

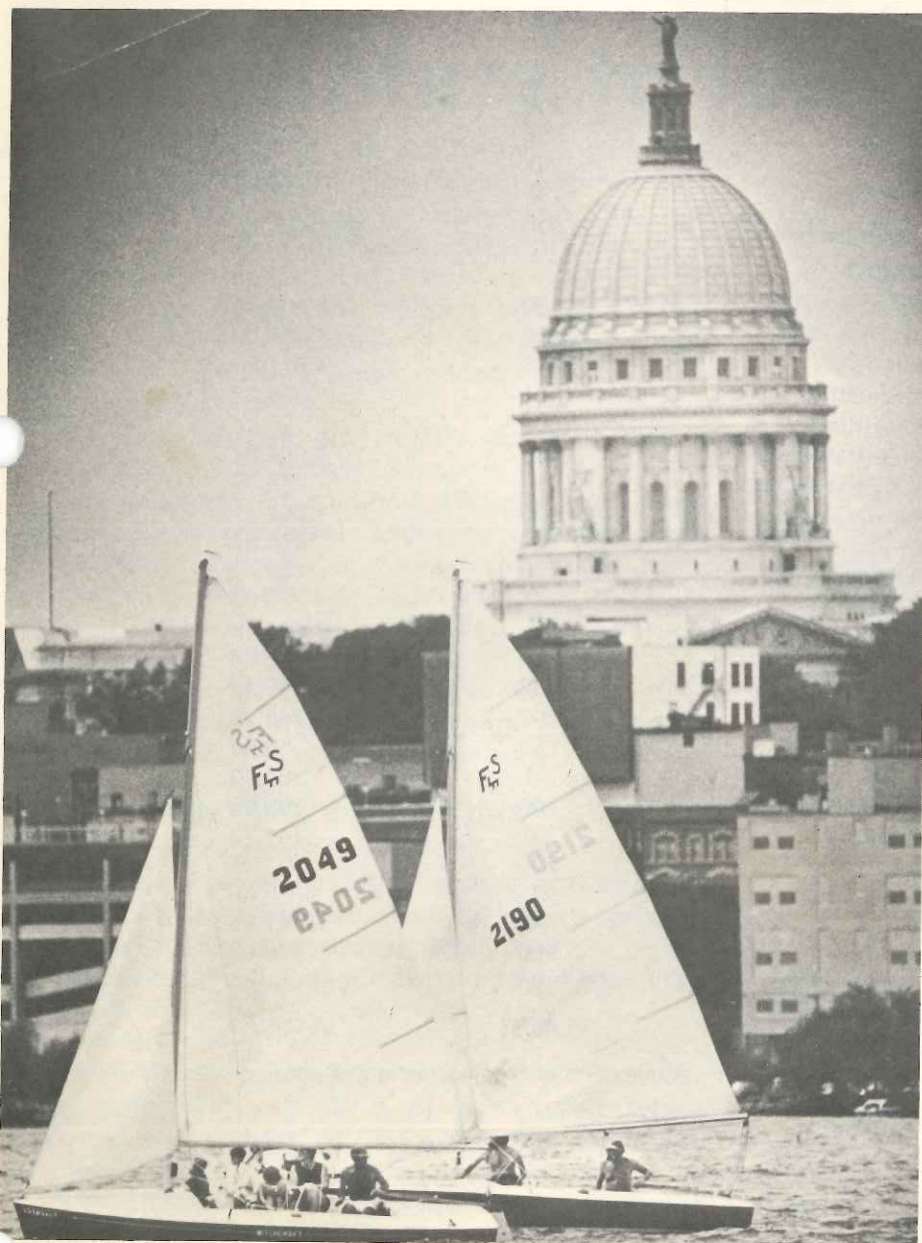
SCOTS

n' water



VOLUME XVII, NUMBER 1

NOVEMBER-DECEMBER, 1974



Winter Sailing Excitement

Time: Feb. 26-March 2

**Place: St. Andrews Bay Yacht
Club, Panama City, Fla.**

**Event: Race of Champions
Plus**

Flying Scot Midwinters

See Pages 3, 4, 6

In Addition:

**Midwinter Warm-Ups
Pensacola, Fla.**

Feb. 22-23

Junior Midwinters

Fairhope, Ala.

Jan. 18-19

CAPITOL SAILING — The Wisconsin capitol in Madison provides the backdrop for the Lake Monona Sailing Club regatta. FS 2049 is John Getgoods' boat sailed by Ted Trulson and family. Charlie Davidson is in FS 2190. John Giebink won the regatta over 16 other skippers, with Bill McCormick second and Don Ebarp third. (Photo by Wisconsin State Journal)

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Pensacola, Fla. 32503

FSSA Financial Statement

The financial statement for the Flying Scot Sailing Association for the 1973-74 fiscal year shows a net operating profit of \$1,905.63 on total income of \$26,442.52. The approved budget for fiscal year 1974-75 forecasts a profit of \$1,959 on expected income of \$36,254.

	'73-'74	'73-'74	'74-'75
	Budget	Actual	Budget
INCOME			
Active Dues	\$16,000	\$15,945.10	\$18,000
Associate Dues	700	1,120.00	1,400
Sustaining Dues	100	195.00	300
Family Dues	-0-	-0-	7,500
Subscriptions	4	4.00	4
Sub-total dues	\$16,804	\$17,264.10	\$27,204
Sail Labels	2,400	3,339.00	2,800
Boat Numbers	1,125	1,800.00	3,000
Pocket Emblems	800	672.00	600
Lapel Pins	250	120.50	300
Reregistrations	400	300.00	300
Advertising	1,200	1,478.50	1,400
Interest	300	483.50	350
Highlights	-0-	812.00	300
Miscellaneous	-0-	171.72	-0-
TOTAL INCOME	\$23,879	\$26,442.52	\$36,254
EXPENSES			
Management Fee	\$8,400	\$8,400.00	\$11,400
Editor's Fee	900	1,380.00	1,620
Printing—S&W	3,175	4,811.95	4,700
Printing—Office	500	365.12	500
Printing—Roster	1,500	-0-	3,000
Printing—Handbook	400	2,064.07	-0-
Printing—Highlights	2,000	1,248.00	-0-
Postage	1,400	1,354.34	1,600
Phone	350	278.57	300
Handling—S&W	198	192.70	-0-
Photo Supplies	274	79.00	125
Travel	630	1,501.40	1,200
Office Supplies	350	559.58	700
Legal & Accounting	250	140.00	200
Meetings	200	255.28	400
Dues	63	55.00	250
Lapel Pins	-0-	384.80	-0-
Pocket Emblems	700	700.00	-0-
Sail Labels	-0-	141.23	-0-
NAC Advance	200	-0-	200
Class Promotion	-0-	-0-	8,000
Miscellaneous	-0-	147.85	-0-
Income Tax	900	478.00	100
TOTAL EXPENSES	\$22,390	\$24,536.89	\$34,295
PROFIT	\$1,489	\$1,905.63	\$1,959

Application of the Association's Funds

Cash in Bank as of August 31, 1974:

Checking Account	\$ 16.71
Certificates of Deposit	11,500.00
Accrued Interest on CD's	428.12

Total Assets as of August 31, 1974	\$11,944.83
Less Total Assets as of August 31, 1973	-10,039.20
Net Operating Profit for fiscal year	\$1,905.63



FLORIDA SUN — The Midwinters championships, the special "Champions" series, sailing seminars — and that Florida sun make the Flying Scot Midwinters an enticing package for all sailors. Here the sailing crowd enjoys the sun on the lawn of the St. Andrews Bay Yacht Club, Panama City, Fla., during the '73 Midwinters.

Midwinters to feature 'Champs'

The always exciting and competitive Flying Scot Midwinter Championship Regatta will feature a new wrinkle this year with an opportunity to "Beat the Champs" when the sailing season kicks off Feb. 26 — March 2 in Panama City, Fla.

Three top Flying Scot skippers and three other nationally recognized sailors will compete against each other in a three-race series preceding the six-race Flying Scot Midwinters.

For Scot skippers, this regatta also will offer a chance to race against these top sailors.

Rick Grajerina, International 470 champion; Bruce Goldsmith, International Lightning champion, and Gene Walet, Mallory Cup winner, will be on hand, according to Hal Marcus, FSSA executive secretary who is putting together the "Beat the Champs" competition.

These three, plus Tom Ehman, 1973 and 1974 Flying Scot North American Champion; Paul Schreck, two-time NAC winner and three-time Midwinters champ, and Woody Stieffel, 1973 Midwinters champion, will sail a three-race series against each other on Wednesday and Thursday (Feb. 26-27).

The champions along with the other entries in the FSSA Midwinters will then begin a six-race series to determine the Midwinters champion.

The invited champions will also hold sailing seminars as part of the Midwinters activities.

John Morrow, of host St. Andrews Bay Yacht Club, the 1975 Midwinter Regatta chairman, promises fair skies, good winds and plenty of motel rooms for an expected record turnout. The registration fee is \$15 (same as last year) and includes a cocktail party.

A registration form for the regatta (to be returned to Morrow) and a motel reservation form (to be returned to Marcus at FSSA headquarters) are printed on Page 6.

Schedule for Midwinters

Wednesday, Feb. 26 — 2 races for the invited champions to race against each other.

— Board of Governors meeting in the evening.

Thursday, Feb. 27 — Final race for the invited Champions to race against each other.

— First race of the qualifying series.

Friday, Feb. 28 — Final 2 races in the qualifying series.

— Evening sailing seminar conducted by our invited champions.

Saturday, March 1 — First 2 races in the Championship and Challenger Divisions.

Sunday, March 2 — Final race and presentation of trophies and awards.

FSSA president Buddy Pollak reports that the first of the three qualifying races will be Thursday, Feb. 27, after the "Champs" end their competition. Two more qualifying races will be held Friday, after which the fleet will be divided into Championship and Challenger Divisions.

Each division will then sail two races Saturday and one race Sunday to determine the championships.

Fred Meno of Columbus, Ohio, scored a double last year as he won both the FSSA Midwinters Championship and the Warm-Ups the preceding week.

Again this year the Midwinter Warm-Ups will be on the Saturday and Sunday (Feb. 22-23) before the Midwinters at Pensacola, Fla., Yacht Club. Fleet 87, which had three of the top four finishers at last summer's North American Championships, will be the host.

For the Warm-Ups, registration will be from 8 a.m. to noon on Feb. 22 with two races that afternoon. The final race will be the next morning.

Secretary Sez

'Beat the Champs' adds to excitement at Midwinters

By HAL MARCUS

Have we got some great news for you! Yes, our plans for our "Beat the Champs" Midwinters are in full swing and St. Andrews Bay Yacht Club in Panama City, Fla. on Feb. 26— March 2 is going to be the place to be. We have big names for you to sail against and sailing seminars to sharpen your sailing skills.

Folks, this regatta is going to be a BIGGIE and we hope that we can make you as excited about it as we are. We want to thank BILL BENTSEN, NAYRU's director for class racing, and many of our members who have helped us line up this array of sailing talent. We hope that this is the kind of activity you have been looking for and that we have an excellent turnout for the Midwinters.

3 MYSTERY SCOTS LOCATED

A record of three MYSTERY SCOTS has been located since our last issue.

BILL BERRY of Fleet 23 in Dallas, Tex. reports the FS 308 is owned by M. W. BENJAMIN, JR., 3832 Shellbrook Dr., Fort Worth, Tex 76109. Bill, who lives in Fort Worth also, says this Scot has been of particular interest to him as it is the only other Scot in Fort Worth.

JACK STEWART (FS 1342) of Alliance, Ohio reports that he spotted FS 319 sailing on Lake Atwood and was able to meet its owner, WENDALL NASH, who has recently moved to Leesville, Ohio. Mr. Nash has been asked to join both FSSA and Fleet 65.

Jack Stewart says that he has just completed his first full season in FS 1342 and has found her to be the perfect day sailer. He added, "The clincher came about six weeks ago when we took our Scot for a three-day cruise around the Bass Islands of Lake Erie. We encountered 4-6 foot rollers during a three-hour beat to Kelly's Island taking on only a sponge of water each tack. The boat creaked and made noises we never heard before, but it sure handled Lake Erie beautifully."

HELEN RIPPEL, who along with her husband, CARL, served as national secretary from 1963-1967, received an application from ARCHIE CARTER of Augusta, Ga. that he found included in the boat's original papers from 1963. We asked Archie to join FSSA, which he has done, and Helen was the first MYSTERY SCOT lapel pin winner.

We hope the rest of the people we have "found" join FSSA and we are continuing with our MYSTERY SCOT CONTEST. Remember, all you have to do is send us the correct name and address of the

MYSTERY SCOTS

21	644	1412
35	651	1419
106	1021	1457
131	1028	1501
146	1321	1547
212	1324	1573
327		

MYSTERY SCOT's current owner. We will send you a FSSA pocket emblem and ask the owner to join FSSA. When he or she joins, you will receive a FSSA lapel pin. The new MYSTERY SCOTS for this issue are 1501, 1547 and 1573.

LIFE RING FOR LOST FLEET CHARTER

As I mentioned in the August issue, we want to charter more active fleets and we have a couple of new fleets in the making. A fleet must maintain three active members to keep the charter in good standing. When a fleet's membership drops below the minimum of three, the Board of Governors puts it on suspension. We then try to work with the fleet to get it up to the required membership, and if it does within one year, the suspension is dropped. This is the usual case. If after one year the membership does not reach the minimum, the charter is revoked at the annual meeting.

This was the plight of Fleet 73 at Raritan Yacht Club in Perth Amboy, N.J. Subsequent to the annual meeting, we heard from JAMES MITCHELL, the fleet's only member, who said the membership was going to be built up. Fleet 73 now has three active members, and we have asked our Executive Committee to renew their charter. This was accomplished through the efforts of Jim and SANDY and ANNE FABER.

FLEET ROSTERS AND NEWSLETTERS DO HELP

We thank all of those fleets who send us their rosters and newsletters. Many times we are able to find new

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.

HALF-PAGE — One time, \$45; three issues, \$35; nine issues, \$30.

QUARTER-PAGE — One time, \$25; three times or more, \$20.

SIGNATURE ADS — (Maximum size, 3 1/2 inches by 2 inches; 30-word limit) — \$15.

COLOR AND BACK PAGE, EXTRA.

owners that have not been reported to the office.

As a result of Fleet 27's newsletter, which DEBBIE PETERSON of Raleigh, N.C. was kind enough to send, we found no less than 9 Flying Scot owners to ask for FSSA membership. REMEMBER, Fleet membership requires FSSA membership, also.

OUR FIRST SPONSORING MEMBER

We proudly recognize our first sponsoring member in FSSA. RON WILLIAMS of FOX RIVER MARINA, INC., 501 S. Main, Oshkosh, Wis. 54901 would like to hear from all Flying Scot owners in Wisconsin and northern Michigan who are in need of parts, boats, trailers, etc. They are the new Flying Scot dealer in northeast Wisconsin.

A sponsoring membership is for companies or individuals who provide products and/or services to our membership and for those with a special interest in FSSA. One of our members, a dealer, asked what advantage there is to this class of membership. This is primarily a commercial membership, and your FSSA office does a great amount of work in support of and for our builders, dealers, sailmakers, etc.

We find this commercial street to go both ways and from time to time have been asked by our suppliers if there was a membership particularly suited to their needs. It is now available to them if they want it.

On "Patriarch" — MR. and MRS. W. W. MARTIN

(FS 255) in Cincinnati wrote that they were particularly interested in the August article on FS "O" as they are the "one other Scot on Cayuga Lake." They say that they have never seen another Scot on the lake and asked for JOHN COWING's address so that they can get together.

On Sails — following our mention in August of a set of 10-year-old sails, JOSEPH STOUT of Huntington, Long Island, N.Y. writes that his sails purchased for the 1959 season are still going strong in their 16th season of sailing at Cold Spring Harbor. Can anybody top that record?

On Centerboards — LADDIE and ADAM GORSKI of Cincinnati are the proud new owners of FS 1973 and they say that the only real problem they are having, other than their own amateur mistakes, is "the stubbornness of the centerboard to drop smoothly — even in a dead calm with no pressure on it." They have asked for any helpful hints.

IN CLOSING

Everyone has been sent their dues notice, and you should have received it several weeks ago. If you have not sent in your 1975 dues, please do so at your earliest convenience. We would like to finish up this project and get everyone's name in the 1975 roster.

Have a happy holidays, and we'll see you in the next issue.

New FSSA members

FS#	Fleet	Dist.	Name	Address	City	State	Zip
132		MID	John Paulson	910 Appletree La.	Deerfield	IL	60015
137	15	M-O	Robert Straw	7130 Winter Forest Dr.	Portage	MI	49081
237		OH	Jack Treuhaft	5162 Kearsdale	Toledo	OH	43623
430	81	CAP	John Krell	Box 1315, Rd. 3	Harrisburg	PA	17112
504		CAP	Arden Kilthorst	178 Pangborn Blvd.	Hagerstown	MD	21740
649		CAR	Archie Carter	3012 Sussex Rd.	Augusta	GA	30904
740		CAR	J. A. Maultsby	200 E. Northwood St.	Greensboro	NC	27401
910	27	CAR	J. Fred Saurders	Commerce St.	Aulander	NC	27805
951	47	MID	Bob Cowles	2424 Ducharme La.	Green Bay	WI	54301
961		GNV	Anthony Pileggi	200 S. Stanwick Rd.	Morrestown	NJ	08057
1137		MID	Roger Maire	2905 Riverside Ave.	Marinette	WI	54143
1168		M-O	William Aftanas	400 First St.	Menominee	MI	49858
1190	109	NYL	Roger S. Derby	174 Proctor Blvd.	Utica	NY	13501
1426	66	TX	Fred Grund	4528 Bethany St.	Port Arthur	TX	77640
1489	110	MID	Peter Chapman	58 Old Coach Rd.	Cohasset	MA	02025
1667	64	CAP	John Lord	935 MD Nat. Bank Bldg.	Baltimore	MD	21202
1719		CAP	Wyllie Burge	407 Thayer Ave.	Silver Spring	MD	20910
1871		GNV	Harold Sherman	313 State St.	Perth Amboy	NJ	08861
1966	107	MID	Walter Opal	246 Berkeley Dr.	Neeenah	WI	54956
1973		OH	Adam Gorski	7725 Hartfield Pl.	Cincinnati	OH	45242
2052	90	GF	Ronald Shellow	7450 SW 79th Ct.	Miami	FL	33143
2384		MID	Patsy Donn	1615 Riley Rd	Muncie	IN	47304
2387		CAP	Delwin L. Bokelman	81 Wood View Dr.	Doylestown	PA	18901
2470		GNV	Keith Kramer	225 S. Barry Ave.	Mamaroneck	NY	10543
2477	111	GF	Lee Golden	2568 Holly Lane, NE	Marietta	GA	30062
2497		CAP	Robert Beazley	5222 Pooks Hill Rd.	Bethesda	MD	20014
2490		GF	James Campbell	7617 Holland Dr. SW	Huntsville	AL	35802
2569		PR	Floyd Stanton	106 College St.	Scott City	KS	67871
2573		NE	George Robinson	1179 Cilley Rd.	Manchester	NH	03103
2582		CAP	Ralph Dieckman	200 S. Van Dorn, A414	Alexandria	VA	22304
2590		CAP	Fred Manget	1760 Hillock La.	York	PA	17403
2596		CAP	Armand Angulo	252 Fifth Ave.	Chambersburg	PA	17201
2601		CAP	Paul Heller	4446 Kilmer Dr.	Murrysville	PA	15668
2616		CAP	Joseph Loveless, Jr.	13606 Mountain View	Herndon	VA	22070
		PR	Clair Law	Box 307	Hays	KS	67601
		OH	Herb Whiting	29999 Bollingbrook Rd.	Pepper Pike	OH	44124

Sponsoring Member

Fox River Marina

Box 2325, 501 S. Main

Oshkosh, WI 54901

1975 Midwinters Registration Form

Help us plan better for your 1975 Midwinters "BEAT THE CHAMPS" Regatta and help yourself avoid the struggle of having to register at the same time you are trying to rig and launch your boat. Please send in the registration form below and send it in with small \$15 registration fee.

We will have a full 6 race series following the series of 3 races in which the invited Champions will have the opportunity to race against themselves.

FLYING SCOT 1975 "BEAT THE CHAMPS" MIDWINTER REGATTA

St. Andrews Bay Yacht Club, Panama City, Florida

Skipper _____ Crew _____

Address _____ Crew _____

City _____ State _____ Zip _____

Fleet # _____ Sail # _____ Hull # _____ \$15 check enclosed []

Make your check payable to "St. Andrews Bay Yacht Club" and mail with this form

TO: John B. Morrow, '75 Midwinter Regatta Chairman
319 Bunkers Cove RD
Panama City, Fl 32401

For your room reservations at the HOLIDAY INN – Downtown in Panama City, Florida for the 1975 "BEAT THE CHAMPS" Midwinter Regatta, please fill out this form and mail to:

Flying Scot Sailing Association
2155 Hallmark Drive
Pensacola, Fl 32503

Please reserve ____ single rooms at \$12.50 each + tax and ____ double rooms at \$16.50 each plus tax.

Name _____ Arrival on _____
(day) (date)

Address _____ Departure on _____
(day) (date)

City _____ State _____ Zip _____

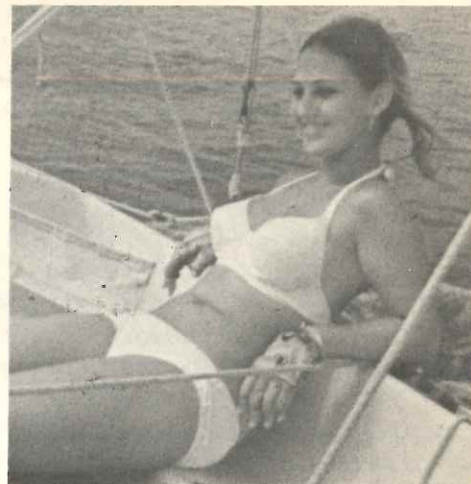
[] This reservation is guaranteed for late arrival (after 4:00 p.m.)

NOTE: Make your room reservations thru your FSSA office to get these low group rates. We have a limit of 50 rooms at these prices – FIRST COME – FIRST SERVED!!

A couple of tips on enjoying sailing



IT'S THE CREW — Crew members such as Christie Reed (right) of Lake Charles, La., and Andra Kemp of Houston, Tex., sailing with Tom Miller at left, have revived Frank Pruitt's interest in his Flying Scot — and in photography. (Photos by Frank Pruitt)



From Louisiana, a man's viewpoint

By FRANK PRUITT

I have owned and raced my Scot (FS 1287) since 1968 with varying degrees of success, the most notable of which has been winning two Fleet 84 championships at Lake Charles, La.

In 1973 after my lead crewman was infected with the tennis bug and defected, I too was tempted to sell "Skimmer" and follow him into the tennis world.

However, last spring Tom Miller moved to Lake

Charles from Houston. Tom, a former Soling skipper and bluewater sailor, came aboard as lead crewman, and for each series Tom has managed to recruit some very attractive and capable second mates. Since Tom and his friends joined my crew, we have won six of 12 races in the spring-summer series.

My interest in sailing is renewed, my boat is no longer for sale and besides I have developed a tennis elbow.

From Connecticut, a woman's viewpoint

By DONNA LESLIE

It used to be that for entertainment on Memorial Day, the Fourth of July and Labor Day, the gentlemen skippers of Candlewood Yacht Club, Conn., (home of Fleet 24), watched as we girls scurried around the lake in Ladies Day races.

However, in the spring of '73, a few wives got together and said, "Let's really learn how to sail." The gentlemen skippers saw no harm in this, and we girls set it straight in the beginning that we wanted to learn — BUT NOT FROM OUR HUSBANDS!

Last summer we had our first sailing class with a handsome young sailing instructor. Eighteen took the course, and for most of us it was the first time to take the tiller for anything but spinnaker runs.

It was fun, we learned a lot and the Labor Day race really meant something to us, although admittedly, the fellas were still amused.

This spring a few of us indicated that we wanted our own series, not just the holiday entertainment races. The gentlemen skippers bowed graciously, manned the committee boat and allowed us two whole windy Sundays following the Fourth of July to give us a five-race series.

One of the rules was that only females could be on the boats. For women with sons only or daughters who

go visiting, this created a scramble for female crew members, but eight of us managed to compete in enough races to qualify.

The champion started out on the crew list, but got the courage to skipper at the last minute. Then she was going to sail only the first race so she could get home for her grandson's birthday party. I don't have to tell you what happened after she won the first race. (She followed that with a second.)

In the series there were a few nicked marks, a couple of 720's and at least one instance of boat-to-boat contact, so you can see we're still learning. And more importantly, we're enjoying it.

There were about 20 women in this year's sailing class, again using Scots. I don't know if it's the instructor, the quest for knowledge or the free gin and tonic at the end of the class, but those classes were well-attended!

We want a three-race regatta in the fall. Do you think the gentlemen will allow that too? Maybe a homebaked lemon cake or a fresh blueberry pie for the race chairman will do it.

Incidentally, the top skippers from this summer's series were Jean Amory, first; Barbara Fornshell, second; and Collett Williams, third, all in Scots.

Calame wins first N.Y. Lakes Districts

By CINDY LIGHT

Good sailing weather blew Lou Calame to victory in the first New York Lakes District Regatta which saw Rich Rettig, Jim Light and Henry Atwater jockeying for position with Calame in a tight final race.

Sandy Douglass actually crossed the finish line first, but was not counted in district standings.

Final results saw Calame, Rettig, Cynthia Rea, Light and Dick Allen in the top five spots.

Prospects for fair weather and good sailing were a bit gloomy in Cooperstown, N.Y., Friday, the 13th of September, the day before the regatta. Central New York state was hit with hailstones and rain, but by Saturday morning, skies were clearing and stable and winds were at a fairly consistent 7-10 knots.

The regatta was held in conjunction with the Otsego Sailing Club's annual Glimmerglass Regatta with 70 Flying Scots, Thistles, Highlanders, Bantams and a variety fleet competing.

When the District Regatta was underway, Cynthia Rea, District Governor Light, Leroy Jones and Douglass — who attended with Eric Ammann — crossed the line together. By the first mark Sandy led with Rea, Light and Rettig in hot pursuit.

After a good reaching second leg, Sandy still led and Calame had taken fourth. Again a reaching leg and Rea in second passed Douglass. Light kept third and Rettig followed Calame in fourth.

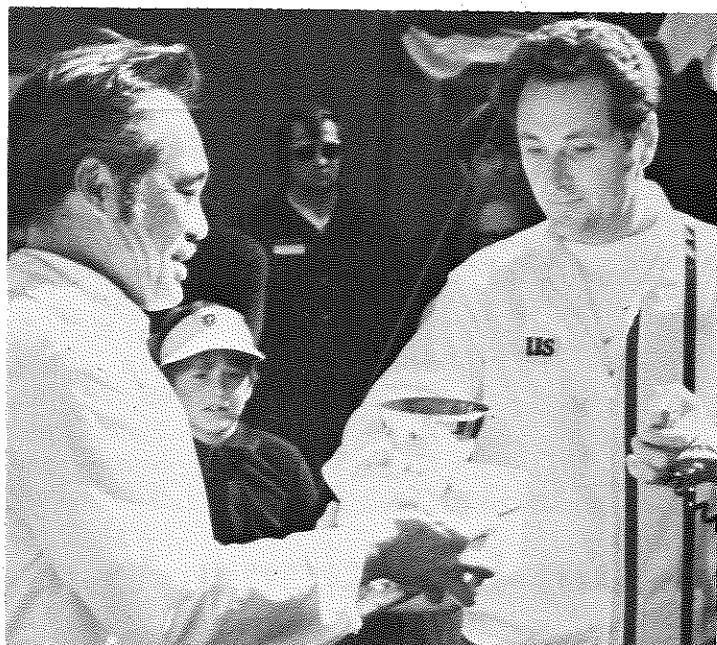
The course was repeated with a seventh windward leg finish. Douglass took this one.

After lunch the same course was set but the wind slackened to 4-8 knots and varied in direction, sometimes drastically. Light attempted a port tack start at the committee boat end with a beautiful close to beam reach across the line. The gun went, the fleet went but Light sat — totally headed and unable to fall off — in winds that had shifted 60 degrees.

At the first mark, it was Sandy again, Lou Calame close behind followed by Rettig and Dick Allen. The rest of the race found the leaders changing position now and then but remaining pretty much as they were at the first mark.

Sunday was beautiful. The winds had freshened to 10-15 knots with gusts now and then topping 20. As the Scots crossed the line, Light was first leeward of Rettig and Douglass. Greg Gebert and Henry Atwater were right behind.

The first mark saw changes. Douglass was first; Rettig, second; Atwater, third. Light dropped to fourth but covered Calame's fifth. After another beautiful reach to the second mark, Douglass was leading, followed by Light, Calame, Atwater and Rettig. Sandy had his spinnaker flying, and Light shot his up. The wind was now a steady 20 knots. Both



FIRST TIME — Lou Calame (left) of Fleet 53, Cayuga, N.Y., accepts the championship trophy of the first New York Lakes District Regatta. Making the presentation is District Governor Jim Light. (Photo by Cindy Light)

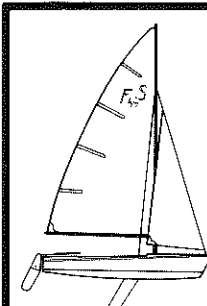
boats pulled away from the rest, who did not pop their chutes.

The finish was between Rettig, Light, Calame and Atwater. Rettig and Atwater took long tacks with Light and Calame splitting tacks. Light's effort was not enough to beat Calame.

The final results were:

Skipper	Sail No.	Fleet	First Race	Second Race	Third Race	Total Points
1. Calame	1290	53	4	1	1	5½
2. Rettig	1905	104	3	2	3	8
3. Rea	1875	43	1	4	4	8½
4. Light	2051	109	2	5	2	9
5. Allen	1297	109	6	3	6	15
6. Atwater	947	53	7	6	5	18
7. Gebert	1659	43	5	7	7	19
8. Jones	932	104	8	8	8	24
9. Brunig	1047	109	9	9	9	27
10. Derby	1190	109	11	10	DNS	43
11. Gelber	1612	109	10	11	DSQ	43

*Sandy Douglass and Eric Ammann were not included in the district standings.



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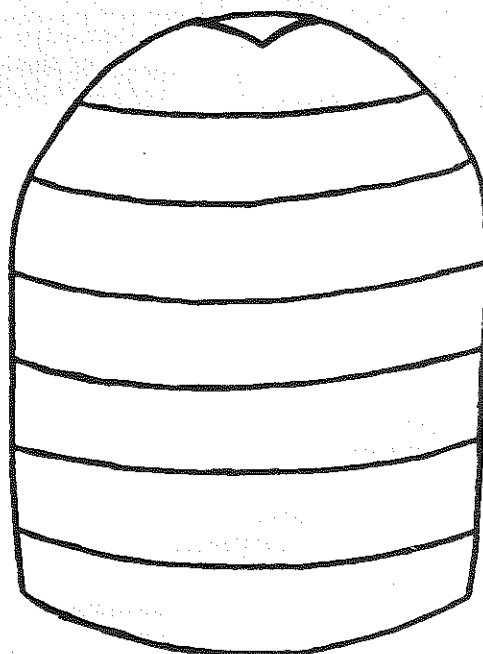
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Southern Y.C. wins Lipton

By LARRY TAGGART

Southern Yacht Club reclaimed the Sir Thomas Lipton Challenge Trophy, symbolic of the Gulf Yachting Association's interclub championship, and ended the three-year dominance of the Bay-Waveland Yacht Club.

Not since 1962, when the regatta was then sailed in the old GYA Fishboats, has the elusive trophy returned to its home club (the trophy is on loan to the GYA). The 12 years of frustration have ended at an opportune time, as the SYC celebrates its 125th anniversary!

The four-race series, hosted by the SYC, was sailed on Lake Pontchartrain in New Orleans on Labor Day Weekend. Fourteen GYA clubs participated in clubowned Flying Scots.

The wind was predominantly light, with only an occasional squall making its way over the Olympic course. Several hundred spectators viewed the races from a spectator fleet that had at least twice as many boats as there were clubs racing.

As has been the case the past several years, the outcome of this classic was not decided until the final race; and as also has been the case in recent years, the club leading the series going into the final race did not come out the winner.

The first race, sailed on Saturday afternoon, provided the most shifty breezes, as the two reaches became beats when squalls passed on both sides of the course. The early leaders were frustrated when the whole fleet caught up with them as the wind filled in from astern. The eventual winner was veteran sailor Idus Darby from St. Andrews Bay Yacht Club in Panama City, Fla. He was followed in order by George Haynie of Pensacola Yacht Club; Ken Kleinschrodt of Buccaneer Yacht Club; Stanford Morse, Jr. of Gulfport Yacht Club; and Mike Sperry of host SYC.

The second race, held on Sunday morning, had to be postponed until some semblance of a breeze filled in. This race eventually developed into a duel between former Mid-Winter Champion Woody Steiffel of Bay-Waveland Yacht Club and New Orleans Yacht Club skipper Pete Simoneaux.

Simoneaux led most of the race, but was caught by Steiffel near the end of the second beat, and finished second. Third place was taken by Pontchartrain Yacht Club skipper Albert Ross; fourth went to Pensacola skipper Doug Sansom; fifth to Gulfport's Oney Raines and sixth to Southern skipper Bill Ibs.

The third race, sailed Sunday afternoon after another postponement — due this time to a heavy



HEADING FOR VICTORY — John Dane of Southern Yacht Club in GYA 26 leads the fleet on the way to a final race win that meant the Lipton Trophy for his club.

thunderstorm, was by far the most interesting and exciting of the series.

After taking the start, SYC veteran Gene Walet III, with wife Sheila and Peter Christian crewing, led at the first weather mark, followed very closely by Pensacola skipper Dirk Lundquist.

On that third beat, the sixth and final leg of the Olympic course, Lundquist put a tight cover on Walet, and it seemed as if the veteran sailor would not break through. But some hundred or so yards from the finish Walet split tacks, and Lundquist chose not to cover.

Walet held his course and tacked on the starboard lay line; Lundquist tacked short of the port lay line. As they converged seconds from the finish line, it was impossible for the spectators to determine just who was ahead until they heard Walet's hail of "starboard" and saw Lundquist bear off astern. Walet thus glided across the line first to the excited and jubilant cheering of the spectator fleet.

Going into the final race on Monday morning, Pensacola held the overall lead, followed by Southern and defending champion Bay-Waveland. To win the regatta, Pensacola's final skipper, Paul Schreck, two-time Flying Scot North American champion, had to finish within four boats of SYC's final skipper, John Dane III.

Dane led at every mark and went on to win the race. But shortly after the start, Schreck made what turned out to be the fatal mistake — he split from the fleet, and rounded the weather mark in eleventh place.

He was never quite able to recuperate from this, though at times it looked as if he might, and finished the race in eighth place.

Overall, the top five clubs were:

1. Southern Yacht Club, 47½ points
2. Pensacola Yacht Club, 45 points
3. Bay-Waveland Yacht Club, 43¼ points
4. New Orleans Yacht Club, 41 points
5. Pontchartrain Yacht Club, 37 points

Gwinn tops in Northeast

By J. R. HOOPES

Dave Gwinn of Fleet 58, Squantum Yacht Club, proved to be the best light-air skipper as he captured two races and the Northeast District Championship Regatta at Cohasset, Mass., Sailing Club (Fleet 105), Aug. 24-25.

Gwinn won both the Saturday and Sunday morning races in light winds. Jim Beaton, also of Fleet 58, won the Saturday afternoon race in fairly brisk winds.

Gwinn and Beaton were tied going into the final race, each with a first and a third. But Gwinn found the lighter Sunday air to his liking and won his second race, with Beaton taking second in the race and the series.

Ken Wright of Fleet 11, Rockport Yacht Club, finished third with a 6-2-3 series.



DISTRICT CHAMPS — David Gwinn, flanked by crew members Terry and Tim Gwinn, won the Northeastern District championship at Cohasset, Mass., Sailing Club.

Singletarys win Blackbeard

Bill and Maye Singletary were first in the Sept. 8-9 Blackbeard Invitational Regatta in New Bern, N.C.

The Singletarys, with a series of 1-3-1, were followed by Joe Trull of Henderson, 4-1-2; Merritt Head, Durham, 2-2-3, and Natalie Bookstaver, Raleigh, 3-4-4.

Fifteen to 25 Scots had been anticipated but only four left the middle of North Carolina for a three-hour drive to New Bern during a Friday evening storm. On arrival, however, the moon was shining, the stars were out and the temperature was 80 degrees.

Skipper	Boat No.	1	2	3	Points
1. Dave Gwinn	414	1	3	1	4½
2. Jim Beaton	1636	3	1	2	5½
3. Ken Wright	471	6	2	3	11
4. Bob Smith	420	2	7	6	15
5. Jack McCarthy	1126	4	4	7	15
6. Roger Porter	1055	5	8	9	22
7. Jack Hoopes	550	7	5	11	23
8. Jack Rose	1548	14	6	5	25
9. Gabe Perez	1146	11	12	4	27
10. Art Sweeney	121	8	11	10	29

Wheeler sweeps to Massachusetts victory



WINNING CREW — Doug Wheeler, skipper Greg Wheeler, Joan Moynagh and Peter Haley won all three races in the SMYRA Scot regatta.

By JOHN C. JONES III

Greg Wheeler of Harwichport Yacht Club swept all three races to win the 10th annual Southern Massachusetts Yacht Racing Association (SMYRA) Flying Scot Regatta at the Menauhant Yacht Club, East Falmouth, Mass., Aug. 3-4. Fleet 77 was the host.

Without question, the winds were continually stronger than on any other weekend of the summer. The Saturday race and the first Sunday race were sailed in winds never less than 22 knots, while the winds in the second Sunday race blew a steady 88 knots with constant gusting from 35 to 42 knots.

Paul Duane of Vineyard Haven Yacht Club took second with seven points on a third and two seconds to edge Gil Wright Jr. of the host club. Wright had eight points on a second and two thirds despite losing a man overboard for several frantic minutes in the third race.

Following the top three in order were SMYRA Flying Scot chairman Charlie Helliwell of Harwichport; Chip Frost and Louise Taylor, both of Menauhant; Manly Boyce of South Dennis and Bob Permentied of Davisville.



MINNESOTA WATERS — Chris Bredlow (FS 2538), Mike Andert (center) and Perry McCahill (FS 2293) compete during the third annual Wayzata Yacht Club Regatta. For more on sailors and sailing up north, see Bredlow's article on the next page.

Iowa couple finds silver in Minnesota

By BOB HENDERSON

Dave and Jean Cater made their trip from Iowa worthwhile as they captured the third annual Wayzata Yacht Club Regatta under clear blue Minnesota skies Aug. 17-18.

The Iowa City couple sailed a steady 3-5-2 series to win in a fleet of 17 Flying Scots. Other skippers were on hand from Fleets 70 and 110 as well as sponsoring Fleet 95.

Bob Henderson won the final of the three races to take second in the tight series. Only six points separated fifth place from first. The winds were ideal,

ranging from 12 to 22 knots for the races.

Great sailing, fellowship and fun were the keynotes of the weekend, which was highlighted by a Saturday evening banquet.

The top finishers were:

Skipper	First Race	Second Race	Third Race	Points
1. D. Cater	3	5	2	10
2. B. Henderson	8	4	1	12½
3. P. Cole	2	6	7	15
4. P. McCahill	7	1	8	15½
5. E. Kappus	4	9	3	16

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Of cruising and maiden voyages

Or: How the pleasure-sailors keep Jack Lester from spoiling their fun

By CHRIS DALE BREDLOW

Up here in northwestern Minnesota and North Dakota, the Scoters are not ardent trophy collectors; they are more of the Charles Silsbee, pleasure-cruiser types. Organizing regattas requires a great deal of coaxing and intimidation to get them to trailer their Scots to a regatta off of their own lake where they can sail when they want to under weather conditions of their own choosing.

Bruce Bjorke, FS 2189, who sails on Lake Metigoshe on the Manitoba - North Dakota border relayed this anecdote to me about his maiden voyage in a Flying Scot. Bruce had done all the right things to prepare for sailing.

He had read a book on sailing and coached his family in learning the terms and principles. He bought the right sailboat — the Flying Scot — and I had given him his rigging instruction and one on the water sailing lesson.

What awaited Bruce was that exciting moment when he launches his Flying Scot and goes for his first sailing which, as captain of his ship, he must give clear and accurate commands to his inexperienced family crew relying entirely on his vast fund of sailing knowledge — one book and one sailing lesson.

Many Scoters must remember this experience of the first launch. The rigging of the Scot which seemed so simple becomes awkward because all of your fingers have turned into thumbs. All the terms — gooseneck, toggle bar, shackle, etc. — seem to be hidden in the recesses of a very forgetful mind and their verbal expressions become "this thing over there" and "that do-hinky."

The glares of others waiting to launch boats confirm in your mind that you are taking an eternity to rig her. Your apparent indecision causes your wife to question her sanity in trusting her life to your command. Your vision is of the on-shore breeze sliding your Scot effortlessly back into the dock to the delight of callous landlubbers.

But Bruce intended to avoid all this. His chances were good. First there are only 670,000 people in the entire state of North Dakota, and very few of them live in Northern Dakota. Second he picked a camp grounds and launching site on a very remote lake. Third, he got up at 7 in the morning leaving the children sleeping and taking his wife with him.

First the mast went up without a hitch; Bruce had practiced at home. The launch was successful; his car did not get stuck in the sand.

All he had left was the raising of the sails and a

last-minute check to satisfy that question: "What did I forget?"

Out of nowhere appeared a man who had apparently spent the night alternating between drink and dozing, and he was still under the influence of either or both. The man managed to walk to the end of the dock where he began a fumbling attempt to untie Bruce's mooring.

Bruce called out that he was not ready to cast off. So the man maneuvered off the dock, but returned with a knife in his hand. He grabbed the mooring line and began cutting through it. Bruce perceived that he was going to cast off one way or another, and it would be cheaper to have an intact mooring line. So he persuaded the man to untie the boat, which the helpful man did and to show his expertise cast the line with a mighty heave which almost reached the foredeck five feet away. But the man neglected to release the line and followed it into the water. Bruce managed to maneuver away from the dock and avoid hitting the man floundering in the five feet of water.

The "First Sail" for Captain Bruce Bjorke ended like so many sails do for Flying Scoters. The rest of the campgrounds were awake when they returned to dock, and some people were on the dock. "Beautiful boat!" "I wish I could sail!" "You must have a lot of sailing experience."

"No, this was my first sail."

But I digress, I was attempting to give the results of the revamped Detroit Lakes One-Design Regatta held under the not so sober sponsorship of the Detroit Lakes Jaycees. Now, I do not expect Charles Silsbee to have any sympathy for the woes of a small regatta organizer, but I hope he will try to understand.

Detroit Lakes is in Minnesota, that is to say Scow country. For generations the Johnson family has removed trees from Minnesota woods in order to make wooden hulls and spars for Minnesota lakes. By design or accident Scows were made to heel high, crack heads with a heavy boom and capsize if a back stay was not released. Naturally, nobody would buy a Scow for pleasure cruising so it has to be a fast racer.

Eight years ago Jack Lester, FS 824, introduced the Flying Scot to northwestern Minnesota in order to make pleasure cruising possible. He did this in two stages.

First, he convinced prospective sailors that buying a comfortable Flying Scot would not rule them out of racing. Second, after they had bought a Flying Scot, Jack would beat them Sunday after Sunday in regular races.

Some Scoters became pleasure cruisers after one
(Please see HERE'S, Page 14)

Here's a regatta for the cruisers

(Continued from Page 13)

year and others after two or three years of weekly thrashings by Jack Lester. Now people in this area buy Flying Scots for pleasure cruising and avoid the pain of being beaten by Jack Lester.

Flush with the 1973 success of getting three Scots recognized by the Detroit Lakes Regatta as a separate class, I attempted to entice more out in '74. Certainly Scoters would respond to a challenge. So I secured the Conrad Reitan Memorial Cup to be given to the largest class represented in the Regatta. I talked my bank into giving the Detroit State Bank Traveling Trophy to the winner of the Flying Scot Class.

The response to my poll of the 18 Scoters in the area was amazing. One refusal, two probabilities, one acceptance and fourteen who did not even bother to return the stamped return card. However, a card to Bob Henderson, FS 2213, of Fleet 95 in Minneapolis brought the response that possibly four Scoters from there would attend.

Armed with the knowledge that Fleet 95 was going to be represented, I made direct appeals to area Scoters, and the response was both good and bad. I had good reason to believe that 12 Scoters would enter, but bad news that Jack Lester was entering.

The morning of July 13 arrived. It was a typical regatta day — hot, humid and a hint of an east wind — a day in which pleasure cruisers decide not to go sailing. Bob Henderson arrived from Minneapolis with the news that he would be the only entrant from Fleet 95. However, five other Scots were entered. If there are now 2,550 Scots, that means a little more than two-tenths of one per cent of all Scots would be massed in Detroit Lakes for the regatta.

Unfortunately, gale winds did not strike the area until 2 p.m., allowing the race committee to hold one of the scheduled three races and cancelling only two. Worse yet, the Jaycees decided to present the trophies on the basis on the one race. Now for you race fans here are the results:

Third place, Bob Henderson, FS 2213
Second Place, Maria Miles, FS 1647
First Place, Jack Lester, FS 824

From a pleasure cruisers standpoint, the regatta was an unqualified success. The race headquarters were located on Little Detroit. The race committee decided to hold the races on Big Detroit which enabled the fleet to sail through a narrow channel which separates the two lakes a total of four times. Furthermore, a late start in the morning race enabled the sailors to get an extra half-hour of aimless sailing before the start.

The race itself did not tax the endurance of any sailor. Instead of racing in the afternoon, the gale winds and thunderstorm enabled them to stay in the Edgewater Inn to consume the necessary beverage to combat possible dehydration incurred in the morning race.

The prospects for the 1975 regatta look dismal. Jack Lester will be back to defend the Detroit State Bank Traveling Trophy. He now has his name on the Conrad Reitan Memorial Cup because the Scot fleet tied for the largest fleet represented. Unless I try to promote it, there will probably be 15 to 20 Scots in next year's regatta.

You see, Silsbee, with the cooperation of the weather, not even Jack Lester can ruin the enjoyment of a regatta for pleasure-cruisers.

Gutzwiller drifts to win in tight Virginia regatta

By R. EARL PURCELL

Bill Gutzwiller sailed to first in the VISA Invitational Regatta Oct. 5-6, a tight, two-race series in which 4¾ points separated the first five places. The regatta was held in drifting winds at VISA Yacht Club on Smith Mountain Lake, Roanoke, Va.

In the first race Willie Robertson ghosted from fifth place at the first mark to first place finish some 30 minutes ahead of second-place skipper Earl Purcell and 45 minutes ahead of third, fourth and fifth finishers, John MacMillan, Bill Gutzwiller and A. L. Bush.

There was enough breeze during the second race to keep all spinnakers full for the one-and-a-third mile run (second to third mark) past VISA's club house. Dick Schultz was first at all marks and finished first. Gutzwiller, with superb spinnaker handling on the run, sailed from fifth at the second mark to second at the finish line.

Sunday was flat, causing the eventual abandonment of the third race. It started after an hour delay and was shortened one-and-a-half hours later. Still no boats finished within the two-hour time limit.

Sixteen Scots made up the largest class of the 86 centerboard boats racing.

Trophies were awarded to five skippers. They were:

Skipper	Sail No.	Fleet	First Second		Points
			Race	Race	
1. Bill Gutzwiller	726	71	4	2	6
2. Earl Purcell	111	71	2	5	7
3. Dick Schultz	1885	108	8	1	8½
4. Joe Trull	2150	27	6	3	9
5. Willie Robertson	1292	71	1	10	10½

Junior Midwinters scheduled

BY PAT GALLAGHER

A Flying Scot JUNIOR Midwinters?

You bet! This addition to the Flying Scot winter schedule is set for Saturday, Jan. 18, and Sunday, Jan.



SOCIAL HOUR — Crew member Ginger Butler, District Governor Brad David, Fleet 23 Captain Roz Bowen and husband Max get together at the Open House Regatta in Dallas.

Elam wins at Dallas

BY BEVERLY MULLEN

Teen-ager Kelson Elam of Austin, Tex., outsailed a fleet of veteran Texas skippers to win Fleet 23's Open House Regatta on White Rock Lake, Dallas, Sept. 28-29.

Elam captured the second and third races to finish with 4½ points as the fourth race had to be abandoned.

Roz Bowen, captain of the host fleet, took second with 9-3/4 points. Richard Wade, also of Fleet 23, was third with 11 points, after going into the third race one-quarter point behind Elam.

White Rock Lake, noted for its constantly shifting air, offered beautiful weather and a challenging variety of wind. Winds Saturday morning were north-northeast at approximately 22 m.p.h. For the two Saturday afternoon races, the wind picked up to 30 m.p.h., with gusts to 35 m.p.h. and shifted to the southeast.

But by Sunday morning the temperature was up to 75 degrees and the winds down to 4 m.p.h. The fourth race was called after two hours.

The Open House Regatta is so named because out-of-town Scot families are invited to stay with Fleet 23 members. This year seven boats from out-of-town were in the fleet of 25 Scots.

Skipper	Sail No.	First Race	Second Race	Third Race	Total Points
1. Kelson Elam	283	3	1	1	4
2. Roz Bowen	925	1	4	5	9
3. Richard Wade	1191	2	2	7	11
4. David Price	2255	4	7	2	13
5. Dick Elam	1198	10	5	4	19

19, at the Fairhope Junior Yacht Club on Mobile Bay, Fairhope, Ala.

The skippers will sail in two divisions with the 12- to 16-year-old sailors in one group and the 17- to 21-year-old sailors in the second group. Trophies will be awarded in each division.

Two races are scheduled for Saturday, with the skippers' meeting at 9 a.m. The final race will be Sunday morning, and the regatta will end with the trophy presentations in the early afternoon. There will be a perpetual trophy and stiff competition is expected to see whose name will be the first on that trophy.

To make sure that everyone will be occupied Saturday night, there will be a live band to dance to, or listen to, or whatever you want to do with a live band.

A \$10 registration is required for each boat, and each person is required to pay \$5 to cover lunches for Saturday and Sunday plus the Saturday night dance.

Registrations including check and name and age of the skipper and names of crew members should be sent to Ms. Susan Allegri, Rt. 1 Box 188, Fairhope, Ala. 36532.

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Sandy tackles floatation question

By SANDY DOUGLASS

A number of Scot fleets which sail on open water, such as the Great Lakes, Atlantic Ocean and the Gulf, have shown increasing interest in making their boats self-rescuable after a complete capsize and filling by adding buoyancy apparatus to make the boat float higher in the water and by using transom ports for ridding the boat of water under tow.

These fleets have been authorized by the FSSA to experiment, and I understand that transom ports have been used with success.

Some time ago we thoroughly investigated the possibility of building in air tanks of fiberglass but found the added cost and weight to be prohibitive.

For those fleets which feel the need for added buoyancy, the answer for local use is to add air bags which, being lashed in place, can be removed when the boat is raced elsewhere. With this in mind we have made the experiment described below.

In preparation we glassed six wooden blocks to the hull to which we anchored the air bags. Under the bow deck we lashed two 12" x 52" air bags, and under each seat directly below the styrofoam we lashed two 10" x 52" bags.

We found that our first real problem was to capsize the boat because even with two men hanging out from the same shroud the boat required extra coaxing before it would capsize, and still more coaxing to push the mast far enough down to make the boat fill.

Now we found that the mast didn't want to come back up to the surface, and, once there, it took the combined pull of two men on the end of the centerboard to bring the boat upright!

I was startled! Could it be that the buoyancy bags were in the wrong place and were working against us?

No! When at last the boat came upright we found water squirting out six feet through four bolt holes. This was an old mast from a club boat, and we had overlooked the holes left from removal of some bits of hardware. After we had plugged the holes we turtled the boat again.

To our surprise we found it to be almost as difficult as before, even with the boat half full of water — and this time the mast floated itself up to the surface, and only a light pull on the centerboard brought the boat upright. (So make sure that your mast is watertight!)

With two men aboard the water level was just below the opening in the centerboard trunk and stable enough for the crew to walk around at will. With the crew in the cockpit the two bags under the bow deck just barely touching the water, providing no buoyancy and making me wonder if they are needed at all inasmuch as the ones under the seats were doing ALL

of the work. It might be that an inner tube lashed to the bow block under the deck could prove to be beneficial.

Next we experimented with towing the boat behind the club dinghy which is powered by a 6 hp outboard motor. With about eight inches of freeboard the boat floated high enough to be easily maneuvered and with the crew in the stern the bow rose to where I believe she might have emptied herself through transom ports even at our low speed. Behind a more powerful boat she'd be dry in no time. And back at the float two men with buckets were scraping bottom in just five minutes and had her bone dry in eight minutes.

The next question was of whether or not the four bags under the seats would serve our purpose. Could we do away with the ones under the bow deck?

In order to settle this question we removed the bow bags and went through the capsize test again. This time, when the boat lay on her side the bow floated low in the water and the stern was high.

When she came upright the water level was about four inches over the top of the trunk, and while the stern floated high the bow was submerged unless the crew moved well aft. The amidships bags helped but were inadequate; and it was only by stuffing sailbags into the top of the trunk slot that we were able to bail out the water.

The obvious conclusion is that all six bags are necessary if the objective is to have the boat float on an even keel with the top of the trunk above the water after a complete capsize.

Our tests also proved another point, that air bags cannot be relied on for floatation. Five of the six bags we used went nearly flat in a matter of a few days. Perhaps there are buoyancy bags which will hold air indefinitely?

Regatta Schedule

- Dec. 28-29—Sugar Bowl Invitational Regatta, Southern Yacht Club, New Orleans
- Jan. 18-19—Flying Scot Junior Midwinters, Fairhope Yacht Club, Mobile Bay, Ala.
- Feb. 22-23—Flying Scot Midwinter Warm-Ups, Pensacola, Fla., Yacht Club
- Feb. 26-March 2—Flying Scot Midwinter Championships, St. Andrew's Bay Yacht Club, Panama City, Fla.
- Aug. 11-15—Flying Scot North American Championships, Southern Yacht Club, New Orleans

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.

6 — It's the Youth Movement

A recap of Fleet 6's sailing season shows the "under-20 set" dominated the waters of Deep Creek Lake, Md., as Chris Becker won the July-August series and the Commodore's Cup, Allen MacMillan won the Deep Creek Lake Cup Championship, Jack Carpenter won the June series, and Fred Griffin won the Invitational Maryland District Championship.

A couple of old "has-beens" have been heard mumbling "taught 'im everythin' he knows."

It was another active year for the largest Scot fleet in the country as 70 Flying Scots actively sailed in the six major events at Deep Creek Lake.

DOUG MacMILLAN

19 — Fitch takes four firsts

Al Fitch (FS 472) sailed away with all four of the first place rankings in Fleet 19's regular 1974 racing season at Berlin Yacht Club, Berlin Yacht Club, Berlin Reservoir, Ohio. With a towering 93.7 Cox rating for the season, Fitch won the first and second Sunday Series and the first and second Wednesday Twilight Series.

Placing behind him in the first Sunday were D. Lonsdale, second; W. Kobel, third, and W. Frankhauser, fourth. J. Busch was second in the second Sunday, F. Farragher, third, and W. Albertsen, fourth. Kobel was second in the first Twilight, J. Johnson, third, and A. Zeigler, fourth. Kobel was second again in the second Twilight, Albertsen, third and Busch, fourth.

Fleet 19 maintained its reputation as one of the "sailingest" Scot fleet by competing in 43 races in BYC's 1974 events. Twenty-four Scots make up the fleet.

JOE COATES

23 — Davis governor in Texas

Brad Davis of Fleet 23, White Rock Lake, Dallas, is the new Texas District Governor for 1974-75.

FRED TEARS

27 — Carolina race results told

The Carolina Sailing Club Mini Series, held in the spring and summer, saw Jim Leggette race to first place in April-May and second in July-August. Sam Leager was second in the spring series and Macon Singletary first in the summer races.

Kirk Kirkland was the winner of the Governor's Cup Invitational in June on Kerr Lake. He was followed by Singletary, second; Tasso Triantaphyllou, third; Baxter Gordon, fourth, and Dick Schultz, fifth.

The Oriental Sailing Social July 13-14 saw Ray Weeks take first place; Hal Walker, second; Jim Willis, third; Singletary, fourth; and Debbie Peterson, fifth.

Natalie Bookstaver was first in a field of nine handicap class boats Aug. 25 at the New Bern Bicentennial Regatta.

At the Sept. 14 I.B.M. Regatta on Kerr Lake, Roy Dixon was first. Four Scots participated in two races.

DEBBIE PETERSON

41 — Barb Wright elected fleet captain

Barb Wright has been elected Fleet 41 Flying Scot Captain for 1974-75. Other officers are Gene Martineau, secretary, Loretta Koch, measurer and Sam Tellschow, honorary measurer.

Art Koch broke through to capture top honors for the Scot fleet in the August series. Duane Smith and J. Redman, the perennial winners, suffered from a couple of bad days. Koch feathered his way through the fleet in the early races, then came through strong in the final races Sept. 1, Dick Remsberg was second and Martineau third.

ELMER and MARIE MANSON

68 — McCormick fleet champ

Bill McCormick (FS1958) is champion of Fleet 68, Lake Monoma, Wisc., which had a 13-race season. John Giebink (FS1228) was second and Mick McCormick (FS2192) third.

95 — Three Scots in Leech Lake Regatta

Howard and Betty Johnson and their daughter took second place in the centerboard division of last

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Ouyang Boat Works Limited Whitby, Ontario, Canada	Ranger Boat Company Kent, Washington 90831

The Fleet's In

summer's Leech Lake Regatta, Walker, Minn. Pam Foster and Stan Bormann also sailed in the regatta. Winds varied from light to 50 m.p.h. gusts on the last day.

PAM FOSTER

96 — Sugar Bowl Invitational in December

Southern Yacht Club in New Orleans, site of the 1975 North American Championships, will host the annual Sugar Bowl Invitational Regatta on Dec. 28-29. Facilities include three high-speed hoists, launching ramp, dry storage area, restaurant and bar. All Scot sailors are invited to participate. For more information write Flying Scot Chairman, Southern Yacht Club, P.O. Box 24070, New Orleans, La. 70184.

LARRY TAGGART

104 — New fleet doubles in size

In its second year, Fleet 104, which races on Fourth Lake in the Adirondack Mountains has climbed to a

membership of seven Scots, more than double its original size. More are expected in 1975.

The season was highlighted by a mini-regatta which included District Governor Jim Light and Dick Allen of Fleet 109. Though the hosts weren't kind to their visitors during the regatta, all was forgotten at a masquerade party that evening when Leroy Jones arrived dressed as "The Flying Scot." His wife, Thelma, came in tow as "A Sail Bog."

Season's results were: first, Rick Rettig; second, Tom McCabe; third, Gerry Griffin; and fourth, Leroy Jones.

Officers for 1975 are Gerry Griffin, captain, and Rick Rettig, secretary.

TOM McCABE

It's Lonsdale and Berlin in Ohio

Derrick Lonsdale of Fleet 12, Cleveland, is the new Ohio District governor. The 1975 Ohio Districts will be sailed at Berlin Reservoir with Fleet 19 as host.

FSSA Fleets and Districts

MIDWESTERN DISTRICT

Governor: ROBERT K. TURNER JR.
2101 E. Olive St.
Milwaukee, WI 53211

- 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 (s)
- 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

Governor: LEO WAYNE CHENEVERT
5801 N W 31st ST
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 (s)
- 106-NORTH PLATTE, NEBRASKA—Lake Maloney

TEXAS DISTRICT

Governor: FRED TEARS
8626 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 (s)
- 51-SEABROOK, TEXAS—Galveston Bay
- 62-DALLAS, TEXAS—Lake Ray Hubbard (s)
- 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—Tomas Lake
- 100-SEATTLE, WASHINGTON, Lake Washington
- (s)—Charter Suspended

MICHIGAN-ONTARIO DISTRICT

Governor: THOMAS F. EHMAN JR.
8940 Dexter-Pinckney Rd.
Pinckney, MI 48169

- 8-DETROIT, MICH.—EDISON, BC—Lake St. Clair
- 15-KALAMAZOO, MICHIGAN—Gull Lake
- 16-DETROIT, MICHIGAN—DETROIT YC—Lake St. Clair
- 17-GROSSE POINT SHORES, MICH.—G.P.T. YC—Lake St. Clair
- 18-DETROIT, MICH.—DETROIT, BC—Lake St. Clair
- 20-PINCKNEY, MICHIGAN—Portage Lake
- 33-LONDON, ONTARIO, CANADA—Fanshawe Lake
- 41-CRYSTAL, MICHIGAN—Crystal Lake
- 52-LAKE ORION, MICHIGAN—Lake Orion

OHIO DISTRICT

Governor: DERRICK LONSDALE
2627 Lee Rd.
Cleveland, OH 44118

- 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 (s)

GULF DISTRICT

Governor: MICHAEL S. JOHNSON
104 Ferry RD
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
- 75-PANAMA CITY, FLORIDA—St. Andres Bay
- 79-GULFPORT, MISS.—GYC—Mississippi Sound
- 85-MONTGOMERY, ALABAMA—Lake Martin
- 96-PENSACOLA, FLORIDA—Pensacola Bay
- 90-MIAMI, FLORIDA—Biscayne Bay
- 91-ALEXANDRIA, LOUISIANA—Lake Cotile 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
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

NORTHEAST DISTRICT

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

- 5-BURLINGTON, VERMONT—Mallet's Bay
- 11-ROCKPORT, MASS.—Sandy Bay
- 36-MONTREAL, QUEBEC, CANADA—Lake St. Louis
- 57-HARWICH PORT, MASS.—Nantucket Sound
- 58-WOLLASTON, MASS.—Boston Harbor
- 76-SHARON, MASS.—Lake Massapoag
- 77-MENAHANT, MASS.—Vineyard Sound
- 105-COHASSET, MASSACHUSETTS—Cohasset Harbor

GREATER NEW YORK DISTRICT

Governor: ROBERT E. RICH
144 Raymond Street
Rockville Center, New York 11570
516-536-6905

- 7-RIVERSIDE, CONN.—Long Island Sound
- 10-MORICHES, L.I., NEW YORK—Moriches Bay
- 21-LOVELADIES' HARBOR, NEW JERSEY—Barnegat Bay
- 22-SPRAY BEACH, N.J.—Little Egg Harbor
- 24-BROOKFIELD, CONN.—Candlewood Lake
- 31-SHORE ACRES, NEW JERSEY—Upper Barnegat Bay
- 46-ISLAND PARK, N.Y.—Hempstead Bay
- 72-AMITYVILLE, N.Y.—Great South Bay
- 74-NYACK, NEW YORK—Hudson River (s)
- 94-LAKE HIAWATHA, NEW JERSEY—Western L.I. Sound

CAPITOL DISTRICT

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

- 6-OAKLAND, MARYLAND—Deep Creek Lake
- 42-WASHINGTON, D.C.—Potomac River
- 63-HAVRE DE GRACE, MD.—Susquehanna River
- 80-PITTSBURGH, PENNA.—Lake Arthur
- 81-WRIGHTSVILLE, PENNA.—Lake Clarke
- 82-PRINCE GALLITZIN STATE PARK, PA.—Lake Glendale
- 86-BALTIMORE, MARYLAND—Magothy River
- 97-BETHESDA, MARYLAND—Chesapeake Bay
- 103-YORKTOWN, VIRGINIA—York River at Chesapeake Bay (s)

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

Schultz guides 'Ghost' to win at High Rock

"Ghost" lived up to her name during the High Rock, N.C., Yacht Club Labor Day Regatta as defending champion Dick Schultz in FS 1885 won the decisive fifth race and the championship.

After four races, Schultz was in virtual tie with Jim Leggette and Bob Lindsay. Schultz, after winning the

Who's your '74 champ?

Who's your champ? SCOTS n' WATER is launching its search for the 1974 fleet champions early this year so that everyone can get their top skipper on the list to be published in the January-February issue.

Deadline for the roll is Dec. 31. All you have to do is drop a postcard to SCOTS n' WATER, 2205 Newfield Ln., Austin, TX 78703, with the fleet number and the name of the fleet champion.

Caveat Emptor

(If you've got a Flying Scot or Scot equipment to sell, we'll be glad to advertise it in SCOTS n' WATER. The charge is \$5 for each insertion, and the deadline is the 15th of the month prior to the month of publication. Send copy to Joe Harper, SCOTS n' WATER, 2205 Newfield Lane, Austin, Tx. 78703 and checks to Hal Marcus, 2155 Hallmark Drive, Pensacola, Fla. 32503.)

FS 708—Douglass — Boston working sails — Hild Sail spinnaker — Boom tent cover — Dry-sailed and dry storage — Excellent condition — Shipmate Trailer, new tires spring of '74. Price: \$2,500.

Adam S. Burch Jr., 515 R. D. 2, W. Beecher Hill Road, Owego, N.Y. 13827.

FS 2036—Douglass '72 — White hull, light blue deck — Schreck main, jib and spinnaker — Dry-sailed — Sterling tilt trailer. Price: \$2,800.

Arnie Harper, 1595 Belvedere, Beaumont, Tex. 77706. Telephone: 713-892-1531.

FS 2146—Douglass — Blue hull — Gray deck — Two complete suits of Schreck sails, one a year old — new Hard spinnaker, — Battens — Fiberglass spinnaker pole — Paddle, anchor and line — Lifting bridle — Heavy and light spinnaker sheets all harken rigged — 5 to 1 boom vang — Competition bottom — Dry-sailed — Trailer and lightboard — Excellent condition. Price: \$3,500.

Miss Terry Wright, 246 Pleasant St. Ft. Walton Beach, Fla. 32548. Telephone: 904/242-6016.

FS 2237—Douglass — White hull — Light blue deck — Red boot — Schreck sails — Sterling trailer — Fully equipped and ready to sail or race — Excellent condition. Price: \$3,150. Can deliver, 20 cents a mile.

John Flocks, Box 733, Vail, Colo. 81657. Telephone: 303/476-5344.

FS 2324—Customflex — Pamco Trailer with spare tire, new 1973 — Jade green hull — White deck — Full race with every block harken — Internal spinnaker trims — Two suits Schreck, new 1/74 — Fiberglass pole — Dry-sailed. Price: \$3,400

John Morrow, 319 Bunkers Cove Road, Panama City, Fla. 32401. Telephone: 904/763-1157 (home) 904/769-3333, Ext. 129 (office).

SAILS — One complete suit of Click Schreck Flying Scot racing sails (1969, in very good condition) including spinnaker (red and blue), \$180. Six suits (mains, jibs, spinnakers). Scot cruising sails (some need minor repairs) \$35 per suit. One spinnaker, \$70; two good jibs, \$40 each. Flying Scot Chairman, Southern Yacht Club, P.O. Box 24070, New Orleans, La. 70184.

BATTENS—Made for racing — Finest quality tapered battens — Flexible and made of ash — Set of four for main: sanded, only \$4.75; varnished, only \$7.50 — Send check to Don Blythe, Battens, 804 Euclid Ave., Jackson, Miss. 39202.

first and third races, dropped to seventh in the fourth race and had 10½ points going into the final race. Leggette had 10¾ points and Lindsay, 11¾.

However, the expected match race between the top three on Monday did not develop. The wind died on the starting line with the fleet on starboard. Schultz, rolling to port, picked up a puff and moved ahead to stay.

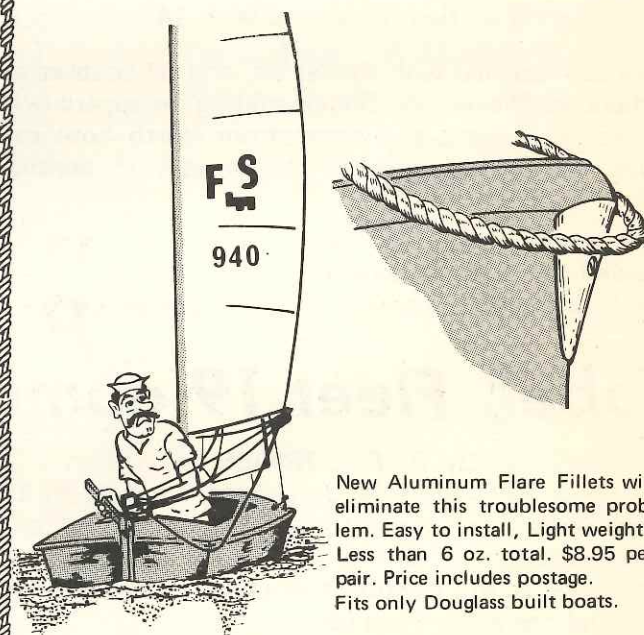
Leggette and Lindsay duelled several legs before Leggette moved ahead to finish third and claim the second-place trophy.

Bill and Jack King placed second in the final race by going up along the shore before tacking to the finish line. Ben Helms had a second in the fourth place when he played a beautiful wind shift on what should have been a spinmaker run.

The top finishers were:

Skipper	Boat						Points
	No.	1	2	3	4	5	
1. Dick Schultz	1885	1	2	1	7	1	11¼
2. Jim Leggette	1518	3	1	2	5	3	13¾
3. Bob Lindsay	1048	2	3	6	1	8	19¾
4. Bill, Jack King	1402	4	10	5	3	2	24
5. Joe Trull	2150	6	5	7	6	4	28 ½

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Ehman's got the Hot Scot—again

By WILL GRITTER

Tom Ehman Jr. of the Huron-Portage Yacht Club and Fleet 20 was the winner by a wide margin in the Wolverine-Hoosier Hot-Scot Regatta on September 7-8 at Portage Lake, Pinckney, Mich.

Ehman jumped into the lead on Saturday with two firsts and a second from the three races sailed in medium light and shifty winds.

Meanwhile, a tough contest was being waged for second place by a bevy of very fine sailors. At the end of the third race on Saturday, Bob Greening of Fleet 8, Chuck Van Heest of Fleet 20 and Paul Maassen of Fleet 20 were all tied for second with 14 points each.

Sunday dawned with similar air, and 37 boats eager to challenge the leaders. Demonstrating the superb skill that we have come to expect of our North American Champion, Ehman clinched the series with another first.

In addition to the series trophy, Ehman was awarded the Jack Cochrane Traveling Trophy for the fourth consecutive year. Our sincere congratulations!



CONTRAST — Mark Doolittle, the youngest skipper, and Fred Crapo, the oldest, get together at the Wolverine-Hoosier Hot Scot Regatta.

The results of the top finishers were:

Skipper	Sail No.	Fleet	Points
1. Ehman	2403	20	4½
2. Greening	C-52	8	20
3. Nagy	1379	20	22
4. Maassen	1550	20	24
5. Van Heest	2551	20	25

Kobel, Fleet 19 dominate Harvest Moon

By R. F. CORNISH

Skippers from Fleet 19 dominated the field of 25 Flying Scots in the Harvest Moon Regatta, taking four of five top spots. W. E. Kobel was first in the Sept. 8-9 event sailed at the Atwood Yacht Club, Atwood Lake, Ohio, and hosted by Fleet 65.

Though Kobel dropped to seventh place in the second race, he still managed to squeak pass series leader W. Albertson who fell to eighth in the third race. Kobel ended up with a 2-7-1, giving him 9¾ points to Albertson's 10¾. Albertson had 1-2-8 finishes.

C. E. Stewart of Fleet 37 was the only skipper to break into Fleet 19 dominance. A. L. Fitch, Fleet 19's

'74 champion, and W. R. Frankhauser were fourth and fifth.

Races were sailed in light, shifty air which caused major traffic jams at the marks. However, a bountiful table of hors d'oeuvres and cocktails provided by members of the Atwood Yacht Club helped soothe the frustrations.

The finishes of the top five were:

Skipper	Sail No.	First Race	Second Race	Third Race	Total Points
1. W. E. Kobel	1038	2	7	1	9¾
2. W. Albertson	1105	1	2	8	10¾
3. C. E. Stewart	70	4	6	2	12
4. A. L. Fitch	472	14	1	3	17¾
5. W. R. Frankhauser	105	8	5	10	23