

**SCOTS**

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

**THIRD CLASS**



VOLUME XVI, NUMBER 9

SEPTEMBER-OCTOBER, 1974

# Ehman repeats at NAC



**CROWD AT THE START** — Everyone is on the line — all 28 boats — for the start of the fourth race of the NAC Championship Division. Starters near the Race Committee boat, "The Ark," include Don Hott (FS 1329) and Tom Ehman (FS 2403), who won the race. Scots in the middle include Jack Carpenter (FS 1978) and Dan Brubeck (FS 829). Starting near the mark are Gertrude Godshalk (FS 1966), John Cochrane (FS 1601) and Jack Orr (1497). In the hazy background is Cleveland.



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# NAC Results — Championship Division

Skipper	Sail No.	1	2	3	4	5	Points
1. Tom Ehman	2403	9	6	1	5	1	21½
2. Doug Sanson	1939	10	7	6	1	4	27½
3. George Haynie	2062	3	10	10	3	6	32
4. Paul Schreck	1901	2	11	5	10	14	42
5. John Aras	1408	14	8	9	9	3	43
6. Ralph Manee	2225	4	2	12	6	22	46
7. John Murray III	1517	16	5	14	2	11	48
8. Jack Seifrick	1629	6	1	8	16	19	49½
9. Floyd Davis	681	25	17	2	4	2	50
10. Paul Blonski	1643	15	4	3	22	7	51
11. James Davis	784	18	3	11	14	8	54
12. David Griffin	388	5	14	7	15	13	54
13. Hans Kuschnerus	C-12	12	13	19	12	12	68
14. Bob Cowles	C-11	8	12	20	21	10	71
15. Fred Meno	2448	17	15	18	19	5	74
16. Dan Brubeck	829	23	19	15	11	9	77
17. Jack Orr	1497	11	20	16	7	25	79
18. Hal Walker	171	22	16	13	8	21	80
19. Dick Elam	1198	13	18	17	17	16	81
20. Robert Moore	2244	19	9	24	13	26	91
21. Wesby Parker II	1709	1	22	25	20	28	95½
22. Gertrude Godshalk	1966	20	25	4	24	24	97
23. Macon Singletary	2110	7	27	28	23	15	100
24. John Cochran IV	1601	24	DSQ	21	18	20	112
25. Doug MacMillan	594	21	21	22	25	27	116
26. Jack Carpenter	1987	27	24	26	26	17	120
27. Roger Newberry	705	28	23	27	28	18	124
28. Don Hott	1329	26	26	23	27	23	125

## Challenger Division

Skipper	Sail No.	1	2	3	4	5	Points
1. Ted Glass	1890	5	2	3	2	3	15
2. Bob Hellendale	1499	4	1	6	5	1	16½
3. Robert Cardwell	533	1	3	2	3	17	25½
4. Fred Griffin	2259	3	5	7	9	2	26
5. Mort Fleishman	682	7	9	1	14	8	38½
6. Dave Sullivan	390	9	8	12	1	15	44½
7. Doug Sherman	2023	6	4	8	4	DNF	45
8. Edward Stein	1621	8	19	4	7	11	49
9. Wayne Moore	175	11	14	10	6	9	50
10. Richard Leslie	642	19	6	5	18	4	52
11. Mario Pasquini	2334	12	7	9	12	12	52
12. Ron Fink	2442	10	11	14	10	10	55
13. Lawrence McCarthy	641	14	13	11	17	5	60
14. Bill Bright	2386	18	12	16	11	7	64
15. Dick Miller	2134	17	10	13	16	14	70
16. John Barnes	1039	15	21	18	20	6	70
17. David Solomon	2553	13	20	15	13	16	77
18. Tony Jucaitus	2359	16	17	19	15	13	80
19. Theodore Everingham	C-10	20	18	17	8	18	81
20. Dave Pryor	1972	2	15	DNS	DNS	DNS	86
21. James Bevans	1738	21	16	21	19	19	96
22. Sam Tellschow	2210	22	22	20	21	DNF	108

## Regatta Schedule

Sept. 21-22 — Monk Smith Regatta,  
Bay Waveland Yacht Club, Bay  
St. Louis, Miss.  
Sept. 28-29 — White Rock Lake  
Regatta, Dallas, Tex.(c)  
Sept. 28-29 — Podickory Yacht Club  
Fall Invitational Regatta,  
Bethesda, Md.(a)  
Oct. 5-6 — Mullet Blow Regatta,  
Camp Morehead, N.C.

Oct. 5-6 — VISA Invitational  
Regatta, Smith Mountain Lake,  
Roanoke, Va.  
Oct. 12-13 — Hospitality Regatta,  
Jackson, Miss., Yacht Club,  
Ross Barnett Reservoir  
Oct. 26-27 — CavOilCade Open  
Regatta, Port Author, Tex.(c)

(a)—Tidewater Cup Regatta  
(c)—Texas Road-Runner Regatta

**SCOTS N' WATER**

# Michigan student finishes ahead of Pensacola trio for second win

By JOE HARPER

CLEVELAND — Unpredictable? That's certainly the word for the winds at the 16th annual Flying Scot North American Championships.

Predictable? Perhaps, as 20-year-old Tom Ehman of Pinckney, Mich., repeated as the NAC champ at Edgewater Yacht Club, Aug. 12-16.

Ehman, who will be a senior in communications at the University of Michigan this fall, joined Sandy Douglass as the only persons ever to win two consecutive NAC titles, finishing with a 9-6-1-5-1 series for 21½ points.

Although Ehman's margin over second-place finisher Doug Sansom of Pensacola, Fla., was 6¼ points (compared with a one-half point win over Paul Schreck last year), it was an uphill battle for the defending champion after he finished ninth and sixth in the first two races of the championship series.

A fleet of 50 Scots (28 in the Championship Division and 22 in the Challenger Division) provided one on the most competitive regattas in Scot history according to many of the skippers. As Ehman summarized the series, "There were more people going faster more of the time." Often a bad tack meant the loss of 10 or more boats.

Another major difference this year was the eight-race series, with the first three races serving as a qualifying series to establish the championship and challenger divisions, but with no points carried over for the final five races.

Winds on Lake Erie provided a number of drifters, but ranged up to 25 knots during the week. In addition, frequent wind shifts kept the skippers and race committee on edge throughout the series. In fact, only one of the final five races was completed without a change in the course.

The course was an Olympic course with a triangle, windward, leeward, windward.

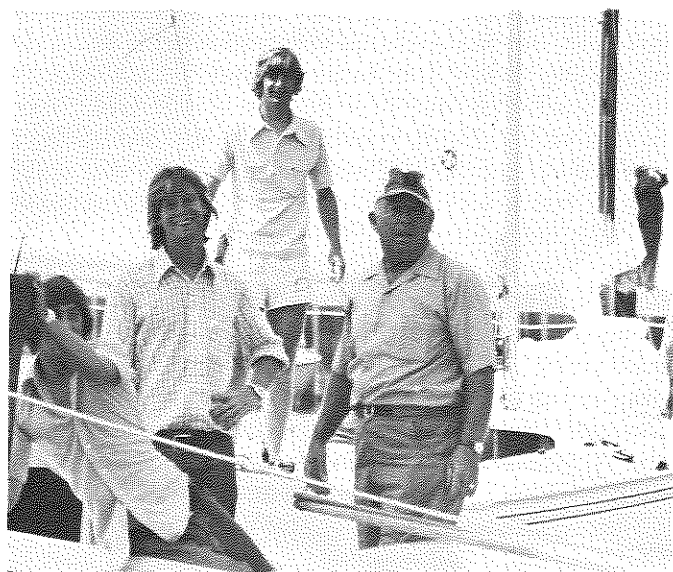
But the winds and the competition didn't keep many of last year's top finishers out of the running. Six of 1973's Top 10 placed in the Top 10 again this year.

Finishing behind Ehman's 21½ points were three skippers from the Pensacola Yacht Club (Fleet 87): (2) Sansom, 27¼; (3) George Haynie, 32; (4) Paul Schreck, 42.

Fifth place went to John Aras (Fleet 42) of Silver Spring, Md., with 43 points. Aras spent the summer in the Cleveland area, sailing out of the host club.

(Of the top five finishers, only Schreck is old enough to have gray hairs, i.e., over 30.)

The others in the Top 10 were (6) Ralph Manee (Fleet 31), Toms River, N.J., 46 points; (7) John Murray III (Fleet 38), Mobile, Ala., 48 points; (8) Jack Seifrick (Fleet 37), Westerville, Ohio, 49¼ points; (9)



**WHAT A START!** — Getting out of the berth can be half the problem as Floyd Davis (right) finds himself between a piling and Tom Ehman's boat as his crew tries to shove off. Ehman, in background, and Davis also tangled on the course in duels in the last three races.

Floyd Davis (Fleet 75), Panama City, Fla., 50 points; and (10) Paul Blonski (Fleet 12), Independence, Ohio, 51 points.

For Ehman, it marked the second year in a row in which he sailed the Scot NAC the week after the Sunfish nationals. And for the second straight year, the results were the same: second in the Sunfish nationals (with more than 100 skippers competing) and first in the NAC.

Ehman, as did most of the competitors, praised the eight-race series as providing a good week of sailing. Ehman said the three selection or qualifying races gave him a good chance to make the transition from a Sunfish to his Scot. He had finishes of 3-11-1 in the races (and still would have won if scoring had been on an eight-race basis).

Crewing for the champion were Jim Schnebelt, his regular crew for six years although he missed last year's NAC, and Mike Movinski, who watched last year's NAC as a self-described "alternate crewman."

What's ahead for Ehman after winning two NAC's and a host of other Scot championships.

"My plans are the same as everyone else's — the '76 Olympics," said Ehman. He'll try to make the U.S. Olympic team sailing a 470.

Hard-work Doug Sansom, a 20-year-old University of West Florida student, went into the final race trailing Ehman by three points, but had to settle for fourth in the race and a second-place finish.

(Please see EHMAN, Page 10)

# Secretary Sez

## Class promotion big item on agenda for next year

By HAL MARCUS

We have been hearing a lot lately about FSSA dues going up, but has anybody told you what is going to be happening with the extra money? Last month I mentioned that our new budget, if approved, would have a very exciting provision in it for promoting the class. Well, the budget was approved and you will see that it has a very generous sum of money earmarked for class promotion.

An Advisory Committee on Class Promotion has been formed, and they invite your ideas on how best to accomplish the job. Some of the suggestions include advertising FSSA in national yachting magazines, developing training and safety movies and a "Beat the Champs" regatta at the Midwinters. The members of the Advisory Committee are 1st Vice President BILL SINGLETARY, 2nd Vice President DAVID GRIFFIN, Editor DICK ELAM and Designer SANDY DOUGLASS. Their addresses are on Page 2. Please take the time to send them your ideas.

### NEW MEMBERSHIP CATEGORIES EXPLAINED

A new FSSA membership class, which should prove popular, is our family membership. This will provide a money-saving membership for Flying Scot families while, as former Commodore ROBERT VANCE has said, promoting the family aspects of Scot sailing. It will also provide economies to FSSA in record keeping, printing and postage costs.

The family membership is simply the combination of one active member and unlimited associate members who are all members of the active member's immediate family, sailing the same Flying Scot and who reside at the same address. Adhering to FSSA's Constitution, only the active member may vote and hold office.

The annual membership dues for family membership are \$25 per fiscal year. Remember, our fiscal year started on Sept. 1, so all dues paid now are for the 1975 sailing season!

The second membership classification we want to mention is actually a year old. This is our sponsoring membership which is for companies or individuals who provide products and/or services to our membership and for those with a special interest in FSSA. This category includes our builders, dealers, sailmakers, trailer and tire manufacturers and other involved with hardware and any other facet of Flying Scots. Sponsoring memberships are \$25 per fiscal year and will receive special recognition as such. If you know of a company interested in this class of membership, please have them contact our FSSA office.

Our other classes of membership remain the same,

and our 1975 dues are active, \$15; associate, \$10 and sustaining, \$10.

Your 1975 membership application form will be sent later this year. We will be printing our 1975 membership roster early in the year, and if you want to be listed properly, it's imperative that we receive your form and dues in time.

### FLEET 6 FINDS TWO MYSTERY SCOTS

We are glad to hear from JACK CARPENTER (FS 1987) and MRS. JOE BECKER JR. (FS 1200), both of Pittsburgh, Penn. on Mystery Scots 228 and 1008. Jack reports that he and his brother spotted FS 228 on Deep Creek Lake and found out that she was just purchased by SIDNEY UPHAM, 2700 N. Upsure St., Arlington, VA 22207. We are asking Sid to join FSSA and when he does, Jack will receive his new free Flying Scot lapel pin to go with the new pocket emblem he already received.

Mrs. Becker reports that FS 1008 is moored on Deep Creek Lake and was owned by the recently deceased WILLIAM MINOTTE of Pittsburgh. We were sorry to hear of Mr. Minotte's passing in June.

Remember, in our Mystery Scot Contest, we will give you three new Mystery Scots in each issue. The member who sends us the correct name and address of the boat's current owner will receive a FSSA pocket emblem. If the owner joins FSSA, you will receive a FSSA lapel pin.

This month's new Mystery Scots are 308, 319 and 327.

### 1974 NAC WAS A SMASHING SUCCESS

As you may already know, our 1974 NAC was absolutely terrific. I personally want to thank our 1974 NAC chairman and his wife, ROLF and MARILYN KROTSING, and Edgewater Yacht Club's Commodore and his wife, DON and MARY EMERY, for their untiring efforts and good humor that made the regatta such a success.

There were so many others such as the MILLERS, BACKS, NEWBERRY'S, SOLOMONS and the

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### 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, 3½ inches by 2 inches; 30-word limit) — \$15.

COLOR AND BACK PAGE, EXTRA.



## Mystery Scots

21	319	1028
35	327	1321
106	644	1324
131	649	1412
146	651	1419
212	1021	1457
308		

JUCAITUSES who did so much to help. Particular thanks go to EYC club manager TERRY AUSTIN and his staff who kept the beer cold and dinner warm until we finally "drifted in" exhausted but happy at 9:30 one evening.

### WARRANTY TAGS ON NEW FLYING SCOTS

Our Flying Scot builders have agreed to a new concept whereby a warranty tag will be attached to every new boat at the factory and will be claimed by the Scot's new owner. The warranty tag will contain two postcards, one of which will be returned by the owner to the builder to activate the warranty. The other card will be returned to FSSA headquarters and upon receipt, the official Certificate of Registration and Measurement will be issued to the owner.

Of course, this will also give us the opportunity to ask the new Flying Scot sailor to join FSSA. With the cooperation of the builders, the registration fee, which includes the hull number and certificate, has been

increased to \$15 per new boat.

As previously established, the transfer and reregistration fee for official certificates when you purchase a used Flying Scot remains \$2. The fee should be sent to your FSSA office as soon as the purchase is made with the old certificate properly signed by the seller. This actually creates a bill of sale and is recognized as a title or proof of ownership in many states. More and more, our members realize the value of this service and are taking advantage of it.

If your 1974 Membership Card was marked "NO" beside Registered Boat, this means we do not have a copy of an official certificate issued on that Flying Scot in your name. This condition can be changed to "YES" on your 1975 card by adding an extra \$2 to your dues check and marking the appropriate block on your form.

### FS 385 VS. MD 416V

SID POLK writes "glad to see that our boys in North Carolina are trying (re: state hull registration). Mine looks silly with FS 385 on the sail and MD 416V on the hull!"

### NEW LAPEL PINS NOW IN STOCK

To those of you who had ordered lapel pins after our original order ran out, we want to thank you for your patience. The new lapel pins are in, and like everything else today, they cost us twice as much. Therefore we have had to price them at \$5 each. Still an excellent value; send us your order.

## New FSSA members

No.	Fleet	Dist.	Name	Address	City	State	Zip
15	15	M-O	Robert A. Kober	113 W. Alcott St.	Kalamazoo	MI	49001
117	65	OH	Edgar H. Hannum	3207 Fulton Dr. NW	Canton	OH	44718
159	105	NE	R. C. Brown	91 Nichols Rd.	Cohasset	MA	02025
183		GNV	George Blakeman	9 Stafford Dr.	Black River	NY	13612
223	40	PAC	Joan Phelan	85 Mt. Spring Ave.	San Francisco	CA	94114
307		NE	Edward M. Godfrey	55 Dion Avenue	Kittery	ME	03904
602		PAC	Marvin D. Franke	P.O. Box 213	Pt. Reyes	CA	94956
659		OH	Bruce Boyden	3463 W. 155th St.	Cleveland	OH	44111
709		GNV	Peter Schkeeper II	3424 Park Ave.	S. Plainfield	NJ	07080
938		GNV	Philip Linker	74 Oak Rd.	Bayport	NY	11705
1264		CAP	Leon Nagin	1900 Brushcliff Rd.	Pittsburgh	PA	15221
1379	20	M-O	Howard E. Seefeld	404 Mark Hannah	Ann Arbor	MI	48103
1383		TX	Charles Martin	3904 Dalgren Dr.	Dallas	TX	75214
1690		MID	Leon Striegel	R.R. 7	Carbondale	IL	62901
1722		TX	Joaquin Gonzalez	215 N. San Saba	San Antonio	TX	78207
1775	7	GNV	Mario Bonaparte	81 Mary Lane	Riverside	CT	06878
2251		GF	R. V. Baxley, Jr.	7915 Holgate Rd.	Pensacola	FL	32504
2308	111	GF	John Henderson, Jr.	6178 Graceland Cir.	Morrow	GA	30260
2352		M-O	James Barnes	6262 Indian Point Rd.	Montague	MI	49437
2367		CAP	Howard Mulhern	1103 E. Northern PKY	Baltimore	MD	21239
2427	46	GNV	Hugh Malone	611 Boyd St.	Long Beach	NY	11561
2506		CAP	Lewis Coonley, Jr.	13206 Rickets Pt. Rd.	APG	MD	21010
2520	20	CAR	Edward Wrenn	1007 Forest Hills Dr.	Greensboro	NC	27410
2522	110	MID	John Huus	1514 9th St. NE	Rochester	MN	55901
2523	110	MID	R. O. Bailey	2315 W. 4th St.	Waterloo	IA	50701
2537		MID	Richard Kluzak	Route 1	Fargo	ND	58102
2566		MID	Gordon Sprague	P.O. Box 218	Paris	IL	61944
2567	2	MID	Howard B. Davis	833 Hillcrest Rd.	W. Lafayette	IN	47906
2584	6	CAP	William E. Ramsay	820 Pensinger Blvd.	Mt. Lake Park	MD	21550
2591		CAP	Robert Miller	204 Somerset Dr.	Mars	PA	16046

# Buddy Pollak elected president at Flying Scot annual meeting

CLEVELAND — Lewis B. (Buddy) Pollak Sr. of Gulf Breeze, Fla., was elected president of the Flying Scot Sailing Association at the annual meeting Aug. 13 during the North American Championships. Pollak has been 1st vice president.

Past President Ted Glass of Mt. Vernon, Ill., is the new commodore. The slate of nominees was elected by acclamation.

Serving with Pollak will be 1st vice president, Bill Singletary, Durham, N.C.; 2nd vice president, David Griffin, Riverside, Conn.; secretary, Fred Meno, Columbus, Ohio; treasurer, John Morrow, Panama City, Fla.; chief measurer, Don Hott, Keyser, W.Va.; editor, Dick Elam, Austin, Tex., and nominating committee chairman, Bob Cowles, Warren, Mich.

At a special Board of Governors' meeting later, an Executive Committee of Pollak, Glass, Singletary, Griffin and Scot designer Sandy Douglass was selected.

The charters of two fleets, Fleet 56 (Fort Myers, Fla.) and Fleet 73 (Perth Amboy, N.J.-Raritan Y.C.), were revoked at the annual meeting. The fleets had been placed on suspension in 1973 for failing to maintain three active members.

The charters of seven fleets were suspended at the meeting, and they have until July 1, 1975 to attain the minimum of three active members. These fleets are 47 (Egg Harbor, Wis.), 49 (Houston, Tex., Houston Y.C.), 62 (Dallas, Tex., Lake Ray Hubbard), 74 (Nyack, N.Y.), 93 (Lawton, Okla.), 101 (Akron, Ohio) and 103 (Yorktown, Va.).

(Fleet 110, Rochester, Minn., was removed from the tentative suspension list after it met the standards with the assistance of Pam Foster, Jack Culley and other members of Fleet 95, Minneapolis.)

At the Board of Governors'



**GOING OUT AS CHAMP** — Immediate past president and new commodore Ted Glass takes the microphone to accept the trophy for winning the Challenger Division at the NAC in Cleveland. NAC general chairman Rolf Krotseng (left) and new FSSA President Lewis B. (Buddy) Pollak flank Glass.

meeting Aug. 12, outgoing Commodore Robert Vance, representing Fleet 7 (Riverside, Conn.), presented a new perpetual trophy to go to the winner of the final race of the championship series. It was noted that Fleet 7 reserved the right to re-designate the conditions under which its trophy will be awarded.

In other action by the Board of Governors:

- It was decided that all skippers in sanctioned events will have to sign a pledge on their sails as to the date of manufacture and the number of the hull for which they were made.

- A committee was appointed to work out a resolution on the question of sail numbers agreeing with hull members. Gulf District Governor Mike Johnson said the Gulf Yachting Association was agreeable to a compromise, but ex-Michigan-Ontario Governor Bob Cowles said the Detroit River Yachting Association was not.

Pollak, Hott, Johnson and Cowles make up the committee.

- FSSA sailing instructions are to be changed to comply with current NAYRU procedures.

- Pollak announced that the 1975 Midwinters will be held in Panama City, Fla., Feb. 27-March 2, with the Board of Governors to meet Wednesday evening, Feb. 26. The warm-ups will be at Pensacola Feb. 22-23.

- It was recommended that the 1976 NAC be held at Lake Norman, North Carolina, with Fleet 48 as host. (The 1975 NAC will be at Southern Yacht Club, New Orleans, Aug. 11-15.)

- Chief Measurer Hott said his committee would report at the Midwinters on the maximum inboard lead of the jib and eliminating the necessity of the track.

The Executive Committee approved a change in name for the New York Lakes District. It had been the Western New York District.



# GORDON DOUGLASS BOAT COMPANY, INC.

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Third and Omar Streets

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## Sale—Sails—Sail!

*"When a feller needs a friend"*

Here's your chance to boost the Flying Scot and acquire a new suit of Flying Scot Sails for the 1975 season.

Politics have turned a page, but we still face forbidding problems of supplies, high costs and uncertainties. You can help us keep the Flying Scot rolling by persuading a friend who is interested in owning a Scot to order now. For any order you get to us we will send you, as a gift, a new suit of Schreck jib and mainsail. Or, sell your friend your own Scot and get a new one with free Schreck sails.

This campaign starts immediately and ends December 1st. With all costs rising at an alarming rate we must increase our price commensurately if we are to survive. If you want to take advantage of our current price act now. The next increase may be necessary in about a month.

Gordon Douglass Boat Company, Inc.  
Box 28, Oakland, Md. 21550

Please ship my free suit of sails to:

Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

FS # \_\_\_\_\_

The Flying Scot order you received through me is for:

Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

This offer expires  
December 1, 1974

**GOOD START** — Challenger Division champ Ted Glass (FS 1890) gets off the line in the fourth race of the division. Other boats include Sam Tellschow (FS 2210), Bill Bright (FS 2386), John Barnes (FS 1039), James Bevans (FS 1738), Richard Leslie (FS 642) and Ed Stein (FS 1621).



## Glass wins second Challenger crown

CLEVELAND — Past President and new FSSA Commodore Ted Glass of Mt. Vernon, Ill., celebrated the end of his term in office by winning the Challenger Division at the North American Championships over 21 other skippers.

Glass sailed a consistent 5-2-3-2-3 series for 15 points to win by 1½ points over Bob Hellendale of Riverside, Conn. Hellendale won the second and fifth races in a 4-1-6-5-1 series.

Robert Cardwell of Inverness, Calif., the Pacific District champion, finished third after appearing to have the division won.

Cardwell held a 3¼-point lead over Glass going into the final race and was in good position after the first three legs. However, when the windward

mark was shifted in the final race, Cardwell passed the leeward mark on the wrong side and was several hundred yards beyond the mark before he realized his mistake. By the time he rerounded the mark, he had dropped far back and finished 17th.

Fred Griffin was fourth, while Mort Fleishman of Potomac, Md., winner of the third race, placed fifth. Dave Sullivan of Toledo, Ohio, winner of the fourth race, was sixth.

Doug Sherman finished seventh despite a DNF in the final race. Like Cardwell and one other skipper, Sherman passed the leeward mark on the wrong side, but did not reround on the correct side.

Glass becomes the first person to win the Challenger Division two times. He also won at Fairhope, Ala., in 1969.

In accepting his Challenger Division trophy, Glass said that wife (and crew) Florence told him on the way back to the dock after the final race: "We've come full circle. Five years ago we won on Mobile Bay and now we've won again. We haven't learned a thing."

It was a disappointment for Cardwell, who decided to come to the NAC at the last minute. He and crew member Kathy Morgan drove straight through from California to Cleveland in 37 hours. "And we only got one speeding ticket," said Cardwell. His other crew member was Stephanie Krotseng of Cleveland, daughter of NAC general chairman Rolf Krotseng.

### Former president issues statement of appreciation

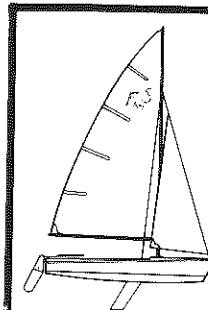
Ted Glass, who has served as president of the Flying Scot Sailing Association for the last two years, issued the following statement to the association members after the North American Championships in Cleveland:

"At the annual meeting I was thanked for giving FSSA a good administration. I was pleased, of course, but hasten to point out that the cooperation of the membership and Board of Governors made it possible. Most credit should be given to Hal Marcus, Dick Elam and Joe Harper — the same dedicated persons who will continue to make FSSA successful.

"You should be aware that dues are being increased, a move made necessary by inflation, increased NAYRU participation and a more active class promotion program. This is a growth pain which will make it possible to serve you better. Please let the officers know your desires and ideas.

"May I thank you for a most pleasant two years."

Glass will continue to be active in the association and is currently commodore.



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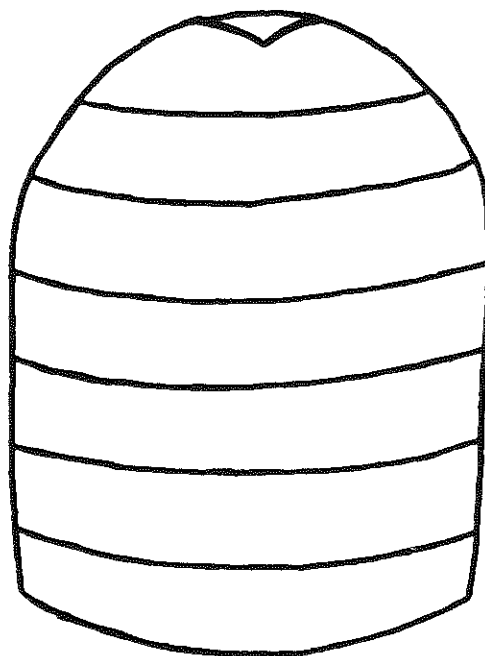
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# Ehman takes second Scot NAC in row

(Continued from Page 3)

Sansom made his mark at last year's NAC when he won the final two races for a third-place finish and followed that with a fifth at the Scot Midwinters. He sails the boat belonging to new President Lewis B. (Buddy) Pollak, who has had to give up sailing because of a bad back.

Sansom and his crew of Jim Stitt and Pixie Daigle practiced together for three months to prepare for the NAC. They also lost 25 pounds of weight (most of it by big Doug) to help gain boat speed.

George Haynie, who regularly sails against Sansom at Pensacola Yacht Club, finished third and won the Detroit Yacht Club trophy for the best finish by a club-owned boat. Crewing for him were Rick Zern and Terry Wright.

Paul Schreck, the only person other than Douglass and Ehman to win more than one NAC (his wins came in 1970 and 1972), finished fourth this time. In the last six NAC's, Schreck has two firsts, two seconds and a fourth, and in the last five Midwinters, he has three firsts and a third.

Ehman had a new boat, but the same rigging, for this year's NAC. He used Murphy & Nye sails. Sansom and Schreck both used Schreck sails, while Haynie used Hard sails.

Trophies for the selection series went to John Murray and James Davis of Pittsburgh (who had Sandy Douglass as a crewman), tied for first; Schreck, second; and Jack Orr of Danbury, Conn., third.

## Race 1: Parker surprises favorites

The first race of the Championship Division on Wednesday provided a surprise as Wesby Parker II of Greenwich, Conn., found good air and sailed to victory over Schreck, Haynie, Ralph Manee and David Griffin.

(The glory was short-lived, however, as Parker was unable to do better than 20th in the last four races.)

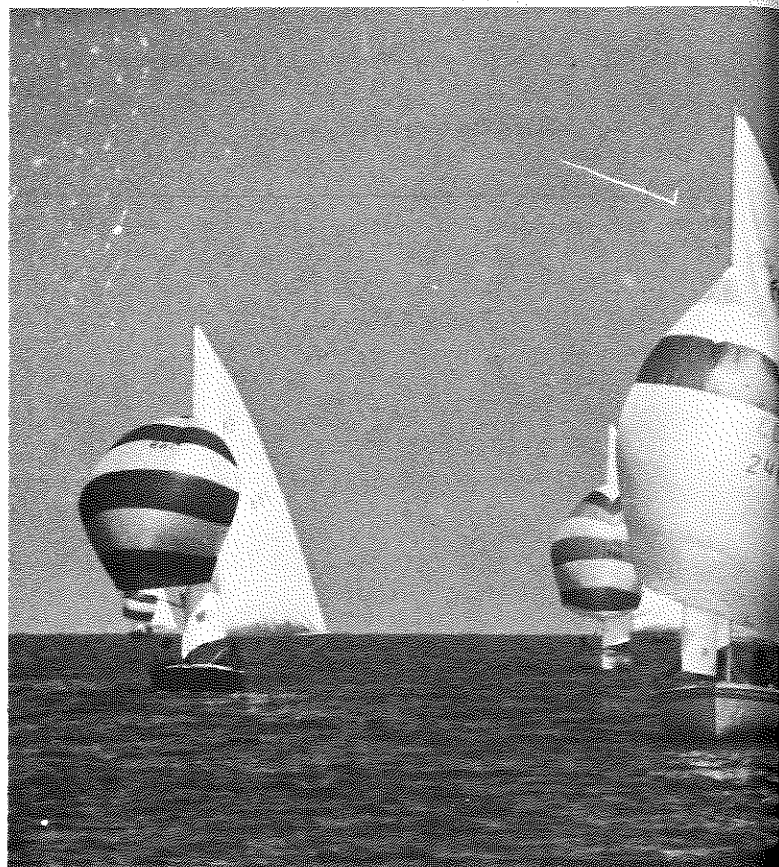
Ehman got a bad start and was 18th at the first mark. He eventually worked his way up to a ninth place finish, one position ahead of Sansom.

## Race 2: Seifrick wins over Manee

Jack Seifrick, who had finished sixth in the first race, captured the silver for the winner of the second race by finishing ahead of Manee.

James Davis was third, ahead of Paul Blonski and Murray.

But Manee's 4-2 for 6 points gave him the lead



at the end of the first day by  $\frac{3}{4}$ -point over Seifrick.

Haynie and Schreck were back in a tie for third with 13 points, after finishes of 11th and 10th respectively in the second race.

Ehman and Sansom improved with Ehman's sixth again one place ahead of Sansom. Ehman finished the day with 15 points for fifth place, and Sansom had 17 points for sixth.

## Race 3: Ehman outduels Davis

After a delay of almost two hours, the winds picked up to about 5 knots, and the third race got under way shortly before noon Thursday.

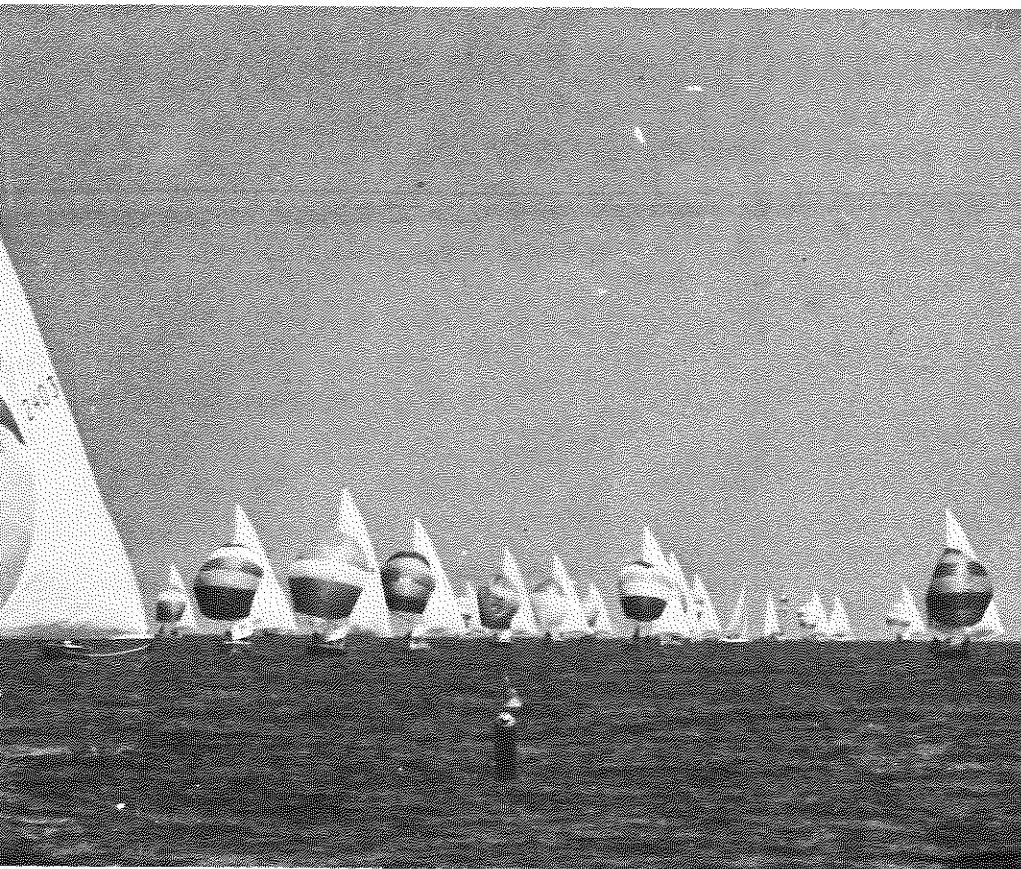
It immediately turned into a dual between the oldest youngster, Panama City's veteran Floyd Davis, and the youngest oldster, Pinckney's Tom Ehman.

Davis, who was well back with finishes of 25-17 in the first two races, took the lead after the first mark with Ehman second. The positions held as the wind picked up until Ehman outtacked Davis on the fourth leg to grab the lead, and he stretched the margin to 40 seconds on the spinnaker run. Davis cut Ehman's lead at the finish to 15 seconds.

Blonski and Gertrude Godshalk of Glenview, Ill., held third and fourth throughout the race, with Blonski getting third by a boat-length.

Schreck, after a poor start, worked his way up





**ON THE RUN** — NAC winner Tom Ehman (FS 2403) leads the fleet as he approaches the leeward mark with one leg to go in the third race. Floyd Davis (FS 681) on left finished second to Ehman in this race.

to fifth place, while Sansom took a sixth. David Griffin was seventh and Seifrick edged John Aras for eighth. Haynie claimed 10th, and Manee was never able to get into contention and finished 12th. It was the only race of the championship series in which marks were not reset.

Seifrick's eight was good enough to give him the lead with 14½ points over Ehman with 15½. Manee dropped to a tie for third with Schreck with 18 points. Blonski moved up to fifth, 22 points, one ahead of Sansom and Haynie.

#### **Race 4:**

##### **Sansom makes his move**

Sansom, who seems to do his best sailing in the final races, won the next-to-last race for the second year in a row to move into contention. The fourth race got underway at 4 p.m. in winds of 5-10 knots.

Ehman got off to a great start, but Haynie took the lead at the first mark with Ehman second. Sansom, Floyd Davis and Murray trailed in the next three positions, and these five traded places in the top five the rest of the day.

Sansom moved into second on the spinnaker run, then overtook Haynie on the fourth leg and held the lead.

Murray moved to fourth when Ehman had trouble at the jibing mark and dropped to fifth, where he finished. Murray caught Davis on the

fourth leg, and moved into second ahead of Haynie on the final leg.

Seifrick said he took a wrong tack on the first leg and was 22nd at the windward mark. He finished 16th, which dropped him from the leaders.

Manee stayed in contention with a sixth. Schreck dropped back with a 10th, and Blonski had a 22nd.

At the end of the second day and with one race remaining, Ehman had taken the lead with 20½ points, despite his fifth. Following were Sansom, 23½; Manee, 24; Haynie, 26; Schreck, 28; Seifrick, 30½.

#### **Race 5:**

##### **Champ clinches crown**

The final race quickly turned into a repeat of the third race's Ehman-Davis duel. The race, after a postponement of an hour and the pre-race resetting of the windward mark, started with winds of 5 knots, but dropped off.

Davis started off an extreme starboard tack that took him more than a hundred yards out from the rest of the fleet. But after a tack put him in line with the mark, Davis rounded with a 4½-minute lead.

The mark was near shore and protected by a cliff, and after Davis rounded, the wind dropped and the other boats bobbed around the mark.

Ehman, who also had taken a starboard tack, got around it second with more than a minute lead

over Sansom and Aras. Ehman then got a puff on the spinnaker run as Davis ran out of air and moved within 50 seconds of the leader at the second mark with the two far ahead of the rest of the fleet.

Schreck, who said he thought he was going to round in second before the wind died, was fifth at the mark. But Schreck said the breeze filled in on the spinnaker leg and he was caught in the middle as boats passed him on both sides. He wound up 14th.

Manee said he got a good start in the final race but didn't go out far enough and got trapped in the middle on the first leg. He finished 22nd.

The wind had shifted as the fleet sailed the triangle, and the windward mark was reset from 210 degrees to 300 degrees. The wind later shifted to due north, but the mark had already been set.

It was on the second windward leg that Ehman finally caught Davis, the sentimental favorite, and kept the lead for his second win.

"Every boat that went by yelled, 'Go get 'em, Floyd.' We wanted him to win too, but we couldn't let up," Ehman said. He added, "That Fleet 7 trophy really makes you want to win. It's really something to hang on the wall."

The new Fleet 7 trophy for the winner of the final race of the Championship Division was donated this year and purchased from profits the



**PRECISION** — Paul Blonski, Kelson Elam and Doug Sansom get close to their work during the measuring of the sails at the NAC.

fleet made during the 1973 NAC at Riverside, Conn.

In addition to the Douglas Trophy as champion and the Fleet 7 trophy, Ehman won the Schreck trophy for most first places.

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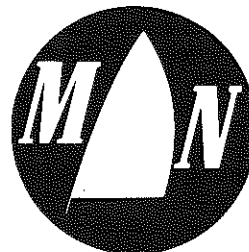
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# Sailing incidents provide lesson and a funny story for Sandy

By SANDY DOUGLAS

Last month I wrote about the safety reasons for rigging the main sheet to lead from the end of the boom to a snubbing winch, pointing out some of the hazards resulting from the mid-boom-to-cam-cleat rig.

This is an old story and I realize that many Scot owners tend to scoff at my concern. My point is that while there may be some advantages to the mid-boom rig — just as there are to the end-of-boom rig — it is my belief that the mainsheet cleat has no place on a FAMILY centerboarder even though for the average Scot owner the lethal conspiring of the elements, the freak gust, may never occur. But it can happen, so read on!

Soon after I had sent in the copy for the August SCOTS N' WATER, Fleet 6 was racing on Deep Creek Lake. It was a beautiful day with light to medium variable winds.

I had rounded the leeward mark fairly close behind the leading boat, which now was abeam, covering me on the beat to the finish, sailing in a medium hiking breeze.

Out of a clear sky, with no warning whatsoever, we were hit from abaft the beam by a vicious knockdown, perhaps a little twister. For a couple of seconds we thought we were over!

All I could do was to let go of the sheet and tiller, my crew let fly the jib sheet and we both scrambled to get onto the topside as the boat went over onto her beam ends. Fortunately the boom flew out, the gust let up and the boat struggled back up. We thought we were gone, and both of us are convinced that we would have gone all the way if the mainsheet had been cleated.

Back at the club I mentioned this incident to the winner, Bruce Drury, who said he apparently had been too preoccupied with his own problems to notice us, but that he, too, had been hit by the same gust, had thought he was a goner, and that the free mainsheet was all that saved him.

In this case there was no real danger because we were sailing a race, and a crash boat was nearby. But suppose a solitary Scot had been hit by such a knockdown, a Scot sailed by a family with small children and elderly people aboard, and with no rescue boat to help them? The gust hit so hard and so suddenly that there was no time to "flip the sheet out of the cleat," and even if it had been freed, the sheet could not have run out fast enough through a cam cleat to save the boat. It can happen, and it can be serious!

To turn to something in a lighter vein, this past weekend during our annual Deep Creek Lake Maryland Championship Regatta I was involved in one of the most amusing and unusual race-course situations of my

experience.

The situation was that two Scots, fighting for the lead, were on a broad reach in a good planing wind approaching the last turning mark leading to a beat to the finish line. We were catching up to the main body of the Rebel fleet which had started 10 minutes ahead of us, some of which were rounding the mark.

Fred Griffin was leading by several lengths as we approached the mark, a length or two to windward, as we overtook a Rebel. On a screaming plan Griffin shot past it to windward, well in advance of reaching the mark.

I was tempted to pass to windward also but, aware of the possibility of a luff, shot through to leeward. If I didn't get through in time, the Rebel would have inside rights at the mark — and I would lose Griffin — but I felt sure I would be clear ahead of the Rebel before we reached the mark, and this proved to be the case.

But as we went by to leeward, and as we rounded the mark ahead of him, the Rebel skipper kept yelling at me at a great rate (with some uncomplimentary remarks), and I thought he was complaining about his rights under the rules and my tactics. I was sure I was in the clear, yet I fully expected him to protest me.

When I met him later at the club I asked him what was wrong, saying that I felt certain that I had stayed clear and had been clear ahead at the mark, had not bothered him. To my surprise he agreed to all of this but said he thought it wasn't right for us big boys to come roaring down on the Rebel fleet like that, interfering with their racing!

I reminded him that we all had equal rights on the water under the rules, that if it had been another Scot or any other boat we would have done the same thing, that we two were fighting for first place and he was back in his fleet — but he still thought it was wrong and that we should have been more considerate! C'est la vie!

P.S. Fred Griffin beat us at the finish line by about four feet and won the Flying Scot Maryland Championship.

## 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.

(Incidentally, we still haven't received the results of some of the district championships and other major Scot regattas.)

# Hanselman's victory disputed in Midwest

Fritz Hanselman, who had his string of three straight Midwestern District victories broken last year, reclaimed the trophy at Lake Carlyle, Ill., July 12-13.

Hanselman finished with 5 3/4 points on a series on 3-2-1 to edge Gertrude Godshalk with 6 1/2 points. Defending champion John Moderwell was third with 10 points.

However, Godshalk, winner of the first two races, has filed an appeal with the Central States Sailing Association over the handling of Hanselman's finish in the second race.

Ernest Godshalk, husband and crew for Gertrude, told SCOTS n' WATER that Hanselman finished seventh in the second race but protested that the race had been improperly shortened. The judges agreed, according to Godshalk, and announced after the final race that Hanselman would be given the average of his other two finishes — a second — instead of a seventh.

The Godshalks said they sailed the final race thinking they had only to cover Moderwell (which they did) to win the championship.

Light air was a problem for the 28 skippers from seven fleets throughout the weekend.

All but seven boats managed to finish the first race Saturday morning before the wind died, with Godshalk, Moderwell and Hanselman placing one-two-three.

The wind returned late Saturday enabling the second race to be sailed, and Godshalk again won with Moderwell second. Hanselman also received a second for the race following his protest.

In the final race Sunday, Hanselman took first, while Godshalk was fifth and Moderwell sixth. Don



**MIDWESTERN ACTION** — Gertrude Godshalk (FS 1966), Midwestern District runnerup, finds racing room on Lake Carlyle, Ill. To port is John Moderwell (FS 1381), who finished third. However, the outcome of the regatta is being protested.

Ebarp finished behind Hanselman for fourth in the series, and Don Shoemaker was third for fifth place overall.

Robert K. Turner Jr., Fleet 25, Milwaukee, was elected district governor with Carlyle Ott, Fleet 30, Carbondale, Ill., alternate.

The finishes of the top five were:

	Skipper	Sail		1	2	3	Points
		No.	Fleet				
1.	Hanselman	2410	44	3	2	1	5 1/4
2.	Godshalk	1966	3	1	1	5	6 1/2
3.	Moderwell	1381	3	2	2	6	10
4.	Ebarp	1959	25	4	9	2	15
5.	Shoemaker	606	30	8	4	3	15

## Cardwell edges Brock in Pacific Districts

By ELLIS ALDEN

Robert Cardwell put together wins in the first two races to hold off Tom Brock by one-half point for the Pacific District championship.

The series, hosted by Fleet 40, was sailed on beautiful Tomales Bay, Inverness, Calif., July 27-28, under sunny skies and ideal sailing conditions. Ten skippers competed.

Cardwell was first off the starting line in the first race and kept a commanding lead through the entire course, while Brock finished second. In the second race Cardwell got off to a poor start, but was able to make up for it and claimed another first. Brock, demonstrating the same skill and consistency of performance he displayed all season, was second again.

In the final race, Cardwell fell back to sixth, but Brock could do no better than fourth which left him trailing Cardwell by one-half point.

J. Phelan-Ned Congdon took third overall after winning the final race.

Following are the race results:

Skipper	Sail		1	2	3	Points
	No.					
1. Robert Cardwell	533		1	1	6	7 1/2
2. Tom Brock	326		2	2	4	8
3. Phelan-Congdon	223		3	6	1	9 1/2
4. Art Simpson	1303		4	7	2	13
5. Andy McKey	483		5	3	7	15
6. Jim Wells	978		6	9	3	18
7. Robert Wells	676		9	5	5	19
8. Ellis Alden	623		8	4	9	21
9. Eric Noble	224		7	8	8	23
10. John Henderson	1864		10	10	10	30



# Seifrick weathers Ohio competition

By DAN BRUBECK

For two days and five races, unrelenting northeast winds of 16 to 25 knots whipped whitecaps across Lake Erie and into 26 Scots sailing in the Ohio District Championships at Edgewater Yacht Club, Cleveland, on July 20-21. There were several serious collisions (port-starboard situations) and one dismasting in the heavy seas, plus one capsize at the jibing mark.

It was Jack Seifrick of Hoover Yacht Club and Fleet 37 who was best able to weather the grueling five-race series as he came on strong to win the final two races on Sunday and claim the championship.

After the three races on the first day, Fred Meno of Fleet 37 held the edge with a third followed by two firsts. Seifrick was second at that point with two seconds and a fourth.

However, in the first race on Sunday, Meno never broke from the pack and finished 10th, while Seifrick's first gave him a commanding lead. In the final race Seifrick and Meno finished one-two, as Meno clinched second in series.

Bill Bright of the host Fleet 12 — a first-year Scot sailor with Mirror Dinghy experience — took third with incredibly consistent sailing, finishing 4-2-4-4-4.

John Aras, a young Capitol District skipper who spent the summer in the Cleveland area, took sixth despite not finishing the second race after a rudder fitting snapped. Aras had won the first race and finished the series with a 3-2-3.

In the business meeting, Derrick Lonsdale of Fleet 19, Berlin Yacht Club, was elected district governor for 1974-75. The district championship will be sailed on



**OHIO CHAMP** — Jack Seifrick, Ohio District winner, displays plaque he received for winning the second race of the Championship Division at the North American Championships.

Berlin Lake next year, probably in June.

The top 10 finishers were:

Skipper	Sail No.	1	2	3	4	5	Points
1. John Seifrick	1629	2	4	2	1	1	9
2. Fred Meno	2448	3	1	1	10	2	16
3. Bill Bright	2386	4	2	4	4	4	18
4. Dan Brubeck	829	8	3	8	5	8	32
5. Bill Zimmie	681	12	8	6	3	5	34
6. John Aras	1414	1	DNF	3	2	3	34
7. Rolf Krotseng	1408	6	9	7	12	9	43
8. Jack Huling	490	9	10	10	7	11	47
9. Joe Moore	2244	13	12	5	13	6	49
10. Roger Newberry	705	11	6	12	18	7	54

## Greening wins M-O Districts in last race

By ELMER and MARIE MANSON

Robert Greening of the Detroit Edison Boat Club and Fleet 8 took the Fanshawe Trophy as winner of the Michigan-Ontario District championship on July 20-21 at Crystal Lake, Mich.

Greening had a second and a fourth in the two Saturday races sailed in a delightful 10 to 15 m.p.h. breeze, then took a third in light air on Sunday morning to finish with 9 points.

He outdrifted Bob Cowles, who had won the first two races handily. Cowles, of the Detroit Yacht Club, fell back to 12th in the final race to finish third with 13½ points.

Phillip Luno of London, Ontario, Fleet 33 maintained the international flavor of the regatta by placing second with 11 points on a 3-6-2 series.

Gene Martineau of the host Fleet 41 maintained his lead on Sunday to win the third race and finish seventh in the series. Jack Redman and Duane Smith of Crystal Lake were fourth and fifth, each with 16 points.

A fleet of 31 boats made for a congested starting

line, but there were no formal protests. Six of the nine fleets in the district were represented.

The results of the top 10 finishers were:

Skipper	Sail No.	Fleet	1	2	3	Points
1. Greening .....	C-52	8	2	4	3	9
2. Luno .....	9	33	3	6	2	11
3. Cowles .....	C-13	16	1	1	12	13½
4. Redman .....	922	41	4	8	4	16
5. Smith .....	2326	41	5	5	6	16
6. Dietrich .....	2434	15	11	2	8	21
7. Martineau .....	2325	41	6	15	1	21½
8. Kelly .....	C-53	8	8	3	13	24
9. Gritter .....	348	20	13	9	9	31
10. Riedle .....	2017	41	10	18	5	33

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# Bud Barrett takes second Gulf District championship in row

Bud Barrett made it two in a row as he successfully defended his Gulf District championship over a strong fleet of 38 challengers at Fort Walton Beach, Fla., July 20-21. Fleet 28 was host.

Finishing behind Barrett were Paul Schreck, George Haynie and Doug Sansom, a trio which later placed fourth, third and second in the Scot North American Championships. A further indication of the competitiveness of the fleet is that John Murray and Floyd Davis, seventh and ninth at the NAC, were unable to place in the top 10 at the districts.

Barrett took a first and second on opening day, then held on for a sixth in the final race to win by 1 1/4 points over Schreck. A disastrous ninth in the first race kept Schreck from the championship but the Lillian, Ala., sailmaker came back to win the second and third races.

Although skippers from Pensacola Yacht Club and Fleet 87 claimed the first four places, skippers from six different fleets claimed the next six places.

District Governor Mike Johnson, the race committee chairman, reported, "The first race was held in what we consider a gentle southern breeze, approximately 10 knots. Just as the first race finished, a thunderstorm broke increasing the wind velocity to about 40 knots for a period of time.

"We postponed approximately one hour, and ran the second race which was started in approximately a 15-knot breeze diminishing to 8 at the finish.

"Sunday morning started out as a drifter and picked up to about 3 knots steady after changing directions many times.

"We sailed an Olympic-type course and just as we had completed the triangle on Sunday, another squall line broke through. We shortened course at the windward mark with the wind increasing to approximately 15 knots."

Following are the results of the top 10 finishers:

Skipper	Sail No.	Fleet	1	2	3	Points
1. Bud Barrett	1432	87	1	2	6	8 1/4
2. Paul Schreck	1901	87	9	1	1	10 1/2
3. George Haynie	11	87	2	7	4	13
4. Doug Sansom	1939	87	8	4	2	14
5. Bill Wiselogel	2278	75	6	9	3	18
6. Larry Taggart	2093	96	4	10	8	22
7. Bill Davis	1812	55	5	3	19	27
8. Keith Turner	2491	102	11	6	10	27
9. Lee Borthwick	112	28	3	11	26	40
10. Ed Reardon	170		10	16	14	40

## The Winner...

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# Here's a way to combine cruising, racing

By ROLF KROTSENG

Splashed on the map southwest of Akron, Ohio are the Portage Lakes. And on the lake that's shaped like a turkey's foot is South Shore Yacht Club, home of Flying Scot Fleet 101.

S.S.Y.C. sponsors the Turkey Foot Lake Regatta the third weekend of September during even numbered years. Portage Lakes Yacht Club, on the north side of Turkey Foot, hosts the event on odd numbered years.

While both clubs are on islands, P.L.Y.C. is reached by car, and offers a ramp for regatta use. In a nearby, well-sheltered cove is a huge state-operated ramp with paved parking. We would recommend the state ramp even though considerable rowing may be needed to get out from under the cove's tall banks and trees.

Anyway, this all adds to the charm of Turkey Foot since you end up cruising to either one island or the other for the skipper's meetings, lunches and refreshments.

Racing on Turkey Foot could be described as

typical of small inland lakes — shifty, light air and smooth water with mud banks, lily pads and the subtle, speed-killing, board and rudder-clinging sea weed.

And so it is typical. But it's different, too, as each inland lake is different — different because of its size, shape and shore line, and made different by the imagination and effort of the race committee.

At Turkey Foot, the race committee sets up a triangle giving a mile-long beat with a 90-degree jibing mark. They drop the start and finish line to windward in the center of the lake. This makes a lot of sense, keeping away from shore and trees.

In a past year, horns tooted and shapes were hoisted at three-minute increments to get nine classes off smartly in under an hour. First to start were Highlanders and last to go were El Toros. (The El Toro makes a fine companion to the Flying Scot, by the way. The mast and boom slip easily inside the boat and the hull rests on the seats making a fine cockpit cover. Put another Toro on the top of your car, add a couple of kids, and you have an instant El Toro Regatta.)

## 'Race of Champions' in Midwinters' plan

A "Race of Champions" is planned as an added highlight for the 1975 Flying Scot Midwinters at Panama City, Fla., Feb. 27 - March 2.

As part of the FSSA's class promotion, six new Flying Scots will be purchased by the association and used for the race (then sold after the Midwinters). Skippers for the "Race of Champions" will be selected from national champions in other classes and Olympic and America's Cup sailors.

Tentative plans are for the "Champions" to race among themselves and against FSSA members. In addition, the guests are expected to hold seminars on sailing and provide tapes or papers for future publication.

FSSA executive secretary Hal Marcus, who is a member of the North Atlantic Yacht Racing Union's (NAYRU) new Class Association Committee, is working with Bill Bentsen, NAYRU's director for class racing and an Olympic medal winner, to set up the Midwinter's special events.

### So that's what they call it

Sailors have many names for the post-race period that serves to let the losers (and their crews) cool off and think about "the next time." This was gleaned from Fleet 23's schedule for their Open House Regatta at Dallas:

"7:30 p.m. — Attitude Adjustment and steak dinner at Wells' home."

### New Mast Raising Hinge

New mast raising hinge made by Kenyon Marine. Rugged, strong, all stainless steel. Approved by Gordon Douglass Boat Co., and mounted as an option on new Scots when requested by buyer. Easily installed on any Douglass Scot with only 4 screws (supplied) on deck behind mast step. Mast butt is NOT cut to accept pin. Simple instructions included. Please send \$16.40 per hinge (\$16/hinge, 40¢ postage). Buyers in Mass. add 45¢ sales tax. 15% discount to fleets and clubs prepaying for 12 or more units ordered at same time. (12 hinges send \$155.00; \$153/hinges, \$2/postage).\*

### Heavy-weather Sails

131 sq. ft. "storn" sails of 5 oz. Bainbridge Dacron are popular with those who hate to roller reef and want easier control in heavy weather, or when they sail alone. Carefully designed to use same sheet blocks and provide same fine balance in handling the Scot as with the full size sails. Ideal for youngsters, too — little sails for little muscles. Main and jib \$238.00 plus postage. Numbers extra. Money back guarantee if returned 7 days after you receive them.\*

### Double-ended Halyard Crank

Made of same aluminum alloy, with same shape and same breaking strength, by same mfg. as Douglass' crank. BUT EACH END is square and longer, thus allowing one to file another full-length square on each end if the original square is broken off. Prices include postage. 1—\$1.91, 2—\$3.74, 3—\$5.57.

### Beginner's Sailing Primer

Beginners learn to sail quickly and easily with authoritative 16-pg. booklet, "A Minimum Sailing Primer." Camps, clubs, sailing schools, sailboat mfgs buy in quantity year after year. (Over 92,000 sold to date.) 7 sections explain all fundamentals. Easy-to-understand text, simple diagrams. Basic sailing terms all carefully explained, Flying Scot boat nomenclature, a glossary, 15 safety precautions. Quantity prices on request. Single copy 60¢, incl. postage.\*

\*For prompt mailing, please send your check to: J. C. Jones, III, 56 Hawes St., Brookline, Mass. 02146.



# Michigan attorney drowns in Scot mishap

John Dougherty, FS 1172, drowned in Lake St. Clair July 18 after falling overboard while trying to start his motor. His wife and four children and a neighbor's child were aboard, but no one could operate the boat and it drifted away from him.

The mishap took place about a mile off the shoreline and within sight of his Grosse Pointe Park, Mich., home. Dougherty, 35, was an attorney.

According to information from a Detroit News story and a report by E. V. Kelly of Fleet 8, who sold the boat to Dougherty last April, the wind had come up to about 20 m.p.h. and he had taken down his sails.

Kelly said that Dougherty "was trying to start his motor when he evidently lost his balance. The boom came out of its boom back (the old X type) as he grabbed it, and he fell overboard. No one on board could operate the boat, and it blew away from John."

Dougherty's wife, Eleanor, told police that she immediately threw her husband a life preserver, but it fell short and drifted away from him.

Kelly said, "Everyone on the boat had life jackets on except John. He had given his to his wife, who had given hers to a child because the child's was wet. He had installed safety treds so he could get to the engine safely."

Kelly also said that Dougherty was a good swimmer.

Mrs. Dougherty and her children, Collen, 11, Erin, 9, John Jr., 5, Kathy, 3, and the neighbor's 11-year-old daughter shouted for help but eventually lost sight of Dougherty as the boat drifted away.

Dougherty was seen a mile downstream (there was a 2 m.p.h. current), but disappeared before he could be rescued as dusk fell. The body was found several days later.

Kelly concluded, "These are the facts of the incident as I know them. I don't know what conclusions can be drawn or how to prevent things such as this from happening."

## 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—Tomales Bay
- 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. Andrew Bay
- 79-GULFPORT, MISS.—GYC—Mississippi Sound
- 85-MONTGOMERY, ALABAMA—Lake Martin
- 87-PENSACOLA, FLORIDA—Pensacola Bay
- 90-MIAMI, FLORIDA—Biscayne Bay
- 91-ALEXANDRIA, LOUISIANA—Lake Coteau and St. John
- 92-PASCAGOULA, MISSISSIPPI—Mississippi Sound
- 96-NEW ORLEANS, LOUISIANA SYC—Lake Pontchartrain
- 98-BAY ST. LOUIS, MISSISSIPPI—Bay St. Louis
- 99-NEW ORLEANS, LOUISIANA NOYC—Lake Pontchartrain
- 102-FAIRHOPE, ALABAMA F.Y.C.—Mobile Bay
- 111-MARIETTA, GA.—Lake Lanier

### 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 Massapog
- 77-MENAUHANT, 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



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**FS 1917**—Scot and trailer. Excellent condition. Fully equipped for racing. 2 sets of sails.

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Ernest L. Godshalk, 735 Glenview Rd., Glenview, Ill. 60025. Phone: 312/724-6999(h); 312/856-5420(o).

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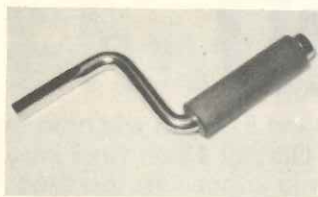
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# The Fleet's In

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

## 23—Open House Regatta set for Sept. 27-29

Fleet 23 and the Corinthian Sailing Club will hold their 2nd annual Open House Regatta on White Rock Lake in Dallas, Sept. 27-29. The five-race series counts toward the Texas Roadrunner championship.

Registration starts Friday, Sept. 27, with a tune-up race set for 5 p.m. The warning gun for the first race will be Saturday at 10 a.m., with the second and third races after lunch. The final two races will be Sunday morning.

The \$15 registration fee covers coffee and donuts both mornings, Saturday lunch and a Saturday evening steak dinner.

Registration forms and additional information can be obtained from N.M. Bremner, 3600 Milton, Dallas, TX 75205.

## 41—Lady Luck gives — and takes

In the final race of Fleet 41's July series on Crystal Lake, Mich., Jack Redman had a little good luck and a little bad luck. Running his spinnaker on a reach at the head of the fleet, he was blown over by a hard puff. With agility he righted Black Jack (FS 922), losing only one place. However, that was enough to allow Duane Smith to take first place and the July championship with 582 points to Redman's 576. (These two finished the Michigan-Ontario Districts with 16 points each, and Redman claimed fourth over Smith by finishing ahead of him in two of the three races.)

Gene Martineau was third, followed by Sam Telschow and Dick Remsberg.

**ELMER and MARIE MANSON**

## 45—Hospitality Regatta on tap

The Jackson Yacht Club and Fleet 45 will hold their annual Hospitality Regatta Oct. 12-13 on Ross Barnett Reservoir. A happy hour and supper are planned for Oct. 11. Contact Bo Palmer Jr., 1823 N. Lamar St., Jackson, MS 39216, for information.

(Editor's Note: This regatta seems to be well-named. Last year SCOTS n' WATER got numerous reports on the "hospitality" at the regatta, but never did find out who won.)

## 63—Fassnacht takes series

Jack Fassnacht captured the spring series held by Fleet 63, Havre de Grace, Md., with 6¼ points. He was followed by Sheppard, 9¾ points; Bennett, 11½ points; Harder, 17 points; Davis, 19¼ points and Houck, 31 points.

The championship series will be sailed Oct. 6, 13 and 20.

**JACK FASSNACHT**

## 71—VISA Regatta coming Oct. 5-6

The Virginia Inland Sailing Association (VISA) Invitational Regatta will be sailed on Smith Mountain Lake, Roanoke, Va., Oct. 5-6. Contact Raymond Purcell, 708 Corn Tassel Trail, Martinsville, VA 24112 for additional information.

**RAYMOND PURCELL**

## 81—Meckley wins two regattas

David Meckley, with crew Betsy Hunt, won the Susquehanna Yacht Club's Fourth of July Regatta with a first and second in the two races sailed July 6-7 on Clarke Lake, Wrightsville, Pa. The final race was cancelled when the wind died.

Austin Hunt (4-1), Phil Herting (2-3) and John Westerhold (3-6) finished behind Meckley.

In the Memorial Day Open Regatta May 25-26, the first four finishers were the same with Meckley putting together a 1-2-1 series for 3½ points. Hunt's 3-3-4 for 10 points gave him second over Herting (2-1-WDR for 10¾ points) and Westerhold (5-4-3 for 12 points).

Seven boats competed in each series.

**HARRY V. JOHNSON**