consolation for my new ways of coping comes from the realization that as petroleum grows scarce, so does resin from which boats are molded.

Your boat value increases as building costs rise. But that suggests another column conceived somewhere between Panama City and Slidell, La., traveling 55 miles per hour.

# Meno makes mark at Midwinters

Fred Meno won the Flying Scot Midwinter championship.

The Columbus, Ohio, skipper ran away from 18 championship qualifiers in the first two races. And then when he appeared to have lost a five-point lead, he sailed from behind in the third race.

Winds blew moderately until the final Sunday (March 3) morning race. But on Sunday winds piped to 18 knots, with gusts above 20 knots.

When Scots planed into the last mark of the last race, three other skippers had a chance to capture the championship. Meno lagged behind in 13th place — slowed by two 720-degree penalty turns at the first windward mark.

John Murray of Mobile, Ala., led, finished first, and then waited to see if Meno would falter. Meno didn't. But the first-place quarter-point edge gave Murray second in the championship.

Paul Schreck of Lillian, Ala., trailed in second, but as winds built he had difficulty carrying full sail, and fell to third at the finish, and third in the regatta.

Dick Elam, your correspondent, turned the leeward mark in seventh place — good enough for first if Meno finished twelfth. But father and son, Kelson, couldn't drive through the puffs and were passed by four boats, including losing Meno at the finish. Elam finished fourth in the series.

Meno worked through four boats on the last windward beat, pointing high and driving. A new suit of Paul Schreck sails, with what Meno called a "flat job," plus a new boat complemented his winning crew.

Ability to point close to the wind paid off for Meno at Panama City, just as his windward work helped win the Pensacola warmup the week before.

In the three races to determine the championship and challenger divisions, Meno finished eleventh when a ninth place reverted to a disqualification. The foul occurred at a crowded leeward mark in the second race Friday.

Paul Schreck won the qualifying series, but no qualifying points were carried into the championship division. The fresh start proved a blessing to Doug Sansom of Pensacola. Sansom was tied for eighteenth — end of the cut — but came back in the championship series to finish fifth.

Marc Egan of Bay Waveland finished sixth. The defending champion, Woody Steiffel also of Bay Waveland, could not attend this year.

Although weather conditions favored sunbathing for

(Please see MENO, Page 8)



**Fred  
Meno**

*... champion  
shown at 1973  
Midwinters*

## CHAMPIONSHIP DIVISION

Skipper	Boat No.	Finishes	Total Pts.
1. Fred Meno .....	2448	1- 1- 9	10½
2. John Murray .....	1517	5- 9- 1	14½
3. Paul Schreck .....	1901	8- 5- 3	16
4. Dick Elam .....	1198	2- 4-11	17
5. Doug Sansom .....	1939	7- 7- 8	22
6. Marc Egan .....	GYA 93	14- 2- 7	23
7. Paul Blonski .....	1643	6-14- 6	26
8. John Oerting .....	GYA 10	4- 3-DSQ	27
9. Bud Barrett .....	1432	10-16- 2	28
10. Keith Turner .....	2491	15-11- 5	31
11. Al Schurr .....	2050	11-DSQ- 4	35
11. Larry Taggart .....	2093	13- 6-16	35
11. Bill Wiselogel .....	GYA 60	3-13-DNF	35
14. Harry Chapman .....	GYA 94	19-10-10	39
15. Gordon Douglass .....	1350	17-12-15	44
16. Vince DiMaio .....	2500	9-18-17	44
17. Floyd Davis .....	GYA 61	12-15-18	45
18. George Haynie .....	GYA 19	18- 8-20	46
19. Cal Warriner .....	2324	16-17-20	53

## CHALLENGER DIVISION

Skipper	Boat No.	Finishes	Total Pts.
1. Tom Davis .....	1812	2- 1- 1	3½
2. John Hamm .....	GYA 65	3- 2- 2	7
3. Billy Lark .....	GYA 62	10- 4- 3	17
4. Ted Glass .....	1890	4- 8- 7	19
5. Kenny Allen .....	1809	6- 9- 6	21
6. Robert Myers .....	401	11- 5- 8	24
7. Terry Wright .....	2146	8- 6-10	24
8. Jane Allen .....	GYA 64	7-15- 4	26
9. Mike McBride .....	GYA 66	5- 3-DNF	27
10. Greg Reardon .....	170	13-11- 5	29
11. Jack Seifrick .....	1629	1-10-DNF	29½
12. Macon Singletary .....	2110	19- 7- 9	35
13. John Mason .....	262	9-14-15	38
14. Jerry Dees .....	GYA 88	17-13-11	41
15. Charles Wesley .....	GYA 63	12-12-DNS	43
16. Marylyn Joanson .....	1433	15-16-12	43
17. Guy Collins .....	1811	14-17-13	44
18. Jack Hamm .....	1835	16-DNF-14	49
19. Paul Stanley .....	GYA 82	18-18-DNF	55

# Secretary Sez: Highlights

By HAL MARCUS

Great news! Your new 1959-1973 Highlights of Scots n' Water are just in from the printer and ready for you. This new edition, replacing the old 1959-1969 "first edition," has been edited and updated by our designer, Gordon K. "Sandy" Douglass. With the addition of our most recent outstanding articles, this new edition is exactly what all of us need to help us enjoy our Flying Scots to the fullest.

Because of increases in printing costs, we will have to raise the price of this publication to \$3 each, BUT we will hold off on this increase until April 1, 1974. So, all orders for the new 1959-1973 Highlights of Scots n' Water received during March will be filled at the old price of \$2. Get 'em while they're hot!!

Due to travel and time commitments, Paul Schreck is not going to be able to represent our Class in Yachting's One-of-a-Kind Regatta in Balboa, Calif. The Executive Committee has accepted the bid of Tommy Ehman, 1973 North American Champion, to represent the class. We want to thank Howard Smith of Ranger Boats in Kent, Wash., for offering the loan of a Flying Scot for this regatta.

As of this writing, we have approximately 1,200 paid 1974 Active Members in FSSA. This is almost 200 more than we had at the same time last year. We certainly want to thank all those members for their support and strongly urge all who have not paid to do so now. Remember, your subscription to Scots n' Water will be terminated at the end of this month if we do not receive your dues by then. This will cut you off from all news of the class right at the time everyone is ready to raise their sails. Come on aboard!

To date, we have not heard anything on our three Mystery Scots mentioned in our last issue. Remember, there is no time limit on this contest, so when you get the needed information, send it in. Our three new Mystery Scots for this issue are: #1309, #1321 and #1324. Add these to last month's #21, #35 and #67. There are NO clues on the new missing Scots. For the rules and prizes on the Mystery Scot Contest, check Page 5 of the January-February issue.

In the last issue, you were able to get an idea of what our new official pocket emblem looks like on Don Wulpi (#1413). To further describe it, it is embroidered in red and blue on a 3" white circle, just like on the cover of your new handbook. They are perfect for shirts and blazers and are available for only \$2 each. No price raise here! Let me know how many you want.

Also, we sold out of our original order of lapel pins, but Buddy Pollak, our 1st vice president was able to

reorder them at the same price. So, we again have these available at \$3.50 each, including postage and handling. Someone asked if we can use these pins as tie tacks. You bet!

As you look at the list of new active FSSA Members in this issue, you can see that we are really growing. Remember, most of our new members do not have a fleet affiliation and are most anxious to join one. In this way, everyone derives the most benefit and enjoyment from their Flying Scots. So, fleet members, make yourselves committees of one to contact a new FSSA member in your area and get together.

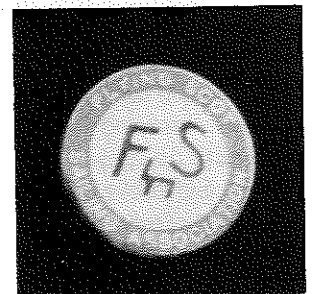
We are saddened to report the death last September of Robert L. Jones (#2016) of Plymouth, Mich., and last December of Fred Holder (#513) of Mobile, Ala. They will be missed by all.

Sid Polk (#385) reports that as of Jan. 1, 1974, Maryland is requiring state registration of essentially all boats, due to a Federal prod. Formerly, it was just pure sail over 25 feet and motors 7½ h.p. and over. Sid has asked the state to number his Scot MD 385 FS, but

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# of '59-'73 off the press

doubts that they will do it. He suggests that this system should be followed for all class sailboats, using respective hull numbers and class letters, and that FSSA push the idea nationally. This appears to be an excellent idea, and we would like to hear from some of the rest of you on it. Of course, the project would probably work best at the state level at this time.

Jack Culley of Sailboats, Inc., Flying Scot dealer in Minneapolis, made the following statement in his newsletter of Dec. 28, 1973. We are reprinting it because of its importance to all of us.

"... the current and future "fuel crisis" certainly has important ramifications for the sailboat industry. Among them:

1. DEMAND. Only 12-15 per cent of boating in 1973 was sail. No need for Gallup to do a survey to know that the certain increasing shift from power to sail will sharply increase demand for sailboats. To double sailboat demand would require only a 20 per

cent shift in powerboat demand.

2. SUPPLY. Our manufacturers were "sold out" to their dealers before the shortage. For example, our major (builder) cannot give me a single additional boat for 1974 beyond those ordered and allocated in September for the 1974 season.

3. PRICES. Petrochemicals are essential for fiberglass and other components including sails (Dacron & Nylon). No way but up in prices. Demand increase will be an upward force on both new and used sailboats. Prices are up between 10-15 per cent over 1973 and will be up again before spring. At today's prices our boats in inventory and en route could be more of an investment than a purchase."

While this is one man's opinion, it is similar to what we have heard from several leaders in the industry. Sailing will flourish and we will be right there in the ground floor.

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# Sandy views affluent society: from sailing canoes to racing machines

By SANDY DOUGLASS

Since World War II our Affluent Society has been off on a binge of Conspicuous Consumption. Cost has been no consideration, and all too often gadgets and accessories have been bought for their own sake with no regard for their ultimate cost in the use of materials and energy.

The boating industry has been no exception with ever larger and more expensive boats, monstrous motors, boudoir interiors and more and more equipment. The spartan, but comfortable and sea-kindly, ocean-going yacht of yesterday has developed into a skinned-out complicated racing machine designed to win at all cost; and even the small boat is loaded down with every available gadget.

But now the materials and energy crisis is serving to

**CANOE SAILING** — Flying Scott designer Sandy Douglass shows his form as 1937 American champion in the deck sailing class. The photo is reprinted from the 1938 yearbook of the American Canoe Association. Sandy includes the following comments: "The photo . . . shows a good example of how a rule can be beaten. The canoe is an open class, and nothing was covered concerning job handling. I went to a solid stay which was mounted on a "spinnaker pole" pivoted at the mast, mounted on a sleeve. To windward I used it as shown, with the jib overlapping. Off the wind, I pulled it forward to the bow, then swung the pole out opposite to the main, a variation of Manfred Curry's continuous main boom with the jib attached to the end of it. It worked, but required a lot of jam cleats and lines." (Incidentally the same yearbook shows "oarsman" Douglass along with three other members of the Gananoque Canoe Club, champions of Canada.)



make us realize that we live in a finite world and that we must learn to husband our resources, must learn to simplify our lives. For some years I have wondered what will happen, if we continue to build fiberglass boats by the hundreds of thousands, when all available harbors and creeks are full of aging boats which will not rot and disappear the way proper wooden boats traditionally have gone back to nature?

Ironically, nature may have provided the answer in the approaching depletion of the petroleum from which we derive our plastics. Even so small a boat as the Flying Scot uses most of a drum of polyester resin, and a big cruiser may require several hundred drums of it.

I think we are in a cycle of development resulting from the intention of the wonder materials such as stainless steel, aluminum alloy and the plastics; and I think we may be seeing the beginning of a swing back toward simplicity. The great popularity of the Laser, for example, with its basic one-design simplicity — and the Flying Scot — May be symptoms of a revolt against over-development.

What changes in sailing there have been during my lifetime! From displacement hull to planing hull, from basic simplicity to the racing machining of today!

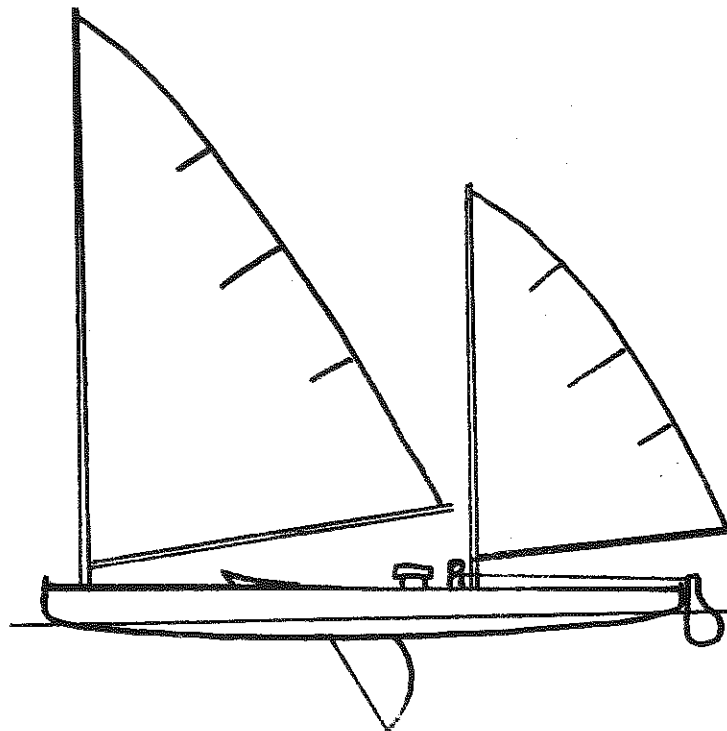
My first serious racing boat fifty-some years ago was a Decked Sailing Canoe (now known as the International 10 Sq. Meter Sailing Canoe). The sailing canoe is the oldest small-boat class in the country, the American Canoe Association having been founded in 1880.

My first canoe, the NYMPH, was a beautiful all-mahogany shell 16 feet long, 30 inches in beam, all decked over with a small self-bailing cockpit similar to that of today's Sunfish, and had a sliding seat which would extend four feet out beyond the side of the boat. She carried 90 square feet of canvas in a ketch rig. The unstayed main mast was stepped in a tube in the bow, and the mizzen mast in another tube abaft the seat.

So narrow and tender she would not even stand on her feet when she was rigged, she consequently demanded delicate balance at all times and considerable agility on a windy day. What sport she was to sail!

My canoe was equipped with beautiful, creamy Egyptian cotton sails which were laced to the spars, this being before the invention of sail track and sail grooves. Rigging such a boat was simplicity itself: insert the mast into its tube, unroll the sail from around the spars, lower the boom, hook on the sheet block.

I think it is interesting that during the five seasons I sailed that boat these sails never were off the spars, and I do not recall that I ever even adjusted the lacing



**SANDY'S NYMPH** — This drawing shows Sandy Douglass' first canoe, the 16-foot, all-mahogany Nymph, with a 30-inch beam. She carried 90 square feet of sail. Sandy captured the American Championship twice with her.

tensions. In fact, our only adjustables were the centerboard and the sheets.

I just sailed her! And won the American Championship twice with her. Although these boats may have been simply rigged, they were the world's fastest mono-hulls for their size, they gave great sport and they produced some very fine sailors.

In 1937, after a lapse of some years, I built FOXY NYMPH, a sloop-rigged 17-footer designed by Uffa Fox in 1936. The sailing canoe had then become one of the pioneers in modern rig development utilizing the new metals. I not only followed the trend, but did some of the pioneering work, to the point where in his book, *SAIL AND POWER*, Uffa Fox refers to me as the "snake-charmer" because of the mess of lines and fittings I was using.

I enjoyed thinking up the new ideas — and won the championship twice more with her — but I soon learned that complicated boats were no more fun to sail than simple ones, only more trouble. Also I realized that the more complicated our boats became the less they were sailed for pleasure; and today the once-popular sailing canoe has almost disappeared — perhaps replaced by the simple Sunfish and Laser?

# Chief Measurer rulings approved

Three Chief Measurer rulings — approved by the Flying Scot governing board — make it possible to use "jiffy" reefing, new bottom coatings and flotation bags or additional buoyancy.

Don Hott, chief measurer, presented the rulings at the Midwinter meeting at Panama City.

The board approved — in addition to present roller reefing — a "jiffy" reef. The "jiffy" arrangement runs a line from the boom, through a grommet sewn into the leach (usually a short distance above the clew), and then back to the boom, the line usually leading forward for the crew to handle. To reef, the crew pulls the line, hauling the sail down upon the boom, reducing the shelf area above the boom track. Some skippers know this arrangement as a "foot reef."

Modern bottom coatings — such as Hydron and Graftspeed — that are advertised to last for an entire season would be permitted. Hott explained to the governors that expendable greaphites would not be permitted, but a manufacturer's claim of one season's life would qualify the coating.

The rules are published here under the provisions of Article X, Section 1, f:

1. Any bottom coating which is represented by the manufacturer as designed to last one season is not a "temporary coating" and therefore not prohibited under the provisions of S-V-3.

2. So long as the boom is capable of being roller reefed without the use of tools to remove fittings and attachments, other methods for reducing sail area by reefing may be used.

3. Minimum buoyancy is specified in S-II-8. Additional buoyance may be added wherever desired.

Hott reported that since the governors had authorized the experimental cutting of transom holes — suitable for bailing swamped boats — no fleet authorized had reported cutting the holes.

Hott recommended that Scot rescue teams try a system devised by Morgan France on Deep Creek Lake. France ties a tow line in a giant bowline, circling the boat, and aft of the shrouds. He rotates the knot so the tow line lies under the keel. Then the power boats underway tends to bail the Scot above the centerboard line.

## —Meno wins

(Continued from Page 3)

northerners and shirtsleeves for southerners, the winds that piped up Sunday put three skippers in the bay.

Turnovers came on gusty downwind planes.

Champion Meno completed two 720s at the weather mark of the last race because he fouled completing the first penalty turns.



## Eight-race series

Eight races will be sailed at this year's North American Championships at Cleveland, Ohio.

Three races will qualify Scot skippers for either championship or challenger divisions. No points earned in qualifying carry into the last five races.

Five more races will be sailed — weather permitting — to determine the North American champion.

Decision to change from a total of five races was made by members of the governing board meeting at Panama City, Fla.

To encourage Ohio skippers to charter Scots, the Board of Governors voted a raise in the charter fees from \$25 to \$50. A skipper who chartered would still be responsible for any damages.

Governors acted after hearing results of a poll conducted by mail. Jack Seifrick reported the results from 35 questionnaires which indicated 60 per cent preferred not counting points gained in the qualifying series. (About two-thirds of the respondents had attended a North American championship in the last five years.)

"I never intended that the poll be considered a "Vote" but simply a means of involving class members in an important decision," Seifrick wrote in a letter accompanying his poll results.





**INTO THE WIND** — The start in this Midwinters championship race finds the skippers vying for position. Indentifiable boats include Doug Sansom (1939), Larry Taggart (2093), Paul Schreck (1901), Al Schurr (2050), Marc Eagan (93), Keith Turner (2491), Vince DiMaio (2500), champ Fred Meno (2448) and George Haynie (19). (Photo by Bryson's of Pensacola)

## to highlight NAC at Cleveland

Seifrick summarized his findings in this form:

"1. 60 per cent feel that the present Bordes system, throwing out all races, is the preferable format.

"2. 30 per cent feel that we should qualify 50 or 60 boats through the districts and have these sail as a unit.

"3. In opposition to the 60 per cent preference, only one individual expressed this format as least preferable.

"4. Both the idea of an open Challenger's Cup Series and qualifying 50 or 60 through districts drew 30 per cent each of the negative rate.

"5. 75 per cent of the responses would enjoy at least seven race series.

"6. 93 per cent favor some rule that would eliminate "sudden death." Those in favor of the "720 rule" are in the majority over those favoring a "throw-out."

"If I were to summarize the opinions so far on the poll set would be:

"1. Use present Bordes System, race three races to determine championship and challengers division, then throw out all points and hold a four or five race series to determine winners.

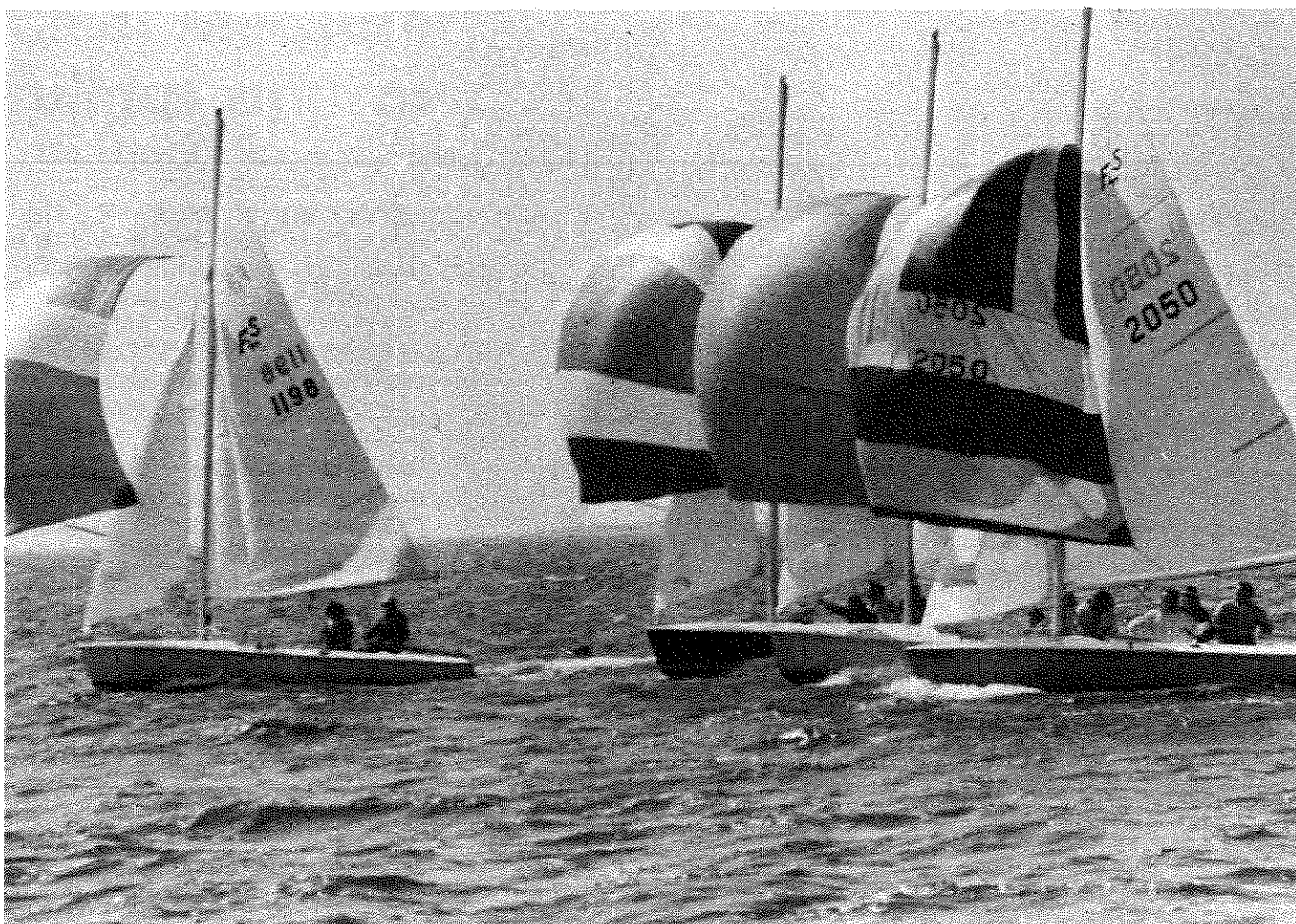
"2. Use the 720 rule.

"3. Forget the qualifying until we have an

attendance problem.

"As to questions on the districts, encouragement of skippers, etc. — I personally feel that the Scot class attracts the kind of skipper that has little time or motivation for the regatta circuit. We in the Ohio District have several regattas that attract 30 or 40 boats, but Scot owners for the most part are reluctant to travel any distance regardless of the competition. The lower cost "performance boats" seem to attract the younger more aggressive skipper willing to dedicate the time necessary to achieve the competitive edge. (i.e., Thistle, Interlake in Ohio, etc.).

"Last summer we held an exceptional District championship at Port Clinton Yacht Club, with excellent modern facilities, pool, bar, hoists, camping, low cost meals, excellent race courses, fine weather and drew only 19 entries. Next year we are opening up our districts in the hope of attracting skippers of nearby Michigan and Indiana. I have always been in favor of making the Districts a qualifier for The North American Championship. Perhaps we could recommend setting up such a qualification procedure but, frankly, until we have a better attendance at the NAC I think that qualifying should be waived."



**DOWN TO THE WIRE** — The difference in championship racing often is measured in inches as these four Scots show approaching the finish line in the final race of the Midwinter Warm-ups at Pensacola. Dick Elam (1198) got the puff to finish fourth and

take third overall. Bob Stine (GYA 14) was sixth in the race for a fourth-place finish, one point behind Elam. Al Schurr (2050) got fifth in this race, and John Oerting (GYA 10), seventh. (Photo by Bryson's of Pensacola)

## Meno wins by inches at Warm-ups

"Fred Meno of Columbus, Ohio, broke a tie by beating Paul Schreck by a fraction of a second for first place in the final race."

That's Race Committee Chairman John R. Magee's understated account of the photo-finish that determined the Pensacola Yacht Club Midwinter Warm-Ups.

Spinnakers drawing, Meno and Schreck headed for the Sunday (Feb. 24) downwind finish of a Gold Cup course. Schreck, the Lillian, Ala., skipper, was first and fourth on Saturday. Meno had been fourth and first.

Meno finished at the buoy end. Schreck at the committee boat. And the difference was inches, spectators and judges agreed.

A few second behind, a four-way finish developed for fourth place. Dick Elam of Austin, Tex. got the last puff from the weather side to finish fourth, less than

half a boat length ahead of Bob Stine of Pensacola who finished sixth. That decided third place for Elam, and left Stine in fourth. John Oerting of Pensacola finished fifth.

The Warm-up was sailed Feb. 23-24, in balmy weather that saw winds range from 5 to 12 miles per hour. Nineteen Scots entered.

Skipper	Boat No.	Boat No.	Finishes	Total Pts.
1. Fred Meno	2448	2448	4- 1- 1	5½
2. Paul Schreck	1901	1901	1- 4- 2	6½
3. Dick Elam	1198	1198	5- 2- 4	11
4. Bob Stine	GYA 14	GYA 14	3- 3- 6	12
5. John Oerting	GYA 10	GYA 10	7- 6- 7	20
6. John Murray	GYA 70	GYA 70	9- 9- 3	21
7. Al Schurr	2050	2050	2-15- 5	22
8. Bud Barrett	1432	1432	13- 5- 8	26
9. Doug Sansom	1939	1939	6-13- 9	28
10. Jane Allen	GYA 64	GYA 64	10-12-11	33

# PAUL SCHRECK & CO. *Sailmakers*

LILLIAN, ALABAMA 36549

SOUTH SCENIC DRIVE

PHONE 205-962-4345

## Mid-Winter Warmups — 1st, 2nd, 4th, 5th Mid-Winter Eliminations — 1st, 2nd Mid-Winter Championships — 1st — 3rd — 5th

\*\*\*\*\*

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S. SCENIC DRIVE  
LILLIAN, ALABAMA 36549 (TELEPHONE: 205 — 962-4345)

Please ship \_\_\_\_\_ suit(s). Scot # \_\_\_\_\_

Velocities where I sail most are \_\_\_\_\_ to \_\_\_\_\_ knots.

I prefer the all-weather suit.

Please mark colors on spinnaker sketch.

I am enclosing check in full.  
You will pay freight.

I am enclosing 50%, and references; and  
will pay balance in ten days.

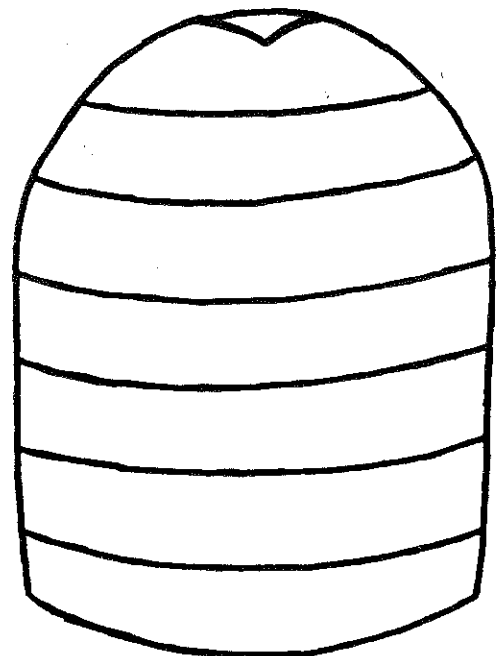
Suit — 5 oz. Dacron — \$300.00  
Jib — 5 oz. Dacron — \$ 95.00  
Main — 5 oz. Dacron — \$215.00  
Spinnaker — ¾ oz. — \$140.00  
Combination: ½ & ¾ Chute — \$150.00  
½ oz. Chute — \$150.00  
Brummels — set \$7.00  
Windows — \$10.00 each  
Tell Tale Windows — \$5.00 each

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# New FSSA members

FS No.	Fleet	Dist.	Name	Address	City	State	Zip
42	63	CAP	Havre De Grace Marina	Water St.	Havre De Grace	MD	21078
98		CAP	James Andrew	115 Greenbrier Rd.	Towson	MD	21204
102		CAR	Lane Hammond	Becy-Danna Rd., Apt. 2	Greer	SC	29651
163		NE	Dr. William Street	33 Bennett Dr.	Stoughton	MA	02072
251		OH	Sam Thomas	RR 2	Findlay	OH	45840
269		TX	Pete Michie	3518 Cherry Hill Ln.	Garland	TX	75042
282	12	OH	Kenneth Schmidt	7673 Normandie	Middleburg Hts.	OH	44130
284	23	TX	Beverly Mullen	2511 Greenport Dr.	Dallas	TX	75228
290		PR	Jay Arnold	8230 Paramount Dr.	University City	MO	63132
311		NE	John McArdle	Pepperrell Rd.	Kittery Point	ME	03905
370		MID	David Cater	314 Brown	Iowa City	IA	52240
382		TX	Walter Clark	6538 Dartbrook	Dallas	TX	75240
405		OH	Walter Suhre, Jr.	5491 Beechmond Ave., Apt. 507	Cincinnati	OH	45230
405		OH	Roger Witschger	8127 Cabinet Cir.	Cincinnati	OH	45244
610	102	GF	Tony Chavers	150 S Church St.	Fairhope	AL	36532
699		NE	Wim Stegelitz	25 Pilon	Chateauquay	QUE	Canada
711	6	CAP	Charles Buffington	100 Eureka Dr.	Morgantown	WV	26505
721	39	PR	John McAllister	2424 E. 24th	Joplin	MO	64801
770		MID	Thomas Burrows	Rt. 1, Box 111	Menasha	WI	54952
857	19	OH	Elmer Babinsky	4033 Shelby Rd.	Youngstown	OH	44511
903	77	NE	Louise Taylor	16 Alden Ave.	Scituate	MA	02066
1015		TX	Luther Bain	P.O. Box 1657	Plainview	TX	79072
1078		GNV	R. D. Stewart	62 Blue Heron Dr. S	Toms River	NJ	08753
1084	97	CAP	Andrew Parfitt	3615 Taylor St.	Chevy Chase	MD	20015
1219	38	GF	Frank Fitts III	20 Pinemount	Tuscaloosa	AL	35401
1221	32	TX	Christine Goodwin	3306 S Burke Dr. #13	Pasadena	TX	77504
1257		MID	Dr. Gerry Kaufman	4717 North Dr.	Ft. Wayne	IN	46805
1334		WNY	Franklin Josef	15 Old E Dyke Way	Fayetteville	NY	13066
1342		OH	Jack Stewart	88 Overlook Dr.	Alliance	OH	44601
1360	32	TX	Dr. Syl Rains	7826 Leader	Houston	TX	77036
1378		OH	Dr. Frank Murphy, Jr.	1133 Kingwood Dr.	Marion	OH	43302
1413	34	MID	Don Wulpi	3919 Hedwig Dr.	Ft. Wayne	IN	46805
1480	24	GNV	Durrell Titus	225 Barrack Hill Rd.	Ridgefield	CT	06877
1498		M-O	Robert McManus	2449 Renfrew Ave.	Pontiac	MI	48053
1651		CAP	G. N. Platt	500 Jamaica Ave.	Pittsburgh	PA	15229
1675	30	MID	Carlyle Ott	1206 W Freeman	Carbondale	IL	62901
1739	80	CAP	Jack Morrow	150 Dover Dr.	Coraopolis	PA	15108
1814		GNV	Anthony Krug	33 Meadowbank Rd.	Old Greenwich	CT	06870
1826		MID	James Shoen	1879 Carter Rd.	Dubuque	IA	52001
1855		CAP	S. Rochester	988 Woodland Cir., Rt. 9	Annapolis	MD	21401
1994	95	MID	Howard Cohen	414 Wilshire Walk	Hopkins	MN	55343
2005		GNV	Richard Bowman	27 Old Mill Rd.	Ridgefield	CT	06877
2021		GF	Ralph Kinser	111 Sabine Dr.	Pensacola Beach	FL	32561
2118		MID	James McCarthy	5925 S Hill Dr.	Madison	WI	53705
2120		GF	Jerry Lee	702 W. Woodruff	Pascagoula	MS	39567
2159	20	M-O	Dr. Dennis Gettelfinger	703 Skynob Dr.	Ann Arbor	MI	48105
2191	12	OH	Jack Bute	1925 W. 52	Cleveland	OH	44102
2220		NE	C. E. Josselyn	Tower Dr.	Dover	MA	02030
2256		CAP	James Master	388 Forker Blvd.	Sharon	PA	16146
2276	75	GF	Dick Costello	1109 Wilmont	Panama City	FL	32401
2301		CAP	John Lytle	3252 Peace Valley La.	Falls Church	VA	22044
2302	97	CAP	Robert Owens	2032 Belmont Rd. NW	Washington	DC	20009
2303	97	CAP	Donald Hummel	11140 Powder Horn Dr.	Potamac	MD	20854
2318	48	CAR	Charles Park	2035 Wendover Rd.	Charlotte	NC	28211
2405	24	GNV	Earl Harrington	112 Blackman Rd.	Ridgefield	CT	06877
2406		CAP	Dr. Robert Wertz	2124 Timson Dr.	Jamestown	PA	15905
2408		CAR	Roy Bolyard, Jr.	106 E Northwoods St.	Greensboro	NC	27401
2421	2	MID	Hugh McAdams	2110 Birch La.	Lafayette	IN	47905
2422	58	NE	Robert Montgomery	55 Hunt St.	Quincy	MA	02170
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2441	111	GF	Anthony Kupris	4638 Tall Pines Dr.	Atlanta	GA	30327
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2452		CAR	A. L. Bush	109 W. Campbell Ave.	Roanoke	VA 24011	
2454		NE	Earl Sunderland	17 Laval St.	Hyde Park	MA	02136
2456		GF	Milo Gerow	2100 Benjamin Franklin Dr.	Sarasota	FL	33577
2458		WHY	Geroge Brownlow	5 Riverside Dr., Apt. 301	Binghamton	NY	13905
2472		MID	Robert Wilson	6448 N. Ewing St.	Indianapolis	IN	46220
2475		MID	J. Robert Blair	320 Beck La.	Lafayette	IN	47905
2480		CAP	John Farqhar	112 Pine Rd.	Seaford	DE	19973
2484		CAP	K. W. McCluney	124 Fincastle La.	Bluefield	WV	24701
		GNV	Total Yacht Sales	700 Rushmore Ave.	Mamaroneck	NY	10543
		GF	Blue Water Marine	3041 Grand Ave.	Coconut Grove	FL	33133

# The Fleet's In

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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.

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## 6—Maryland championship set

The Maryland State Flying Scot Championship Regatta is scheduled for Aug. 3 and 4 at Deep Creek Lake. Fleet 6 invites you to plan your vacation around this regatta in the mountains of Garrett County, Maryland. Please note that the date for the regatta has been changed from previous years.

—DOUG MacMILLAN

## 27—Schultz makes it three in row

Richard Schultz of Reidsville, N.C., came from behind in the final races to capture the Fleet 27 championship for the third straight year. Schultz also won the Fleet 108 championship.

Finishing closely behind Schultz was Macon Singletary of Durham. The fleet results were a reverse of the Helmold Carolinas District Trophy competition where Singletary finished first with Schultz second.

Fleet 27, which sails on Kerr Lake, N.C., had an 18-race series with a monthly regatta from April until October. The best 15 races counted.

James Leggette of Durham took third in the series, while Debbie Peterson of Raleigh duplicated her fourth-place finish in the Helmold competition. George Kirkland of Durham was fifth.

The Flying Scot class again was the largest class in the Carolina Sailing Club, and 31 different Scots started during the season.

Fleet officers for 1974 are Norman Peterson, captain; William Myatt, treasurer; William Singletary, measurer; and Debbie Peterson, secretary.

—DEBBIE PETERSON

## 68—Growing fleet plans busy schedule

Attention Scot sailors in the Midwest! Mark Aug. 17 and 18 on your calendars for the Lake Monona Regatta. It promises to be the fleet's best-ever regatta, and a record number of Scots are expected.

The Madison, Wis., club, organized in 1969, now has

more than 50 families, and Fleet 68 has 10 Scots. In addition to the Lake Monona Regatta, 31 races are scheduled for Saturday afternoons, Wednesday evenings and holidays from May to September.

The summer season promises to make up for a frustrating winter in which the iceboaters have been plagued by too much snow on the ice most of the winter.

—BOB DOYLE

## 84—Sailing's fun in Louisiana

The Lake Charles Yacht Club kicks off its '74 sailing season on March 17. At that time, FS Fleet #84 champion, Jim Davis, will return to defend his title on Lake Charles. You remember Jim and his wife, Nancy. They were featured in a series of pictures in the December SCOTS N' WATER showing their capsizing on Sabine Lake. From that dunking, Jim came on to be probably the most improved sailor in the club and climaxed his comeback by taking the Fleet 84 championship title away from Frank Pruitt in a closely contested series held in November on Lake Charles.

Fleet 84 wishes to invite all Scots to the annual "Contraband Days Regatta" hosted by the Lake Charles Yacht Club on May 4-5. This regatta is only part of the fun scheduled by Mayor Jim Sudduth each year. On Friday night the "Buccaneers" land at the Civic Center on the lakefront and, after a torchlight parade, take over the city and proclaim "Contraband Days" as being under way. Each year the regatta has grown, starting with a modest 18 boats the first year to a total of 111 boats registered last year. Nine Scots participated in '73. Ya'll come!!!!

—DICK MORIARTY

## 89—McCarten champ in '73

George McCarten (#1650) captured the Fleet 89 championship on Lake Perry for 1973, finishing ahead of Arthur Hoyt (who will be fleet captain for '74) and Jack Seidlitz.

The Topeka, Kan., fleet has already mapped out a busy slate for 1974 with three major regattas and a 12-race series for the fleet championship.

The Scots will sail in the Perry Yacht Club's Memorial Day Regatta May 25-27. Other major races include the Independence Day Regatta July 6 and 7 and the Labor Day Regatta Sept. 1 and 2.

The fleet champion will be decided in a best 10-of-12-race series on alternate Sundays from June 2 through Aug. 11.

—JOHN SEIDLITZ



## Regatta Schedule

- May 4-5 — 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.  
 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.

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

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- 69-AUSTIN, TEXAS—Lake Travis
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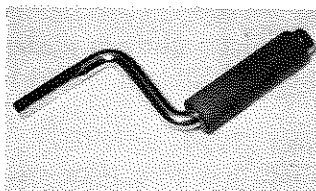
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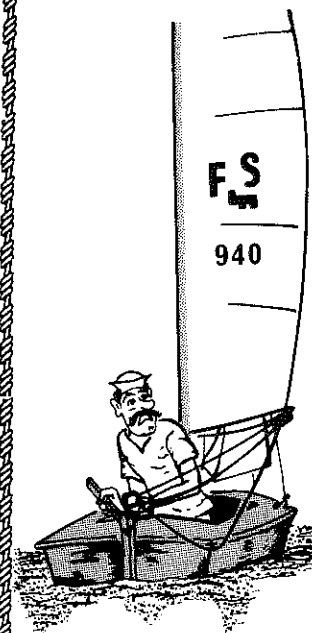


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# The '73 champs

## National, district winners listed

With the 1974 sailing season rapidly getting underway, we'd like to recap the '73 season with a listing of the past year's national and district champions.

Although a number of the fleet champions have been included in previous issues, we'd like to go along with a suggestion by Second Vice President Bill Singletary that we include a complete list of the 1973 fleet champions. If the secretary of each fleet will drop us a note by April 10 with the number of the fleet and the name of the champion (a postcard to Joe Harper, 2205 Newfield Lane, Austin, TX 78703, is fine), we'll include a complete list of fleet champs in a forthcoming issue.

### North American Championships

Championship Division — Tom Ehman, Fleet 20

Challenger Division — Bob Cowles, Fleet 16

### Midwinter Championships

Championship Division — Woody Stieffel, Fleet 98

Challenger Division — Bud Barrett, Fleet 87

### District Champions

Midwest — John Moderwell, Fleet 3

Prairie — Joe Becker, Fleet 59

Texas — Fred Tears, Fleet 23

Pacific — Don Resch, Fleet 100

Michigan-Ontario — Tom Ehman, Fleet 20

Ohio — Fred Meno, Fleet 37

Gulf — Bud Barrett, Fleet 87

Northeast — Bob Wilson, Fleet 58

Greater New York — Gerry Sachnoff, Fleet 72

Capitol — Sandy Douglass, Fleet 6

Carolinas — Macon Singletary, Fleet 27

## New Orleans' SYC gets '75 NAC

New Orleans' Southern Yacht Club will host the 1975 North American Championship.

The Flying Scot Board of Governors accepted the bid at the Panama City Midwinter meeting.

In other action that will affect 1975 Scot activities, the governors:

1. Accepted an invitation from St. Andrews Bay Yacht Club to hold the 1975 Midwinters again at Panama City, Fla.

2. Voted to raise 1975 dues — but not dues being collected now — from \$10 to \$15 for regular memberships, from \$5 to \$10 for associate members,

and from \$15 to \$25 for family memberships. Other dues specifications remained the same.

3. Voted to seek advertising in the annual handbook.

4. Delegated members to conduct a study of jibsheet lead (or blocks) to determine a possible standard for uniform measurement.

In actions that will affect 1974 activities, the governors suspended the publication of a fleet roster for 1974 as a means of balancing the operating budget.

Governors also voted to extend the use of mailing labels to District Governors on a "as needed" request.