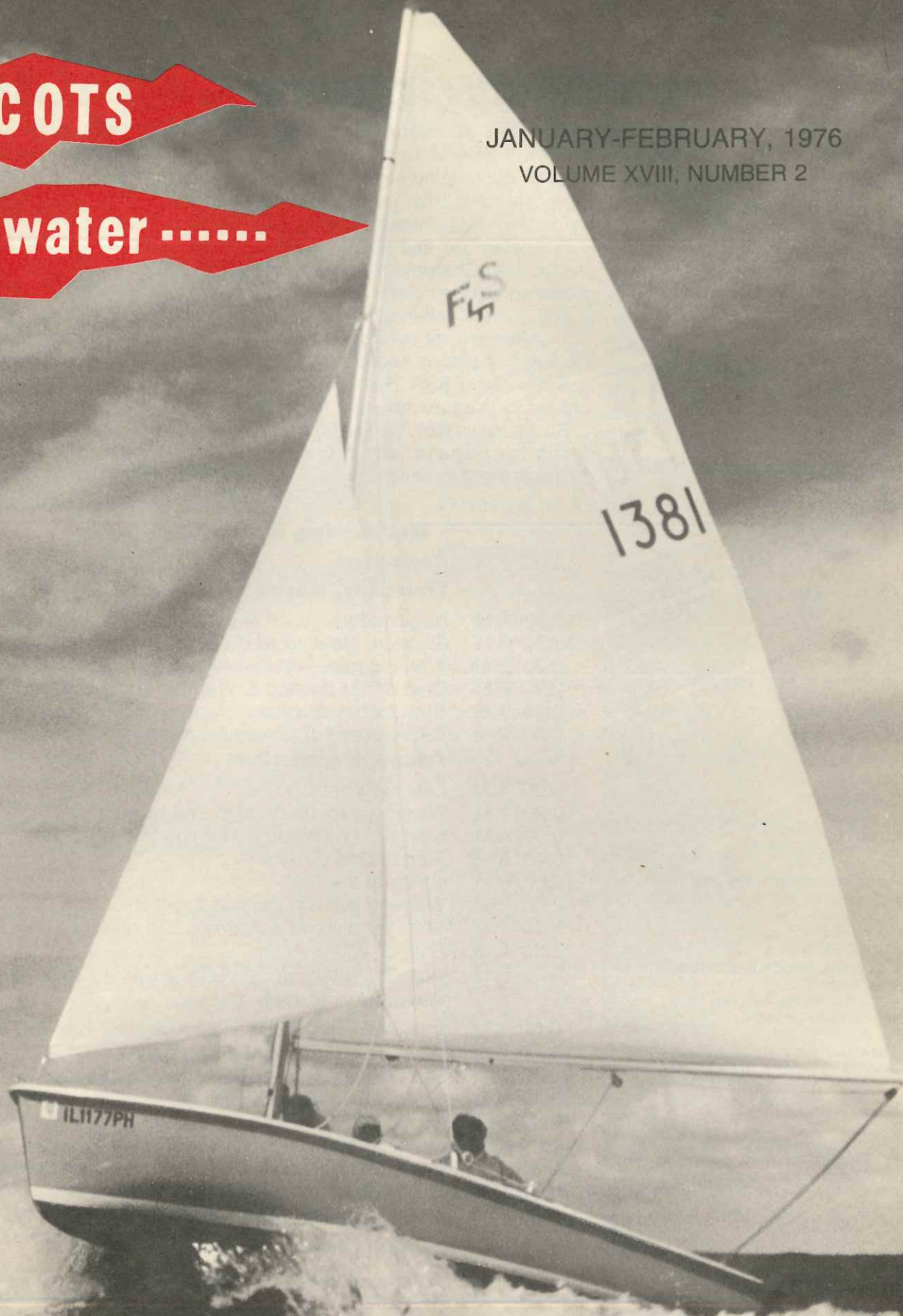


SCOTS

n' water

JANUARY-FEBRUARY, 1976
VOLUME XVIII, NUMBER 2



"Butter Scotch" Scot surfing on Lake Michigan

Photo by Jack Bejerwaltes

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Midwinters Countdown

With a promise to "spread more hospitality" than ever before, John Morrow, FSSA Midwinters Regatta Chairman, urges all contestants to pre-register now, using registration and room reservation forms on page 5.

St. Andrews Bay Yacht Club in Panama City, Fla., again will host the Flying Scot Midwinter Championship Regatta, March 11-14.

Following the first three races of the six-race series, the fleet will be divided into Championship and Challenger Divisions. Registration will be extended through Saturday morning (March 13) should late entries elect to sail in the Challenger Division the last two days.

Trophies will be awarded to the first skipper and crew in each race and the first five places and crew in each division.

Note: The FSSA Board of Governors will meet Thursday, March 11, instead of Wednesday, as previously reported.

St. Andrews Bay YC will host a complimentary dance and cocktail party during the Regatta, and club facilities will be open for lunch and dinner during the entire series.

Wednesday, March 10

2:00 P.M. Registration

Thursday, March 11

10:00 A.M. Registration

12:00 P.M. Skippers Meeting all divisions

2:20 P.M. Warning gun—1st division

2:30 P.M. Start of 1st division & Warning 2nd Division

2:40 P.M. Start of 2nd division

6:00 P.M. FSSA Board of Governors meeting-Upper Deck

Friday, March 12

9:00 A.M. Late Registration

10:20 A.M. Warning gun-1st division 2nd race

10:30 A.M. Start of 1st division & warning 2nd division

10:40 A.M. Start of 2nd division

12:00 P.M. Lunch at the Club

2:00 P.M. Warning gun 1st division 3rd race

2:10 P.M. Start 1st division & warning 2nd division

2:20 P.M. Start of 2nd division

6:30 P.M. Complimentary Cocktail Party-Upper Deck

Saturday, March 13

9:00 A.M. Late registration & Skippers Meeting-Upper Deck

10:20 A.M. Warning gun Championship Division 1st Race

10:30 A.M. Start Championship & Warning Challenger Division

10:40 A.M. Start of Challenger Division

12:00 P.M. Lunch

2:00 P.M. Warning gun Championship Division Race 2

2:10 P.M. Start Championship & Warning Challenger Division

2:20 P.M. Start Challenger Division

8:00 P.M. Regatta Dance-Upper Deck

Sunday, March 14

10:20 A.M. Warning gun Championship Division 3rd race

10:30 A.M. Start of Championship & Warning Challenger Division

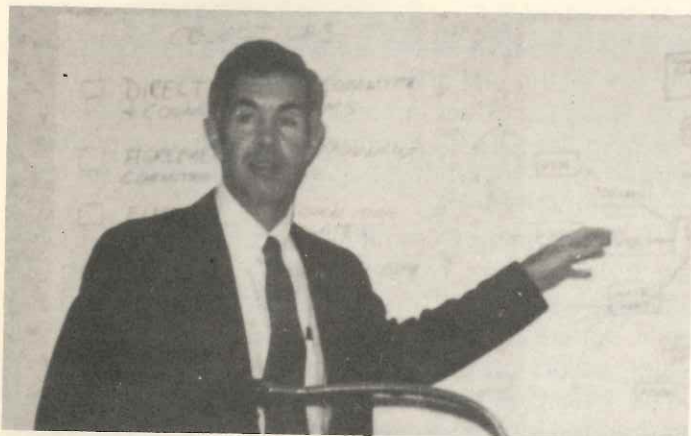
10:40 A.M. Start of Challenger Division

12:00 P.M. Lunch

2:00 P.M. Trophy Presentation

Secretary Sez: Bentsen to Hold Midwinter Clinic

By HAL MARCUS



BILL BENTSEN

WILLIAM "BILL" BENTSEN, USYRU's Director of Class Racing, will join us for our Midwinters, March 11-14 at St. Andrews Bay Yacht Club in Panama City, Fla. where he will speak with us and hold a clinic on "Race Committee Management," Friday evening, March 12th.

Bentsen has earned high praise for race committee and organizational management at the U.S. Sailing Center at Association Island, N.Y. and conducted a similar seminar at a One Design Class Council meeting in Chicago last year.

Bill accepted our Midwinters invitation saying that he wants to get to know our Class better. We welcome his participation.

NEW FIRST VICE PRESIDENT

We were very sorry to hear our 1st Vice President DAVID GRIFFIN sold FS 388 and will no longer be a member of FSSA. Dave reports that his move to New Jersey has put him in an area with no Scots, but we all hope that he will soon be able to develop a new Fleet around him.

Our Executive Committee selected past Commodore ROBERT F. VANCE to serve in this office and Bob has graciously accepted. He brings to the leadership of FSSA many years' experience having served for several years as a national officer. Our Board of Governors has also ratified his appointment to the Executive Committee. We are most fortunate to have Bob Vance in this important position.

"CHAMPIONSHIP OF CHAMPIONS"

USYRU will hold its newest regatta, the "Championship of Champions" in Flying Scots at Pensacola Yacht Club in Pensacola, Fla., March 7-10. This four day, six race series will be sailed by twenty current

National or North American Champions representing the major One-Design Classes in the U.S. FSSA's North American Champion, Paul Schreck of Lillian, Ala., representing the host Class, is guaranteed a starting position.

USYRU has sent a notice to the Secretary of each major One-Design Class and three representatives of the One-Design Class Council will make the final selection of contestants. We are going to press before the list of contestants is announced, but Bill Bentsen, who is handling applications, reports that several have already been received.

These 20 contestants, Champions of the major U.S. One-Design Classes, will be invited to compete in our Warmups at Pensacola Yacht Club the previous weekend, March 6-7. Here is THE opportunity to match wits and skill with the best in One-Design Class sailing. We'll be looking for you at the Warmups.

The "Championship of Champions" regatta is under the general control of USYRU's North American Sailing Championship Committee, HAMILTON G. FORD, Chairman. Ham was Race Committee Chairman for the 1973 NAC in Riverside, Conn. Our Immediate Past Commodore TED GLASS is a member of this committee. FSSA's Commodore and PYC Past Commodore LEWIS "BUDDY" POLLAK will be Regatta Chairman for the series.

1976 SPONSORING MEMBERS

We want to welcome our 1976 Sponsoring Members to date and thank them for their support. This membership classification is for companies or individuals who provide products or services to the membership or have an unusual interest in FSSA.

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HARD SAILS, INC.

204 Main Street
Islip, New York 11751

(Continued, Page 4)

Secretary Sez: *continued from p. 3*

PAT SEZ: Many members have returned their yellow form with their membership application stating a desire to organize and/or join a Fleet in your local area. This is wonderful as Fleet activity is the backbone of our Association.

We will be in contact with you soon on this new Fleet activity, long before the summer sailing season begins. With the press of 1976 dues and membership applications, we want to be sure everyone's membership is processed and their card mailed as quickly as possible.

This leads into a good time to say: **IF YOU HAVE NOT SENT YOUR 1976 FSSA DUES YET, PLEASE DO SO TODAY.**

LONG DISTANCE MEMBER

JAMES J. O'TOOLE (FS 1970) has just moved from Yorktown Heights, N.Y. to Dhahran, Saudi Arabia. As far as we know, he took his Flying Scot with him. Perhaps this will be the beginning of a new Fleet.

According to our records, Jim wins the distinction of being our longest distance member.

BUILDERS JOIN CAMPAIGN

GORDON DOUGLASS BOAT CO., Oakland, Md. and **CUSTOMFLEX, INC.**, Toledo, Ohio have agreed to participate equally with FSSA in our 1976 advertising campaign. With their support, we can expand our advertising program. Our campaign begins in February with ads in "Yachting", "Yacht Racing" and "Sailing". In March, you will find our ads in "Sail" in addition to "Yacht Racing" and "Sailing". Perhaps you would like to look for our ads in your favorite magazine and send us your comments.

Because of this expansion in our advertising activity, we have selected **JOHN C. JONES, III** of Jones Advertising Agency, Brookline, Mass. as our agent. John has been a member of FSSA for many years and also is a dealer for both Douglass and Customflex Flying Scots. We are fortunate in obtaining the services of such a well rounded organization.

SEARS CUP CHOOSES SCOTS

Michigan-Ontario District Governor **TOM EHMAN, JR.** reports the 1976 Sears Cup Finals will be sailed in Flying Scots in Miami, Fla. in late August. Tom is a member of USYRU's Junior Activities Committee and was our FSSA North American Champion in 1973 and 1974.

Ehman reports this series was last sailed in Flying Scots in Detroit in 1971. The Sears Cup is for the Junior Sailing Championship and is open to crews of 3 boys or girls who have reached their 13th birthday and have not reached their 18th birthday during the year 1976. They or their parents must be members of a recognized Yacht Club in North America. Eight contestants will sail in the finals.

FSSA ATTENDS ODCC ANNUAL MEETING

The One-Design Class Council of the United States Yacht Racing Union held its second annual meeting at Newark Airport in December. Representing FSSA were President **BILL SINGLETARY**, Commodore **BUDDY POLLAK**, Immediate Past Commodore **TED GLASS**, outgoing First Vice President **DAVE GRIFFIN** and your Executive Secretary. While we had only one vote, we felt the rest of the sailing world knew we were there. Because of our interest and FSSA's leadership in helping the ODCC become established, we were honored by President Singletary's election to the Nominating Committee.

The Nominating Committee, according to ODCC's new bylaws, has responsibility for selecting 3 nominees each year to the ODCC Steering Committee and 4 nominees to represent ODCC and the One-Design sailors on the USYRU Board of Directors.

The United States Yacht Racing Union is to be commended for the progressive restructuring program it undertook last year making these new openings possible. In looking thru the USYRU Year Book, I was surprised to see how few FSSA members are USYRU members. Individual Regular Memberships are only \$15 per year. With your membership you receive a Year Book, a newsletter and all appeal decisions. They need your support. Make out your check to the United States Yacht Racing Union and send it to 1133 Avenue of the Americas, New York, NY 10036.

TWO MYSTERY SCOTS FOUND

DONALD W. KLEIN of 1689 Dellwood Court, Grafton, Wisconsin reports that FS 1974 is owned by **ROBERT M. AIK** of 312 Congress Street, Neenah, Wis. 54956. We have contacted Mr. Aik, asking him to join FSSA.

Don also reports that FS 2116 is owned by **WILLIAM F. KLEIN**, and they must be related because they live at the same address and have been members of FSSA and Fleet 44 since 1972. FS 2116 was listed as a MYSTERY SCOT by mistake. Somewhere between your MYSTERY SCOT selectress and the typesetting machine 2216 became 2116.

As this was our mistake, which the Kleins caught, Don received his full reward: a pocket emblem for the lead and a lapel pin for the "sale". He also received an emblem for the lead on FS 1974 and hopefully is getting Bob Aik to join FSSA.

We are not issuing new MYSTERY SCOT numbers until we work down our current list.

MYSTERY SCOTS

21	212	508	651	1021	1419	1617	1723	2124
106	327	527	720	1028	1457	1623	1902	2131
131	421	546	747	1321	1547	1707	1952	2216
146	425	644	766	1324	1573	1716		2223

See you at the Warmups and Midwinters.

1976 Midwinters Registration Form

Help us plan better for the 1976 Midwinters Regatta and help yourself avoid the struggle of having to register at the same time you are trying to rig and launch your boat. Please send in the registration form below with small \$15 registration fee.

FLYING SCOT 1976 MIDWINTER REGATTA

St. Andrews Bay Yacht Club, Panama City, Florida

Skipper _____ Crew _____

Address _____ Crew _____

City _____ State _____ Zip _____

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

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

TO: John B. Morrow, '76 Midwinter Regatta Chairman
319 Bunkers Cove RD
Panama City, Fl 32401

For your room reservations at the HOLIDAY INN – Downtown in Panama City, Florida for the 1976 Midwinter Regatta, please fill out this form and mail to:

Flying Scot Sailing Association
P.O. Box 2488
Pensacola, Fl 32503

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

Name _____ Arrival on _____
(day) (date)

Address _____ Departure on _____
(day) (date)

City _____ State _____ Zip _____

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

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

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

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Phone: 813/441-4731

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

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

Editor Sez:

HONOLULU, Hawaii—When I learned you Mainlanders drifted around Lake Pontchartrain, I revised my regrets about passing the North American championships to come to Hawaii because these Islands are a high-wind sailor's delight.

When the Hawaiian "trades" blow, and that is about every day, you know there will be 15 to 18 miles of wind in the soft places. San Francisco Bay, Corpus Christi Bay, and Fort Phantom Hill Lake near Abilene, Texas, have the same velocity. Once on Long Island Sound the summer wind blew 18 knots for two days, and did we West Texans love those zephyrs. But all has not been paradise because on one occasion the winds didn't blow "trades" but blew what the natives call "Kona", and we were faced with racing in no wind beating into the teeth of a wave rolling east from Guam. Thanks to three years drill in North Carolina, I sailed no worse than the rest of the high-wind sailors. And the tradewinds returned the next day.

Where the winds puff, and the seas run, and planing comes with the pump of the mainsheet or a wiggle of the tiller, you always appreciate having a Flying Scot under your saddle. There are, alas, no Flying Scots in Hawaii, and how I miss my ship. The Hawaiians would miss her, also, if they had tried our staunch sail platform in their normal gale conditions.

On the Windward side of Oahu, in semi-protected Kaneohe Bay, surrounded by tall igneous cliffs dressed in green ferns, guarded seaward by a Marine base, shallowed by coral reef, there are some sailors like us trying to survive in centerboarders. Three Lightnings on the line appears a normal turnout. The Thistle fleet used to draw eight to the starting line, but gear-busting has dampened Thistle enthusiasm. Five Stars spend most of their time on trailers.

The two most-competed boats are Cal 20s and Lasers. My son, Kelson, and I opted for Lasers, and in the single-handed championships I turned my Laser over eight times in the first race. Spars, rudders, even centerboards broke before the six races were completed. When my tiller broke at the last mark of the last race, I stubbed what was left into the rudder head. Kelson had the top section of the aluminum mast bend on the starting line, but he came back to win one race, finishing tenth out of 37—the largest fleet we have seen on a starting line. Your editor finished 26, but can report there are no holes left unpatched.

In the seas and winds of the 50th state, a quarter-ton sailboat—on which I have also crewed—seems minute. Yet, I am sure a Scot would be up and over those waves with better form. When the big rollers break on

Hawaiian Trade Winds Blow Fair

your bow, you sure would be glad you weren't in an open Thistle cockpit.

But I must draw a line for the Scot. In Hawaii I wouldn't want the Scot for an inter-island cruising boat. And cruising interest prevails. On a clear day, and that is just about the major part of every day over here, you can see the neighbor island. But the channels between islands funnel rough waves, and there is no place for even a Scot centerboarder when the seas run white and rough. Occasionally, a Cal 20 skipper risks a run from Kaneohe to Molokai, but conditions are perfect. Quarter-ton sailers who have made the around-Oahu race tell stories of bravado that curdle the latent machismo in this Texan. But sail a boat large enough to take the Pacific Ocean, and Hawaii promises some of the great cruising.

I have flown to neighbor island Maui twice, and the big island Hawaii. (Kelson and I were in Hilo when the earthquake hit, the tsunami struck, and the volcano

erupted Nov. 29, but that's another story.) I drove around Maui in a day and a half, a highlight being our visit to that old whaling center, Lahaina.

Soon we sail a 40-foot ketch from Honolulu, around Diamond Head, past Koko Head, across the channel to leeward shelter on the south side of Lanai, and then greet the morning in the still waters of Lahaina roads where 400 whaling ships over a century ago dropped their hooks to await the passage of whales. We will navigate that narrow channel through the coral off Lahaina and pay a visit to the old whaling museum and bar. On that holiday we will hoist one to the yardarm for all our friends in colder New England, and agree with the missionaries of olde: Long Island Sound was never like this. But on that rough channel between Oahu and Molokai, where the 61-foot Ragtime, first to finish in the Transpacific race, surfed at over 19 knots, we will be glad our Flying Scot rests on the trailer in Austin.

DICK ELAM

FSSA Fleets and Districts

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- 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)
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- 19-CANFIELD, OHIO-Berlin Lake
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- 65-DELLROY, OHIO-Atwood Lake

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- 64-BALTIMORE, MD-Middle River
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- 81-WRIGHTSVILLE, PENNA.-Lake Clarke
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- 97-BETHESDA, MARYLAND-Chesapeake Bay

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- 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

Midwinters law



anching scene

Jack Laird, former NAC Champion, operates a "cherry picker" to facilitate launching of Flying Scots competing in the 1975 Midwinter Championship Regatta at St. Andrews Bay Yacht Club in Panama City, Fla. Ordinarily used to handle timber, the "picker" makes light work of lifting the boats to a safe berth at dockside.

Photos by Jack Beierwaltes



Sandy Sez:

In the November-December issue of SCOTS N' WATER I gave my reasons for strongly opposing the proposal for permitting shortening or removing the jib sheet tracks but did not explain how the problem arose nor offer a solution to it.

I believe our intent at the time the budding FSSA drew up the Specifications was that the jib sheet tracks should be, as stated in the Specifications, "approximately 20" long" - S-III-5-d. But when Fleet 8 drew up the Official Hull and Rigging Plan someone put in the "plus or minus one-half inch" tolerance. For many years the track length was not an issue because the exact length really is of no importance.

How the 20 inch length was specified I do not know because tracks generally are cut by the manufacturer from standard twelve foot lengths of material, of which 18 inches and 16 inches are multiples and 20 inches is not. Most of our tracks have been 18 inch length but it is possible that some of the early ones were 20 inch.

Experience has shown that the only critical dimension is the location of the forward end of the track. Since we need to establish a limit for length I think we should reconsider the amendment proposed by Fleet 87 (S&W, June 1975, page 4) which specifies a length between 16 and 20 inches, a range which would cover just about all tracks now in use.

More on Jib Tracks

If you feel as I do about maintaining the present one-design please make your wishes known by fleet action, by letter to your District Governor with copy to Hal Marcus.

Sandy

GORDON K. DOUGLASS

Our Readers Reply

Dear Editor:

Sandy Douglass' letter in the November-December, 1975 issue on the subject of jib sheet tracks seems to me to merit further discussion. His arguments in favor of no breach in the one-design principle are usually persuasive and in most cases I agree with them, but not in this one.

He concluded with the question—is there anything **wrong** with our present jib tracks? The answer is—yes they are too long. The reasons for permitting a shorter track at the option of the owner are, in my opinion, more persuasive than those permitting the 25" rudder blade instead of the original 30" one. I recall that Sandy proposed the shorter rudder when he found that the original blade was longer than was needed for adequate boat control. Some owners still think control

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is better with the longer blade and continue to use it, but everyone is free to cut 5" off if he chooses. The change in rudder length affected an underwater surface which may have some effect on boat speed; nevertheless, he felt it was an improvement in the boat and the change was adopted with his support.

There are even better reasons for permitting a shorter jib track (or none at all). First, the track length relates only to convenience and not to boat speed; second, the question can be considered as an original one and not even a change since no one (not even Sandy) has a legal jib track now.

The Specifications (Art. S-III-5-d) require deck tracks "approximately 20" long." The Official Plan shows the track to be $20" + \frac{1}{2}"$. So far as I know there isn't a Flying Scot anywhere which complies because from the beginning the boats have been supplied by the builders with approximately 16" tracks.

Since no boats now comply with the specifications, a 6" track is no more illegal than the 16" one, so why shouldn't the class adopt a specification which will permit the jib to be sheeted in the most convenient way?

No one who has ever experienced the convenience of Tom Ehman's short track sheeting arrangement would ever consider returning to the original method. I think everyone with the standard layout knows that coming about on a windy day with skipper plus two crew is awkward, because both crew are sitting on the high side on top of jib sheets, winch, cleat and track. The skipper's "ready about" is followed by a searching about under the crew's respective bottoms to find the new sheet and get the old one off the winch and cleat. It is always a nuisance and, in an emergency, the delay could result in collision.

With the short track (or none at all) the jib can be sheeted to leeward and forward of the crew. No one sits on anything but clear deck space. Tacking can be done so quickly that it isn't even necessary to alert the crew beforehand if circumstances call for fast action. Tom Ehman's arrangement of track, Harken cheek block and cam cleat is shown and described in the January-February, 1975 issue of SCOTS N' WATER for those who are interested.

It would seem that the basic question is—how long a track is really necessary to properly sheet the jib? Sandy says he never sheeted his jib all the way forward, and no one will dispute his record of success. I don't know whether Flying Scot jibs have changed in recent years or not, but certainly the Schreck and Murphy & Nye jibs I have owned or seen used by others in our Wilmette fleet have needed to be sheeted as far forward as possible to avoid a tight foot and loose leach. Many others besides Tom Ehman have found

the same to be true. No useful purpose is served by the extra length of track.

It may be that a short track of about 6" would be better than a fixed block simply to accommodate the occasional odd jib that needs to be sheeted back a hole or two, but surely we shouldn't require an extra 10" or more of surplus track only because a majority of the present boat owners already have it. Those who like the extra inches of track would be free to keep them—just as they are free to keep the extra 5" of rudder blade. Those who wish to change to a short track could do so at slight cost (if any), and Scots built in the future could be supplied initially with a length of track appropriate to the design of the jib.

Very truly yours,
ERNEST L. GODSHALK

. . . and Con

I agree 100 per cent with the assertions made by Sandy Douglass in the November/December issue of SCOTS N' WATER.

I bought a Scot because of its one-design concept. In my area there are 25 Lightnings, and pressures were great to go that way. Only five of those boats race the "circuit" because the other boats are not competitive.

It was gratification personified to see Scot 3 do well in Capitol district's President Cup. Is this the beginning or the end of a fine (great) one-design class?

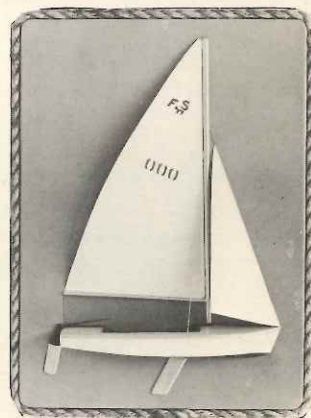
Please, please, leave the Scot alone. Those of you who want Barber haulers (the next step after changing the jib track)—sell your Scot and buy a Lightning—every two or three years.

Sincerely,
JOHN F. FARQUHAR
FS 2480

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The Fleet's In

23—Roz Bowen first in Dallas

Lively winds and clear sunny skies marked Dallas' Fleet 23 Open House Regatta at Corinthian Club on White Rock Lake, Sept. 26-28.

Regatta winner Roz Bowen, Corinthian Commodore, was in good form for her first regatta following the birth of son Ramsey. She took second place in the first race, followed by three firsts for 4½ points.

Fleet members regret that only one visitor competed and wish more out-of-town Scot sailors would take advantage of the "open house" where sailors are lodged in the homes of club members. Bill Murn of Houston, the lone visitor, finished fifth in the competition.

Skipper	Final Standings			
1. Roz Bowen	2	1	1	4½
2. Richard Wade	1	2	3	7¾
3. Brad Davis	3	3	2	12
4. Fred Tears	4	4	10	21
5. Bill Murn	9	6	4	26

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J. C. Jones, III, 56 Hawes St., Brookline, Mass 02146.

29—Ehman tops Wolverine-Hoosier

The Wolverine-Hoosier Hot Scot Regatta was held at Prairie Creek Reservoir, Muncie, Ind., Sept. 6-7. Beautiful weather with moderate to light air blessed the 28 competing Scots.

Former national champion Tom Ehman again dominated competition with two firsts and a second. Jack Siefrick offered his only competition, taking a first in the third race in a close duel. Prizes were awarded for ten places.

Competitors from Ohio, Illinois, Michigan, Wisconsin and Indiana were entertained by a German band at the conclusion of the Saturday races. Two pipers from Highland High School, Anderson, Ind., started sailors on their way for the Sunday morning race.

JOHN R. STANLEY

71—VISA trophy to Walker

Clear, cool, sunny weather and light, variable winds prevailed, Oct. 4-5, on Smith Mountain Lake, Va. (near Roanoke) for the Virginia Inland Sailing Asso. Tenth Invitational Regatta.

VISA keel fleet hosted the regatta for the club's centerboard fleet. Seventy-six boats sailed in five fleets for a three race series with the largest one-design fleet of 15 Flying Scots led by Hal Walker (FS 171). The next five positions were closely contested with only four points separating positions two through six, and tie points for second and third and fifth and sixth.

Visa Fleet 71 enjoyed the hot competition from Carolina Fleets 48, 27, and 108.

Skipper	Fleet	Race		Points
		Finishes		
1. Hal Walker	48	1	1	2½
2. Debbie Peterson	27	3	2	11
3. Ernie Myatt	108	5	3	11
4. Bill Singletary	27	4	6	14
5. Earl Purcell	71	6	4	15
6. Bill Gutzwiller	71	2	5	15
7. Willie Robertson	71	7	10	19
8. John MacMillan	71	9	7	25
9. Dick Gregory	82	8	8	27
10. Bob Thatcher	71	12	11	30

DAN GRANDY

95—New Scot sailor tough on rest

Seventeen Scots competed in Fleet 95's Fourth Regatta, Aug. 16-17. Winds were light with rain for two of the four races. The first race had the added attraction of the wind making a 180 degree shift about two minutes into the race, turning the beat into a run.

Bob Slocum, a new Scot sailor this year, but one who cut his teeth on Lake Minnetonka in scows,

showed the crowd how it was done by taking three firsts and a second. Phil Cole finished second, Tom Jamieson third, and the Lester brothers from Fargo, ND, fourth.

PERRY McCAHILL

104—Rettig, McCabe tops in Adirondacks

This past summer Fleet 104 added two more Flying Scots, Frank Belknap and Mike McCabe, bringing the total to eight.

Weather in the Adirondacks was especially beautiful this summer with excellent sailing conditions except for a few race days. In one race the fleet experienced every point of sail on all six legs of the course. At season's end, counting the five best out of eight official races, Rich Rettig (FS 1905) and Tom McCabe (FS 862) shared first place with Bob Salisbury (FS 1698) in third place.

New officers, elected at Fleet Captain Gerry Griffin's home, are Tom McCabe — Captain and LeRoy Jones — Secretary. The two were tied in two rounds of voting and finally drew cards to determine their duties for the coming year.

Fleet 104 had three representatives at the N.Y. Lakes Districts held in Cooperstown, Sept. 13-14. Rich and Bob Rettig came in first; Tom McCabe and Frank Hogan took second; and LeRoy, Steve and Mike Jones were fourth.

RICH RETTIG

111—Lanphier wins Atlanta Regatta

The majority of Fleet 111 members are from Atlanta, and the remaining members are from the Atlanta area. For this reason the fleet has voted to change their official location from Marietta to Atlanta.

Winds of 10 to 15 knots created good racing conditions for the Flying Scot fleet in the First Annual Barefoot Sailing Club Open Regatta on Lake Lanier near Atlanta, Ga., Oct. 18-19.

Thirteen Scots from Georgia and Alabama participated in the three-race series on an Olympic course. Trophy winners were Chick Lanphier, first; Harold Wilde, second; Glen Myrick, third; and John Henderson, fourth.

SALLY COLLINS

112—River City ups boat total

The River City Scots are proud to announce two new Flying Scot owners — Dr. and Mrs. Jerry Hyatt (FS 2740) and Al and Sandy Humphers (FS 2758).

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By G. JACKSON BURNEY

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Mar. 7-10—USYRU Championship of Champions, Pensacola, Fla.

Mar. 11-14—FSSA Midwinter Championship Regatta, St. Andrews Bay YC, Panama City, Fla.

Aug. 16-20—Flying Scot North American Championships, Lake Norman Yacht Club, Charlotte, N.C.

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