

SCOTS

n' water

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Visiting Champs Triumph



Peter Branning heads for mark in Race of Champions

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Midwinter Standings

(Following are the point totals and standings as reported to SCOTS n' WATER. Any questions about the standings should be referred to the regatta chairman or FSSA headquarters.)

Race of Champions

SKIPPER	HOME	CLASS	1	2	3	4	POINTS
1. Rick Grajirena	Clearwater, FL	470	4	1	1	3	8½
2. Art Ellis	San Diego, CA	Comet	2	3	5	1	10½
3. Doug Sansom	Pensacola, FL	F/S	8	2	2	4	16
4. Gene Walet	New Orleans, LA	F/S	1	6	3	7	16½
5. Paul Schreck	Lillian, AL	F/S	6	4	7	2	19
6. Marc Eagan	Bay Waveland, MS	F/S	3	7	4	5	19
7. Randy Miller	Panama City, FL	Hobie 14	9	8	6	6	29
8. Bud Barrett	Gulf Breeze, FL	F/S	7	5	8	10	30
9. Fred Meno	Columbus, OH	F/S	5	10	10	9	34
10. Peter Baning	Miami, FL	Laser	10	9	9	8	36

Championship Division

Skipper	Home	Sail No.	1	2	3	Points
1. Art Ellis	San Diego	8	3	2	2	7
2. Paul Schreck	Lillian, Ala.	1901	7	1	13	20½
3. George Haynie	Pensacola, Fla.	11	8	9	5	22
4. Click Schreck	New Orleans	2478	9	6	7	22
5. John Murray	Mobile, Ala.	2615	5	12	6	23
6. Rick Grajerina	Clearwater, Fla.	470B	1	22	1	23½
7. Peter Branning	Miami	31	2	17	10	29
8. Gene Walet	New Orleans	GW	18	8	4	30
9. Doug Sansom	Pensacola, Fla.	1939	22	3	9	34
10. Tom Davis	Mobile, Ala.	1812	25	7	3	35
11. Bill Wiselogle	Panama City, Fla.	2278	11	5	22	38
12. Bubby Eagan	New Orleans	2062	12	23	11	46
13. Roy Troendle	New Orleans	2096	4	15	DNF	49
14. C. Erickson Jr.	New Orleans	105	17	28	5	50
15. Marc Eagan	New Orleans	22	10	24	17	51
16. H. Chapman	New Orleans	24	14	19	20	53
17. B. Hausler	New Orleans	23	28	10	16	54
18. Larry Taggart	New Orleans	25	6	21	27	54
19. Rich Riddle	Pensacola, Fla.	17	15	11	28	54
20. Dwight Le Blanc	New Orleans	21	13	20	23	56
21. Jack Seifrick	Westerville, Ohio	1629	27	4	DNF	61
22. Bud Barrett	Gulf Breeze, Fla.	1432	33	14	14	61
23. Randy Miller	Panama City, Fla.	5	20	32	12	64
24. Keith Turner	Fairhope, Ala.	85	21	13	DNF	64
25. John Oerting	Gulf Breeze, Fla.	15	23	16	30	69
26. Chip Merlin	Panama City, Fla.	25	24	25	21	70
27. Dick Elam	Austin, Tex.	1198	16	31	24	71
28. Paul Blonski	Cleveland, Ohio	1643	19	DNF		179
29. Fred Meno	Columbus, Ohio	2648	30	18	29	77
30. John Mason	Panama City, Fla.	262	37	33	8	78
31. Brad Davis	Dallas, Tex.	1386	26	27	DNF	83
32. Dave Griffin	Randolph, N.J.	388	24	30	DNF	84
33. Ed Morrison	Nashville, Tenn.	854	35	34	18	87
34. Richard Wade	Richardson, Tex.	1191	36	26	25	87
35. Mike McBride	Panama City, Fla.	66	29	35	26	90
36. Steve Bellows	Pensacola, Fla.	18	31	29	DNF	90
37. Jack Huling	Westerville, Ohio	490	32	36	DNF	98

Challenger Division

Skipper	Home	Sail No.	1	2	3	Points
1. Ed Reardon	New Orleans	170	2	3	2	7
2. Vince DiMaio	Toledo, Ohio	2500	6	2	3	11
3. D. Raimey	Ft. Walton Beach, Fla.	112	9	4	1	13½
4. Jim Beaton	Boston, Mass.	1636	4	7	6	17
5. Bob Hellendale	Riverside, Conn.	1499	10	1	7	17½
6. David Gwinn	Bedford, Mass.	414	8	9	4	21
7. Kenny Allen	Panama City, Fla.	64	5	6	11	22
8. J. Henderson	Abilene, Tex.	1520	14	5	8	27
9. Bill Merlin	Panama City, Fla.	62	3	14	13	30
10. Dick Schultz	Reidsville, N.C.	1885	1	8	DNF	30½
11. D. Chamberlain	New Orleans	92	12	10	9	31
12. Ray Steiffel	Bay Waveland, Miss.	93	7	16	12	35

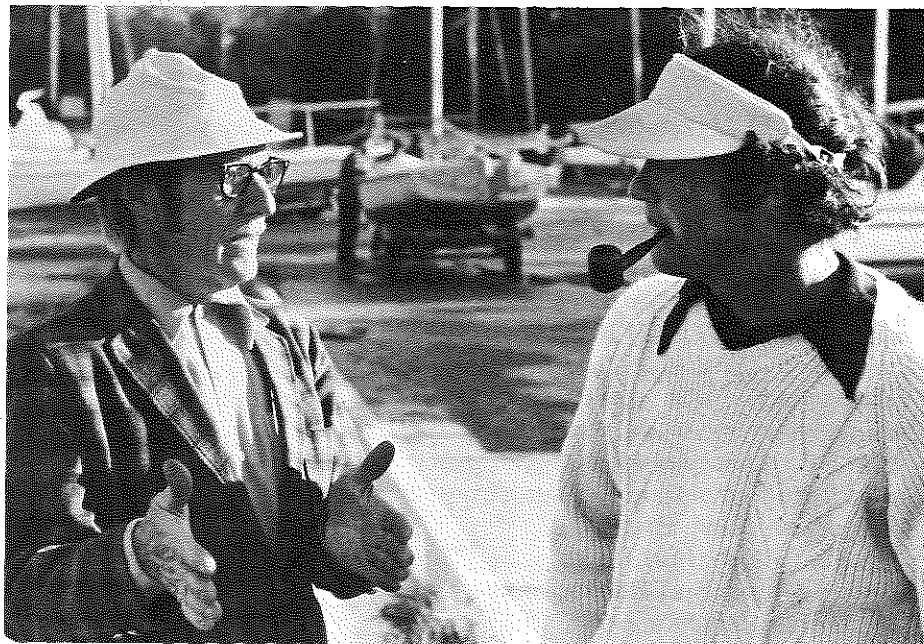
Sandy Says: 'A great experience'

It was a great experience. Past-President Jack Beierwaltes, as official SCOTS N' WATER photographer, and I, as reporter, had the privilege of tooting around the course in fast motorboats to watch and photograph the Race of Champions and the Midwinters, the first such experience for both of us.

We both admitted to wishing we were out there racing, but in my case, at least, after some 60 years of competition I believe the time has come to retire from national competition. Retirement has its drawbacks. Now I'm a has-been and no longer can speak with the same authority. I find that fame is fleeting and that already some have asked, "Are you a sailor, Mr. Douglass?"

I think the Race of Champions was a great success. YACHT RACING magazine has taken a real interest in it, sending Diane Muhlfeld, to cover it and promising us a good spread. Diane deserves congratulations, in addition, for doing a fine job as one of Rick Grajirena's crew.

And on top of this, there will be publicity from the Scot having been selected for the 1975 Mallory Cup races.



Sandy Douglass makes his point in chat with champ Art Ellis

In retrospect, didn't our defending Flying Scot skippers make a better showing than we realize, considering the fact that they were up against a select group of men each of whom represented the very best in his class, and our current champion couldn't compete? Many of the finishes were closer than the score might indicate.

If we are to do it again (but not

for a year or two, I hope), I think it would give better racing if the boats were as nearly identical as possible in rigging and equipment, were drawn by lot and sailed "as is" with no changes made, and reassigned after each race. After all, wasn't this to have been a test of sailing skill rather than of gadgeteering prowess?

—SANDY DOUGLASS

Ellis, Grajirena victors at Midwinters

Steady Art Ellis and Rick Grajirena, two of the visiting "Champs" at the FSSA Midwinters, took top honors in the most competitive Scot regatta in history.

Grajirena started the week by winning the 10-boat special "Race of Champions" with two firsts in the four-race series. He finished with 8½ points to edge Ellis for the title. (Grajirena had won the Warm-Up Regatta at Pensacola the previous weekend.)

Scot skippers took three of the next four places with Doug Sansom, third; Paul Schreck, fifth; and Marc Eagan, sixth. Visiting champ Gene Walet was fourth after winning the first race.

Then in the FSSA Midwinters, Ellis' consistency paid off as his 3-2-2 series for seven points gave him the victory in the Championship Division. For the seven races that made up the "Race of Champions"

and the Midwinters Championship Division, Ellis was never worse than fifth and was in the top three in six of the seven races.

Grajirena won two of the three races in the Championship Division, but a disastrous 22nd in the second race dropped him to sixth overall.

Paul Schreck of Lillian, Ala., captured the second race and finished with 20 3/4 points for second place. Closely behind him were George Haynie, 22 points; Click Schreck, 22 points; John Murray, 23 points; and Grajirena, 23½ points.

A Midwinters' record of 69 boats were on hand at St. Andrews Bay Yacht Club, Panama City, Fla., for the regatta, and 37 boats in the Championship Division made for tight battles at the marks.

FIVE'S A CROWD—Mallory Cup Winner Gene Walet leads this group around the mark in the Race of Champions preceding the Midwinters. Following are Pete Branning (7), Fred Meno (10), Marc Eagan (1) and Bud Barrett (2). (Photo by Jack Beierwaltes)



Visitors adjust quickly in Race of Champions

By SANDY DOUGLASS

Without a doubt it was a great collection of sailing talent which came together at Panama City, Fl., for the Flying Scot Midwinters and the Race of Champions which preceded it. The fleet of 69 Scots has been topped only by the record 74 Scots at the Detroit North Americans in 1971.

The Regatta was a great success both on shore and afloat. The weather was cool but sunny, and old Jupiter cooperated in providing a variety of winds from very light to a climactic brisk norther for the last race.

Owing to conflicting schedules, some of the expected "Champs" were unable to be with us. But through the efforts of Hal Marcus our Flying Scot defenders found a formidable array of talent facing them in the persons of Peter Branning, Laser champion; Art Ellis, Comet; Rick Grajirena, 470; Randy Miller, Hobie; and Gene Walet, Mallory Cup.

The FSSA was ably represented by Bud Barrett, Marc Eagan, Fred Meno, Doug Sansom and Paul Schreck.

Unfortunately, Woody Stieffel, one of our best, could not be there as planned, and Tom Ehman, our current NAC Champion, was unable to compete owing to back trouble and an impending operation (but did borrow Rick Grajirena's boat and showed that he still can sail by winning his division of the first Eliminations race).

Right from the start of the first Race of Champions it was obvious that our visitors knew their business, with Walet, Grajirena and Ellis all bursting across the line in excellent starts with good boat speed. Walet won this one, followed closely by Ellis and Eagan.

Grajirena and Ellis often seemed to dominate the series, although throughout the series positions changed repeatedly and in many cases the outcome was in doubt until the finish line had been crossed. Doug Sansom starred for the home team with two near wins. Paul Schreck showed the way around the course in the fourth race only to lose the lead on the last beat when, instead of covering, he let Ellis split tacks.

That Rick Grajirena (of Murphy & Nye Sails) is one of the best is beyond question, and his winning with a strange boat and a pick-up crew against some of our best is all the more remarkable. He is a perfectionist in his sailing, even to the point of replacing or redoing just about every piece of hardware on the boat in preparation — not really surprising in the light of his 470 background where boat preparation and rigging development play such an important part.

And I was not surprised to hear him say the Scot should have hiking straps. Our Flying Scot philosophy seems to be completely beyond the comprehension of many development class sailors.

Art Ellis (of North Sails, San Diego) gave the impression of being perhaps the steadiest of the visitors, seeming to be always relaxed — always with

Varied weather, wealth of talent make for interesting Midwinters

By SANDY DOUGLASS

The Midwinters (for which the "Champs" were eligible without the need for qualifying) I thought proved to be even more interesting than the Race of Champions for several reasons.

Where the Race of Champions series had been sailed in the inner bay in rather flukey light winds, the Midwinters was sailed in the outer bay where the wind, as it happened, ranged from a drifter at the start of the first championship race, to a medium for the second, to a brisk norther for the third.

In this series the Champs were up against a broader cross-section of Flying Scot talent, although even at that many of our best, such as Tom Ehman, were not there.

And in this series the Champs used their own sails rather than the ones provided for them.

FIRST RACE: At 10:30 on Saturday the bay was glassy and the Race Committee had to postpone the start of the 1st Race of the Championship Division. At last the breeze began to come in and the race was started although in the lightest of zephyrs.

At the pin end Rick Grajirena misjudged his speed and had to jibe around the mark, only to find by great luck a hole in the line of starboard tackers through which he could make a beautiful port tack start. At the other end of the line Art Ellis tacked immediately onto port tack and was off and running.

At the first weather mark it was Roy Troendle of Southern Yacht Club, Grajirena, Peter Branning and Ellis. Soon after they rounded the breeze filled in from the Gulf and at the second time around it was

—Race of Champions

his pipe in his mouth — but always there, always ready to pounce. He sailed his boat just about as she came, enjoyed the experience and thought the Scot to be a very challenging boat, one which emphasizes sailing skill.

Gene Walet, although one of the "Champs," is not a newcomer to the Flying Scot, belonging as he does to Southern Yacht Club and on occasion sailing a Scot in the GYA regattas.

Randy Miller likes sailing the Scot but had difficulty adjusting to her after sailing the Hobie. Pete Branning had a similar problem after the Laser but showed rapid improvement as the regatta went on.

Grajirena, Branning, Troendle and Ellis.

At the finish it was Grajirena, Branning, Ellis, Troendle and John Murray of Mobile Y.C.

SECOND RACE: After about an hour's delay the Second Race was started in a freshening breeze. Paul Schreck really came alive in this one, leading at the first weather mark, and never headed, followed by Art Ellis, both of them walking away from their competition on a marvelous flat-one plane, boats half out of the water, close-reaching with spinnaker.

The fresh breeze really stirred the pot with some great changes in position from the first race, the race ending with Schreck well out in front, followed by Ellis, Doug Sansom, Jack Seifrick of Westerville, Ohio, and Bill Wiselogel of the host St. Andrews Bay Y.C.

Rick Grajirena made a poor start and never got going, his 22nd place wiping out any hope for the title.

THIRD RACE: Sunday morning brought a brisk and chilly norther gusting at times into the 20's. This race became almost a match race between Grajirena and Ellis, with Ellis leading at the first mark, Grajirena at the second.

From there on it was a dog fight with the lead changing several times. On the final beat it was a tacking duel with Grajirena in the lead, covering Ellis as he tried to break away, and finishing with Grajirena about a length ahead.

Tom Davis of Buccaneer Y.C., Mobile, sailed a beautiful race to finish a close third, followed by Gene Walet and George Haynie of Pensacola Y.C.

Roy Troendle, sailing with only two up, capsized on the weather leg (cleated main sheet?), and we thought them gone. But with the masthead almost touching the water they scrambled up and over, brought the boat up and went on their way, a very tidy job!

The final results show Ellis with two seconds and a third for seven points. Paul Schreck took second with 20 3/4, followed by George Haynie with 22. Click Schreck of New Orleans Y.C. (brother of Paul) was fourth with 22, and John Murray was fifth with 23.

I think it is interesting to note that all of these are sailmakers (if we include George Haynie, who has worked for Paul Schreck); that sailmakers won six of the seven races of the Race of Champions and the Midwinters; and that Ellis and Grajirena performed at least as well with the sails provided for the Race of Champions series as they later did with sails of their own make, thereby showing that it was their sailing skill and not their sails which made them winners.

Specifications major item of business

Plans to divide the Capitol District and reports from Chief Measurer Don Hott were key items on the business agenda for the FSSA Board of Governors during the Midwinters at Panama City.

Capitol District Gov. John Barnes recommended the creation of a new district because of the geographical spread of the present district.

Fleets 6 (Oakland, Md.), 80 (Pittsburgh) and 82 (Prince Gallitzin State Park, Pa.) would form the new district. Remaining in the present district would be fleets 42 (Washington, D.C.), 63 (Havre de Grace, Md.), 64 (Baltimore), 81 (Wrightsville, Pa.), 86 (Baltimore), and 97 (Bethesda, Md.).

Barnes and Executive Secretary Hal Marcus are to design a proposal on division of the district for consideration by the FSSA Executive Committee.

Chief Measurer Hott reported that the Measurement Committee had recommended that the specification and official plan be changed to provide for the deck track length to be 16 inches to 20 inches and to retain the requirement for deck tracks. The board approved, although the action must be proposed by a fleet.

The board also approved deletion of the following section from S- III, 5 d. of the specifications:

"The blocks or fairleads shall be attached directly to the deck track slide and shall not be offset in any manner or by any means in order to alter the angle of the jib to the centerline of the boat."

In its place, this passage would be substituted:

"The blocks or fairleads shall be attached directly to the deck track slide. The distance from the bearing surface to the sheave and an extension of the back of the seat shall not exceed 2" with the back held at its maximum inboard position." This action also must be proposed by a fleet and voted on the next annual meeting.

The board also passed a motion to change the spinnaker specifications to an 18-foot minimum and an 18-foot, 7-inch maximum.

Hott reported that he has written a detailed set of directions for sail measurements, which were tested at the Midwinters. The intention is to incorporate these directions into future handbooks.

The board also authorized Hott to allow a fleet to install self-bailers that right upon written request from the fleet. The two self-bailers are to be outside the balsa core, and they must be sealed in all sanctioned events.

The Executive Committee named the following to serve with Hott on the 1975 Measurement Committee: Paul Blonski, Sandy Douglass, Larry Taggart, Jack Beierwaltes, Mike Johnson, Vince DiMaio and Paul Schreck.

In other business:

- FSSA President Lewis (Buddy) Pollak appointed

a committee of Hott, Douglass and Marcus to speak with Vince DiMaio of Customflex, Inc., on flotation. A report on the topic is expected to be drafted for publication in SCOTS n' WATER.

- First Vice President Bill Singletary, chairman of the Development and Class Promotion Committee, reported that FSSA is ahead 200 active members over last year and that approximately 100 boats have been built since the last report. Singletary also noted that the South Atlantic YRA has sanctioned the Scot, the Chesapeake Bay YRA has granted provisional sanction and the Great South Bay (L.I.) YRA has recommended the Scot in the family type boat.

- The Amendment Committee was authorized to draft a constitutional amendment to create the office of Immediate Past Commodore. This post would be filled by the retiring commodore.

- The board approved a motion that the association take a forthright stand that yacht clubs affix hull numbers on their new sails effective with the 1975 NAC and at all sanctioned events after that.

- The Executive Committee approved a bonus for Executive Secretary Marcus, with \$1,000 to be paid March 15 and another \$1,000 to be paid June 15.

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Grajirena warms up with a victory

Rick Grajirena got accustomed to the Flying Scot quickly as he won the Midwinter Warm-Up Regatta at Pensacola Yacht Club Feb. 22. The 470 champion from Clearwater, Fla., was to hand to tune up for the "Race of Champions" and the Midwinters the following week.

The Warm-Ups was held to two races with the Sunday race cancelled because of high winds. A squall passed through before the Saturday competition, and the first race was sailed in 20-knot winds. The winds dropped to 15 knots by the end of the second race.

Grajirena put together a fourth and a first for 4 3/4 points and the championship. Ed Reardon of New Orleans was one of the few skippers who was able to put together two strong finishes, and his fifth and fourth were good for second place.

Gene Walet, a Mallory Cup winner from New Orleans, also preparing for the "Race of Champions," took third with a 3-8 series. The other visiting "Champ" getting ready for the "Race of Champions," Randy Miller of Panama City, Fla., (Hobie 14), took a 12th in his only race.

Doug Sansom of host Pensacola Yacht Club won the first race, but faded to 12th in the second race to finish fifth behind Bill Wiselogel of Panama City.

Paul Schreck got a second in the second race (after a 17th), and Fred Meno was third in the second race (after a DNF).

Following are point standings of the 25 registered skippers:

Skipper	Sail No.	1	2	Points
1. Rick Grajirena	470	4	1	4 1/2
2. Ed Reardon	170	5	4	9
3. Gene Walet	GW	3	8	11
4. Bill Wiselogel	2278	2	10	12
5. Doug Sansom	1939	1	12	12 1/2
6. John Murray	70	6	7	13
7. George Haynie	11	8	6	14
8. Steve Bellows	18	9	9	18
9. Paul Schreck	1901	17	2	19
10. John Oerting	15	13	11	24
11. Bill Singletary	2110	7	18	25
12. Chip Merun	65	11	14	25
13. Vince DiMaio	2500	10	16	26
14. Fred Meno	2648	DNF	3	29
15. Floyd Davis	66	16	13	29
16. Jack Seifrick	1629	DNS	5	31
17. Mike Johnson	1432	18	17	35
18. Jerry Dees	81	15	21	36
19. Randy Miller	1835	12	DNS-Q	38
20. Bob Baxley	2251	14	DNF	40
21. Joe Godard	85	DNS	15	41
22. Charles Wesley	63	DNS	19	45
23. Martin Baer	1686	DNS	20	46
24. Bob MacKenzie	470	DNS	22	48
25. John Mason	262	DNS	DNS	52

**WHEN THE GOING GETS TOUGH,
THE WINNERS GO
NORTH!**



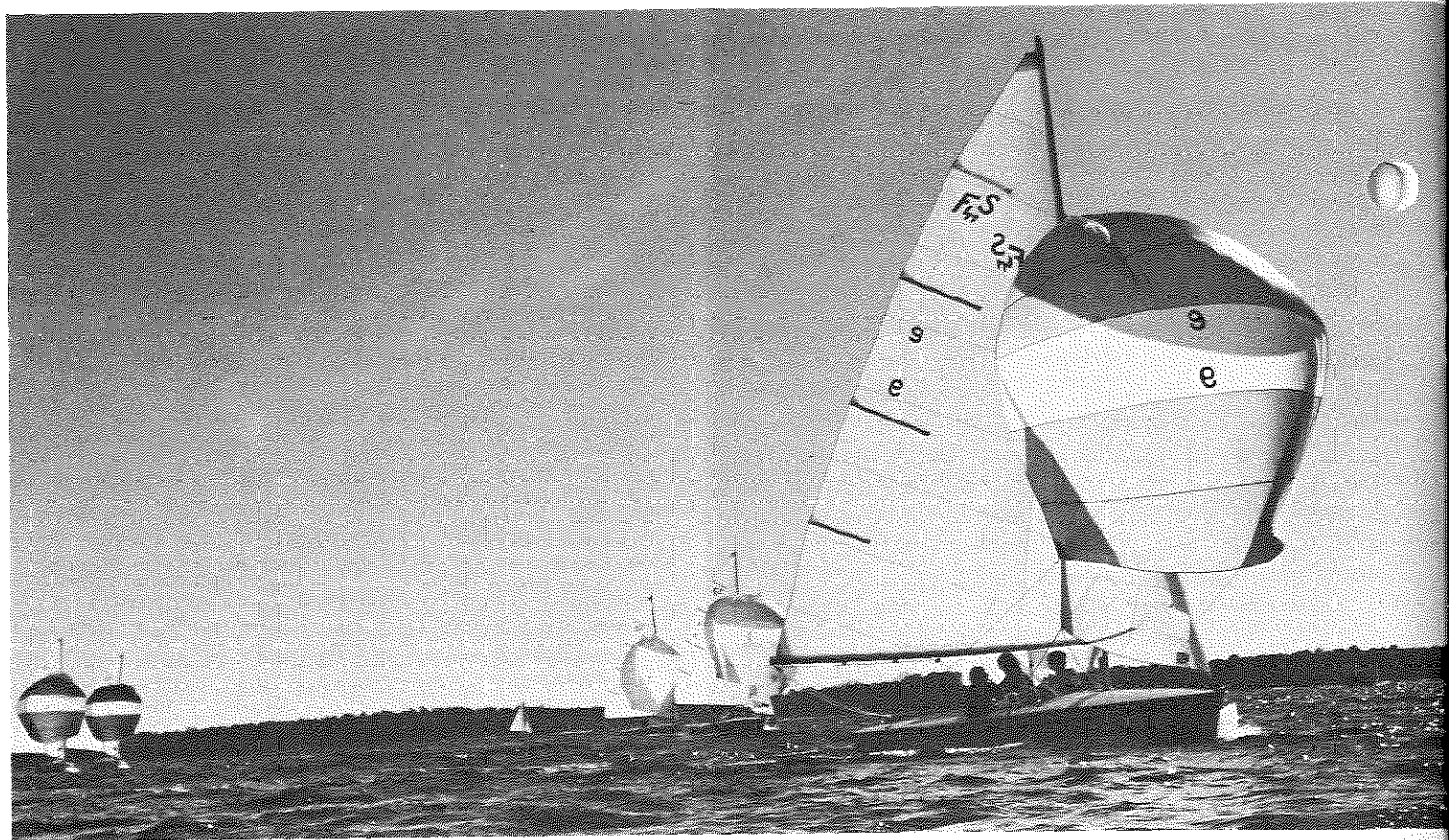
1975 Midwinter Championship — 1st

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Ellis (3), Grajirena (9) battle for lead as other Champs trail



Pete Branning jokes at seminar

What a week

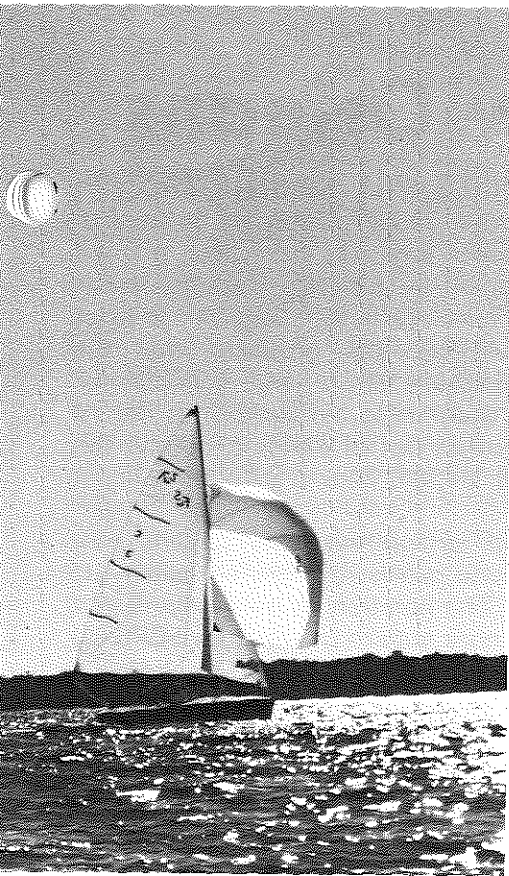
Great! Fantastic! Super!

It was a week of superlatives as the Flying Scot went big-time with its Race of Champions FSSA Midwinter Championships for the biggest Scot sailing ever. The 69 skippers from many states produced the most talented group to compete in Scots.

The sailing seminars conducted by the Champs provided an added dimension to the week. You'll be hearing more about the seminar issues of SCOTS n' WATER.

The new Midwinters champ, Art Ellis, surmounting the spirit of the week at the trophy presentation, told what a wonderful time he had had and how he looked forward to sailing with us in Flying Scot in the near future. Art and his crew, wife Jo Peterson, travelled from San Diego to Panama for the regatta.

Photos by Jack Beierwald



Future champs inspect silver



Marc Eagan, crew prepare boat for Race of Champions

Junior NAC set for New Orleans

By HAL MARCUS

Yes, "Juniors," you have been asking for your own North American Championship series, and you are going to have them this year. There will be a minimum of three races sailed during the weekend before the regular NAC in New Orleans at Southern Yacht Club. This makes the dates Aug. 9-10.

Our 1975 Flying Scot Junior NAC will be structured along Sears Cup rules with age restrictions of 13 to 18 years. Skippers must be 13 years old at the time of the start of the regatta and must not reach their 18th birthday by Sept. 1. A person can not skipper in both the Junior NAC and our regular NAC. Once a person has skippered in the regular NAC, he or she can not skipper in our Junior NAC.

Trophies will be presented at the awards banquet on Friday night, Aug. 15, to the top skippers in the Junior North American Championship. Make your plans now to attend. This promises to be one of the most exciting regattas of our sailing season.

AT OUR MIDWINTERS . . .

You have read the excellent articles in this issue telling of our most successful "Race of Champions" and "Beat the Champs" Midwinters, and you have seen the scores. While the results of events are the points of excitement and interest, there are many other things that go on before and during a regatta of this size. We want to thank everyone who worked to prepare our new boats with all the hardware necessary to make all of the Scots rigged the same. Thanks also to all of the committees at St. Andrews Bay Yacht Club who worked on all the different facets of registration, race management, housing and food.

Special thanks go to our invited champions, GENE WALET (Mallory Cup winner), RICK GRAJIRENA (470's), ART ELLIS (Comet) and PETER BRANNING (Laser). They so willingly submitted themselves to a panel discussion followed by questions and answers on Thursday night during our Midwinters. This discussion was attended by over 100 of our members and interested guests and genuinely was a great success.

All in all, our "Race of Champions" and "Beat the Champs" Midwinters was a very successful event, and we are waiting to hear from you, our members, on whether you liked the idea before deciding to continue with this event in future years. A record number of you must have thought it was a good idea because the Registration Committee told me there were 71 Flying Scots registered for our 1975 Midwinters. FANTASTIC!

CAPITOL DISTRICT WILL BECOME TWO

As you read in our January-February issue, our fleets in the Chesapeake Bay area have been granted probationary sanctioning by CBYRA. Because of this increased interest and growth, Capitol District Governor JOHN BARNES has proposed that the district be divided because of its large geographical area. The Executive Committee has authorized Barnes to establish a new district out of Fleets 6, 80 and 82, leaving Fleets 42, 63, 64, 81, 86 and 97 in the current Capitol District.

After listening to several members of the new district discuss its new name, it might be called the Appalachia District. The creation of this new district opens the door for more growth possibilities of Flying Scot fleets in both areas.

1975 ROSTERS ARE PREPARED

At the time of this writing, your 1975 rosters are in the print shop and hopefully will be in your hands this month. We are able to extend our cutoff date for names to be included in March 7. All dues paid after that date will not be printed in the 1975 roster. We are very sorry about this, but we tried to give sufficient warning. Of course, all new members will continue to be listed in this publication.

At the time of the cutoff, we had 1,357 paid active and family active members, which is a very good figure. NOTE: If your dues are not paid by the end of April, you will not receive your May issue of SCOTS N' WATER on time. Please pay ASAP.

MAY IS YACHT RACING MONTH

DIANE MUHLFELD, managing editor of *Yacht Racing* magazine, advises us that an excellent article on the Flying Scot and our 1975 Midwinters will be in the May issue of that magazine. Please be sure to get your copy of this publication and read this article. Diane crewed for RICK GRAJIRENA at our Midwinters.

BALTIMORE AREA FLEET FORMED

Responding to our August article on starting a fleet, ALLEN GUNZELMAN (FS 875) went out and started one. This is great and we wish him and all of his charter members good winds and good luck toward continued growth. Our newest fleet, which is numbered 64 to fill in the gaps, sails on Middle River off of Chesapeake Bay near Baltimore.

Who is going to form our next fleet? The instructions are given on Page 5 of our August 1974 issue. If you need another copy, drop me a note and we will send you one.

MYSTERY SCOTS

21	212	644	1324	1573	2131
35	327	651	1419	1707	2152
106	421	1021	1457	1716	
131	425	1028	1501	1723	
146	432	1321	1547	2124	

MYSTERY SCOT CONTEST TIME

This month's new MYSTERY SCOTS are 2124, 2131 and 2152. Remember, each month we list three new Mystery Scots. These are Flying Scots that are lost to our records. When you see one of these boats, go alongside and meet the owner and tell him or her about FSSA. Send the owner's name and address in to your FSSA office and we will immediately send you a new pocket emblem and ask the owner to join our association. When the owner joins, we will then send you a new lapel pin. We have had a lot of fun with this contest.

The numbers of previously list MYSTERY SCOTS are not removed from our list until the boat is "discovered." Be sure to take the complete list with you when you go sailing.

ON FLOTATION

As you are getting your Flying Scot ready for the sailing season, be sure to check to be absolutely sure your flotation straps are secure. All of us know the importance of flotation in our Flying Scots and we all want to be prepared to handle any emergency situation. Do NOT forget: Check your flotation.

MEASURING SCOTS AT OUR NAC

Has your Flying Scot been measured in by all of its separate parts at any one of the last three North American Championships? If so, have we got good news for you.

DON HOTT, our chief measurer, is designing a certificate for your use which will waive the requirement for you to have your Scot remeasured at future NAC's. You, as the boat's owner and skipper, will have to certify that you have made no changes to your Flying Scot and any weight corrections will have to be noted on your certificate.

The certificate will be issued to you as the owner of your particular Flying Scot and will not be transferable to new owners.

This action will greatly speed up the measuring activities at future NAC's, helping the Juniors to get the boats in the water for the Junior Championships.

New directions for sail measurement have been drafted and these will be incorporated in our 1976 Handbook.

CHEVRONS, STARS, FLAGS AND DECALS

Remember all of these items can be ordered from your association office.

Good sailing! See all of you next month.

THE FASTEST, AND EASIEST TO USE - M&N SCOT SAILS!

Not a careless claim, but a fact. Murphy & Nye's powered the Scot National Champion in '73 and the top two boats in '74. During the winter we did our homework, and now you can have exact duplicates of the Championship sails and a concise guide that will help you use them. Contact any Murphy & Nye loft to place an order.

Our Prices: Main \$ 250
Jib \$ 115
Spinnaker \$ 175

Windows included. Allow 2-3 weeks for delivery. Send 50% deposit with the order.

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1211 N. Betty Lane
Clearwater, Florida 33515
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985 Main St. (Post Road)
Stamford, Connecticut 06902
Phone: 203/325-2697

216 Eastern Ave.
Annapolis, Maryland 21403
Phone: 301/263-3261

12840 E. Jefferson Ave.
Detroit, Michigan 48215
Phone: 313/822-7900

The Fleet's In

19—Two regattas for trouble of one

Scot sailors are invited to join the Berlin Yacht Club and Fleet 19 for their annual Ohio Classic Regatta on Berlin Reservoir, North Benton, Ohio, on June 7-8.

The following weekend, June 14-15, Fleet 19 will host the Ohio District Championships. Trailer storage space will enable holdovers from the Ohio Classic to sail two regattas for the trailering trouble of one.

—JAMES JOHNSON

37—Buckeye Regatta cuts costs

The seventh annual Buckeye Regatta will be sailed May 17-18 at Hoover Yacht Club, Westerville, Ohio, with Fleet 37 as host.

Plans are being made to provide a low-cost regatta to help offset the rising costs of almost everything. Members of Fleet 37 have volunteered to put up visiting skippers and crews, the entry fee has been reduced and the races are planned to permit late Saturday morning arrival.

Top competition can be expected from the Blonski gang, the Menos, the Toledo Boatbuilder, Vince DiMaio, and others.

Get your reservation in early. Contact Jack Seifrick, 643 Timberlake Drive, Westerville, OH 43081.

—JACK SEIFRICK

42—Fleischman dominates awards

Mort Fleischman dominated the silver during Fleet 42's 1974 season. Fleischman won the spring series, fall series, the combined high point award for fleet events and the Chet and Arline MacArthur Trophy for the best record in PRSA events.

Ed Sharp was second to Fleischman in every category except the spring series, where Frenchie Schwencke was second. Bruce Drury was third in the spring, fall and MacArthur competition.

Joddy Stevens won the Chesapeake Trophy for high-point Scot in Chesapeake Bay events. Dorothy Windhorst, captain for '75, won the Doolittle Trophy as most-improved skipper.

In addition to a busy racing schedule with the Scot's provisional sanction in the CBYRA, Fleet 42 plans several overnight cruising-campouts on the lower Potomac and Chesapeake. Several big-boat owners have agreed to accompany our wet caravan to provide head services, temporary towing and raft-up plus general motherhood.

—ED SHARP

59—Prairie Districts scheduled June 14-15

The Prairie District will hold its championship regatta at Windy Crest Sailing Club on Keystone Lake,

Okla., June 14-15. The host will be Fleet 59, Tulsa.

For additional information, contact District Gov. Joseph L. McDonald, 3762 E. 47th St., Tulsa, Okla., 74135.

—JOSEPH McDONALD

66—Port Arthur to hold Texas Districts

The Texas District Championships will be sailed on Lake Sabine, Port Arthur, TX., May 17-18. The championships will be a five-race series. Fleet 66 and Port Arthur Yacht Club are the hosts.

For additional information, contact fleet captain Bill Bode, 5677 Camellia Drive, Beaumont, TX 77706 or call 713/892-1945 (evenings).

—BILL BODE

73—Revitalized fleet plans regatta

Fleet 73, Perth Amboy, N.J., along with the Raritan Yacht Club, will be sponsored the annual Red Grant Regatta for one-design boats July 11-13.

The fleet, which was in danger of losing its charter last year, has added a fourth member and is seeking to build interest in the Scot at the club.

For information on the regatta or Fleet 73, contact Anne Faber, 90 Gold St., New York, N.Y. 10038. Ms. Faber can be reached by phone at 212/571-7982 (evenings) or 212/350-3449 (days).

ANNE FABER

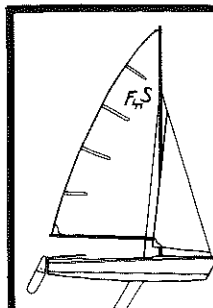
86—CBYRA race set for Magothy River

The Magothy River Sailing Association will hold a regatta for Scots on Sunday, April 27, in the Magothy River. The event is sanctioned by the Chesapeake Bay Yacht Racing Association (CBYRA), in which the Scot class has provisional sanction.

Many members of Fleet 86, Baltimore, are members of the new Magothy River Sailing Association, which in one year has attracted more than 100 members.

Contact Bill Hoffman, captain of Fleet 86, at 33 Severndale Road, Severna Park, MD 21146, phone 301/647-4421, for information.

—BILL HOFFMAN



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Please ship _____ suit(s). Scot # _____

Velocities where I sail most are _____ to _____ knots.

I prefer the all-weather suit.

Please mark colors on spinnaker sketch.

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

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

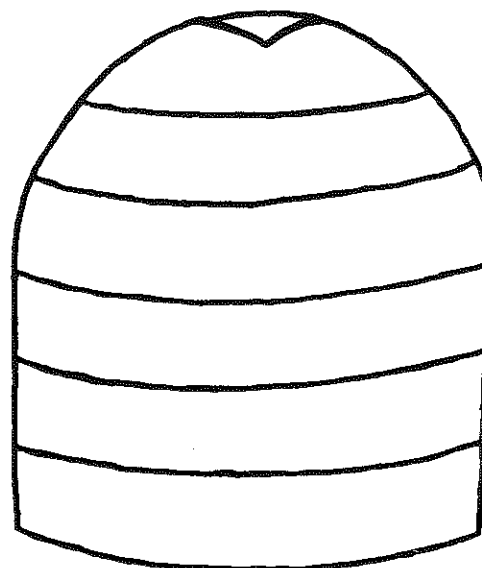
Suit - 5 oz. Dacron - \$345.00
Jib - 5 oz. Dacron - \$109.25
Main - 5 oz. Dacron - \$247.25
Spinnaker - $\frac{3}{4}$ oz. Nylon - \$161.00
Spinnaker - $\frac{1}{2}$ oz. Nylon - \$172.50
Combination Spinnaker - $\frac{1}{2}$ & $\frac{3}{4}$ oz. - \$172.50
Windows - \$10.00 each
Tell Tale Windows - \$5.00 each
Brummels - set \$7.00

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Address _____

City _____ State _____ Zip _____

Signature _____



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New FSSA Members

FS #	Fleet	Dist.	Name	Address	City	State	Zip
590		M- O	Robert J. McNeill	4 Godfrey Dr.	Trenton	Ontario	
852		GF	Ed Morrison	604 Crieve Rd.	Nashville	TN	37220
876	3	MID	G. Gayle Roberson, Jr.	1351 Ashland Ave.	Wilmette	IL	60091
1407	30	MID	Jon R. Sonner	RFD 4, Susamac	Carbondale	IL	62901
1475	28	GF	Donnie Raimy	124 Edwards Lane	Ft. Walton BCH	FL	32548
1620		NE	Timothy H. Goldsmith	555 Forest Rd.	Northford	CT	06472
1686		GF	Martin J. Baer	1807 E. Cross St.	Pensacola	FL	32503
1810	87	GF	Rich Riddle	1000 College Blvd.	Pensacola	FL	32504
1956	35	NYL	Robert H. Eckhardt	4429Mt. Royal Blvd.	Allison Park	PA	15101
2160	32	TX	John R. Nicholson	6401 SW Freeway	Houston	TX	77036
2195		GF	Ray Stieffel	750 Dunbar Ave.	Bay St. Louis	MS	39520
2414		NYL	Richard Ten Haken	4 Barnfield Rd.	Pittsford	NY	14534
2514	19	OH	John Bleacher	2348 Fifth Ave.	Youngstown	OH	44504
2564		TX	R. E. Rolfe	3439 Northaven	Dallas	TX	75229
2583		CAP	Walter K. Boileau	RD 3, Box 66	Glen Rock	PA	17327
2594	42	CAP	Harry Robert Page	3612 N. Glebe Rd.	Arlington	VA	22207
2612	42	CAP	Joseph E. Hinds	6107 Woodmont Rd.	Alexandria	VA	22307
2635		CAP	A.P. Bohannon III	1418 Broad St.	Altavista	VA	24517

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 Winnabago
- 110-ROCHESTER, MINNESOTA—Lake Pepin

PRAIRIE DISTRICT

Governor: JOSEPH L. McDONALD
3762 E. 47th ST.
Tulsa, Okla. 74135

- 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: CHARLES BRAD DAVIS
5920 Sandhurst, #132
Dallas, TX 75206

- 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-IVERNESS, 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. Andres 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 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—Chautauque 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—Mallett'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-MENSAHANT, MASS.—Vineyard Sound
- 105-COHASETT, 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
- 73-PERTH AMBOY, N.J.—Raritan 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
- 64-BALTIMORE, MD.—Middle 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

Make chartering plans now for '75 NAC

It's time to start planning for the 1975 FSSA North American Championships — especially if you intend to charter a boat for the regatta.

The chairman of the Chartering Committee this year is Roy A. Troendle Sr. Skippers wishing to charter a Scot should write Troendle at 725 Crystal St., New Orleans, La. 70124. The charter fee is \$50.

Southern Yacht Club, New Orleans, will be host for the NAC on Aug. 11-15.

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

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

(d) The closing date shall be 15 days prior to the regatta or August 1, which ever is earlier. On this day the Chartering Committee will apportion boats available and promptly thereafter will mail notices of acceptance to successful applicants. If there are more applicants than available boats, checks of the unsuccessful applicants will be returned. If boats are still available, requests received after the closing date will be filled on a "first come, first served" basis. Charters may cancel a charter within 10 days of the mailing of notice of acceptance thereof. If the cancellation notice is not received within the 10 day

Caveat Emptor

FS 942—Douglass — Jade green hull, light green deck —Ulmer main, jib, and beautiful spinnaker — Spinnaker used only few times — Mainsheet cam cleat and swivel block — Cam action jib cleats — Inclinator and other extras — Cover — Pamco trailer — Always dry sailed and stored indoors. Very fine condition throughout. Price: \$2,950.
F. Wayne Hutchison, R.R. 2, Box 235, Fremont, Ind. 46737. Telephone: 517/492-2333.

FS 2067—White hull and deck — Boston main and jib — Spinnaker (Ratsey and Laphorne) — Sterling trailer — Bought from Douglass spring 1972 — Good condition. Price: \$2,700.
Frederick Heinegg, M.D., 15 Second St., Delhi, N.Y. 13753. Telephone: 607/746-2600.

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 Blyth, Battens, 804 Euclid Ave., Jackson, Miss. 39202.

STAINLESS STEEL HALYARD CRANK—Hardwood, roller handle is fitted on a machined stainless steel crank — Used successfully by hundreds of Scot and Thistle sailors — \$6.75. Postpaid. Send check to Curt Meissner, 2511 Drexel Ave., Racine, Wis. 53403.

period, the \$50 will be forfeited if the owner has brought his boat to the site; otherwise, the \$50 will go to the Association.

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

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

Eric's New Jiffy Mast Raising Hinge

New mast raising hinge made by Kenyon Marine. Rugged, strong, all stainless steel. Used by Gordon Douglass Boat Co., 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, 40c postage). Buyers in Mass. add 48c sales tax. 15% discount to fleets and clubs prepaying for 12 or more units ordered at same time. (12 hinges send \$156.70; \$154.70/hinges, \$2/postage). * Money back guarantee.

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 \$253.00 plus postage. Numbers extra. Money back guarantee if returned 7 days after you receive them. * Battens, bag included, of course.

Double-ended Halyard Winch 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 60c, incl. postage.*

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Regatta Schedule

April 26-27 — Jourdan River Classic Invitational, Bay Waveland, Miss., Yacht Club.
 April 27 — Magothy River Sailing Association Regatta, Baltimore.
 May 3-4 — SARA Open Regatta, Lake Norman, N.C.
 May 10-11 — Great 48 Regatta, Lake Norman, N.C.
 May 17-18 — Buccaneer Yacht Club Spring Regatta, Mobile, Ala.
 May 17-18 — Texas District Championships, Lake Sabine, Port Arthur, Tex.
 May 17-18 — Podickery Yacht Club Invitational, Bethesda, Md.
 May 17-18 — Buckeye Regatta, Hoover Reservoir, Westerville, Ohio
 May 24-25 — Potomac River SA Memorial Day Regatta, Fleet 42, Washington, D.C.
 May 24 — Susquehanna Yacht Club Invitational, Wrightsville, Pa.
 May 31-June 1 — Southern Yacht Club, One-Design Invitational Regatta, New Orleans
 May 31-June 1 — Carolinas District Championship, High Rock Lake, N.C.
 June 7-8 — Berlin Regatta, Berlin Lake, Ohio.
 June 7-8 — UCBYC Invitational, Havre de Grace, Md.
 June 14-15 — Prairie District Championships, Keystone Lake, Okla.
 June 14-15 — Ohio District Championship, Berlin Lake, Ohio.
 June 21-22 — Governor's Cup, Kerr Lake, N.C.
 June 21-22 — Glenmar SA Invitational, Fleet 64, Baltimore
 July 5-6 — LNYC Invitational, Lake Norman, N.C.
 July 11-13 — Midwestern District Championship, Milwaukee Yacht Club.
 July 11-13 — Red Grant Regatta, Raritan, N.J., Yacht Club.
 July 12-13 — Oriental, N.C., Sailing Social
 July 12-13 — Port Arthur Yacht Club Open Regatta, Lake Sabine, Tex.
 Aug. 2-3 — SAYRA Open Regatta, Wrightsville, N.C.
 Aug. 8-10 — South Atlantic YRA Championships, Augusta, S.C.

Aug. 9-10 — Downtown Toledo River Front Regatta, Toledo, Ohio
 Aug. 11-15 — Flying Scot North American Championships, Southern Yacht Club, New Orleans.
 Aug. 30-31 — HRYC Invitational, High Rock Lake, N.C.
 Aug. 30-31 — LNYC Invitational, Lake Norman, N.C.
 Sept. 6-7 — Maumee River Yacht Club
 Oct. 4-5 — VISA Invitational, Smith Mountain Lake, Va.
 Oct. 25-26 — CavOilCade Open Regatta, Lake Sabine, Port Arthur, Tex.

Sharpen up for new season

With the sailing season getting underway in many parts of the country, skippers are preparing their Scots for another season on fine cruising and silver-filled racing. Here are some tips that Ed Sharp offered in his Fleet 42 newsletter, MARK 42, for getting ready for the new season.

Here is Sharp's report:

"As spring outfitting time draws closer, a few points should be checked-off on our 'maintenance-free' Scots so as to provide a safe, trouble-free season:

- 1) Inspect, clean and repack trailer wheel bearings. Inspect (on hoist) C.B. gasket and replace if ragged.
- 2) Oil centerboard wheels and drum, and mast winch drums and blocks and trailer ball clutch.
- 3) Inspect all standing rigging, shrouds, stays, etc., and replace if any strands are broken.
- 4) Inspect bow toggle to see that twinbuckle is safe and all screws are tight. Use ring-dings (taped) on all shroud pins, etc. Make certain all screws in the rudderhead and transom holding the pintle and gudgeon are tight.
- 5) Replace those frayed sheets, make sure you have an anchor with at least 50 feet of line, bailer, bucket; foghorn or whistle; flashlight and lifejackets.
- 6) Are those *registration numbers* on the bow?"