

A black and white photograph of a sailboat's mast and sail, with another sailboat visible in the background. The mast is on the left, and the sail is a large, light-colored triangle. The background is dark and slightly textured.

SCOTS

n' water

**September-October, 1976
Volume XVIII
Number 9**

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Lake Norman System Speeds Measurement

Scot skippers started talking about a future North Americans at Lake Norman, North Carolina, because of two plusses—good winds and superb organization.

The Lake Norman Yacht Club didn't take credit for the winds—unusually good in August—but the cheerleader and master wit Ted Heyward did announce that the club had taken up the matter with the weather gods.

The organization should serve as a model for future championships. Under the direction of T. Curtiss Torrance (and add a big bouquet to his wife Minna), the North Carolinians turned a remote sailing lake into an urbane sailing center.

When you arrived at the gate to the yacht club (and you had to wind past a few tobacco fields to get there), you were greeted, directed, and re-directed.

Measuring was divided among stations. Each station could be reached by automobile and trailer—except for the weighing of centerboards which was a dockside problem.

A Scot skipper drove to station 1 and showed the required gear he had packed away for the trip. At station 2, the skipper unloaded his mast, which was measured on a wooden rack calibrated to requirements. At station 3, the mast went up, and the measurements on shroud, jib, and forestay location were checked.

You have to weigh boards separately, so skippers were instructed to launch the boat, paddle to the weighing dock, lift the board out with a windlass, and then put the board on scales. A winch truck helped weigh the total boat at the final station.

This station-to-station drive speeded measurement. Ray Weeks, the boat measurer got a big kudo for devising the system. Subsequent championship measurers would do well to pick Ray's knowledge.

The sail measurers in the basement of the clubhouse had their measurements marked, and even though Earnest Myatt missed measuring sails because of illness, his wife and other Carolina Scot skippers speeded the process.

Skippers could drop crew off with the sails, drive their boat through the measurement stations, and be finished in two hours.

With 81 boats entered, you need a system.

Jack Brown served as race committee chairman, and skippers were complimentary of the Olympic courses. Only on one race did Brown need to move the windward mark for the second beat. Starts sometimes waited for what apparently was Brown's local knowledge, but the line was long, the legs long and well-marked, and the shifts seemed to average out.

Other members of the Torrance organization who made the regatta top-notch included Jack Burney, publicity; Bob Gordon, trophies; Mary Forrest McAdams and Marge Haney, registration; Toni Griffin, recording and information; Ray Weeks and Earnest Myatt, measurement; Don Sweet, race equipment; Joe Lipe, stake and rescue boats.

Also, John Armistead, hospitality; Frank Wilt, camping; Dail Arthur, parking; R. V. Tye, launching; Dave Stratton, first aid (a medical doctor who treated leg infection and sprains among other maladies); Ted Heyward, cocktails and master-of-ceremonies and one of the funnier on-his-feet Scot skippers.

(Continued on Page 5)

Ehman Wins Third NAC

By **DICK ELAM**

Tom Ehman of Ann Arbor, Mich. won the 1976 North American Flying Scot Championship—his third in four years.

Kelson Elam of Austin, Tex. finished second with Marc Eagan of New Orleans, La., the defending Mid-Winters Champion, third. To be in the top three Scot skippers, it may help if your last name begins with an "E," or if you are a college student.

On Lake Norman, North Carolina, it helped if you could get off the starting line crowded with 44 boats in Championship series and 36 boats in the Challenger, a total of 80 Scots participating.

There would have been 81, but Regatta Chairman T. Curtiss Torrance chose to leave his boat on the trailer and devoted himself and Lake Norman Yacht Club members to administering the regatta. Torrance received plaudits for speed and efficiency in measuring, excellent entertainment, and a well-run series.

The regatta ended with strong breezes blowing off the front side of a hurricane that visited the Carolina coast, sometimes gusting up to 28 knots. The protected lake lies between Charlotte and Statesville, well inland and nestled at the bottom of the Big Smokey mountains.

Missing from the championship was defending champion Paul Schreck. Schreck passed up Lake Norman to cruise in the Carribean.

Tommy Meric of New Orleans won the warm-up race to start the week of August 15. Qualifying races were run Monday and Tuesday in light winds. Jack Seifrick of Westerville, Ohio, won the qualifying series with two firsts and a third, one point better than Elam who had two firsts and a fourth. Eagan finished third in qualifying; Meric finished fourth.

After the qualifying races, first places in the championship division were spread among Seifrick, Elam, Eagan, and Ehman. Ehman won the second and fourth races.

The trophy for most first places, including qualifying series, went to Elam. Seifrick also won three races, but the winner was decided by Elam's having finished higher than Seifrick four times in six meetings.

FIRST RACE—The fleet spread the length of the starting line, but skippers who started at the windward end of the line, and tacked to the northern shore appeared to have advantage. A wind shift halfway up the windward leg equalized, and the fleet arrived at the windward mark in a herd.

Eagan was first around, followed by Elam. Both had tacked to the northern shore, but not as drastically as Hunter Riddle who went close to the shore. Doug

Sansom rounded third, Seifrick fourth, and Riddle in fifth. Ralph Manee rounded sixth, followed by Bill Berry, who started at the committee boat and first tacked to the northern shore.

The first five held their positions, but Paul Blonski moved to sixth, and Meric moved from tenth to ninth at Orr's expense. Seifrick held his fourth place around the turning and leeward mark, but while Eagan loosely covered Elam and Sansom as they headed back upwind to the previously successful northern shore, Seifrick split and took a starboard tack toward the middle of the course. Eagan belatedly tacked to cover, but Seifrick was loose, and first back to the windward mark followed by Eagan. Sansom moved into third as the northern shore soured for Elam. Charging up the middle of the course, tacking on shifts, Ehman moved from twelfth at the leeward mark to eighth at the windward pin.



Jack Seifrick (1629) overtakes two Challengers, Will Robertson (1292) and Frank Harding (1971), as he nears finish line to win first Champions race.

The wind piped up to an estimated 16 to 18 miles as the championship fleet completed the last leeward leg and started on the last beat. The championship class leaders began to overtake the Challenger division. As one leader reported: "We pulled into line with the Challengers, and we all just parked there." Seifrick finished at the pin end of the line, wedged among two Challengers trying to round the windward mark and start downwind. Sansom finished at the committee boat, slipping across ahead of Eagan, Elam, and Meric—who finished so close that from the press boat near the committee boat, it was difficult to place the skippers. Ehman repeated his charge up the middle of the course, finishing sixth, passing Riddle. Wes Parker also staged a notable recovery, moving from fifteenth at the first mark to ninth at the third mark.

(Continued on Page 4)

(Continued from Page 3)

SECOND RACE—Winds recorded at the clubhouse went as high as 22 miles, and skippers planed to the starting line. Shifting winds delayed the start while the marks were reset to windward. In the last minute of the start, the winds shifted again, swinging to the committee boat side; and the fleet headed up early. The committee sounded general recall. Under the one-minute rule which eliminates dip starts, the fleet sagged behind the middle of the line. Ehman hit the leeward end underway, tacked to port and crossed the fleet. Ehman carried his port across to the eastern shore, lifting on the shore. But a counter-clock shift to the south began to develop, and the eastern shore huggers found themselves outside the shift. Ehman tacked and recovered to lead at the first mark. He led at all others. Manee rounded second, Sansom third. Orr—who had persisted in playing the southwestern side of the course—turned in fourth; Wade, fifth; Seifrick, sixth; Elam, seventh; Riddle, eighth; Taggart, ninth; Walker, tenth. Meric, who had finished fifth in the morning race, and Eagan, who had finished third, found themselves in twentieth and twenty-first place around the first mark.

Planing conditions prevailed on a close reach. Elam passed Wade and Seifrick downwind. At the leeward mark, Orr went back to the southwestern shore, but a more pronounced shift lifted the skippers on the eastern side of the course. Elam moved into third ahead of Manee, and Seifrick, Riddle, and Walker moved up at Wade's expense.

The race committee moved the windward mark to compensate for the pronounced shift. Seifrick moved into fourth. Ehman covered Sansom to the finish.

THIRD RACE—Racing started in 15 mile winds, but by finish the fresh northeaster had been measured as high as 28 miles on the committee boat. Lake Norman chop built, and in the latter part of the race showed whitecaps, but the protected waters never chopped over two feet.

On the start the fleet spread the length of the line, but the optimum start went to Manee who started with clear wind near the middle of the fleet. Manee held starboard up the middle of the lake, tacking to port to take what appeared to be an early lead. Eagan, who started near the pin end of the line, came back to the middle on a lifting port tack and began to contest Manee for the lead. Elam, Seifrick, and Richard Wade played the eastern shore, not going in as far as Debbie Petterson who tacked port at the start. Two-thirds of the way up the course, the skippers on the eastern side picked up a starboard lift and began to pull back into contention. Manee held to the western side of the course, and as he neared the windward mark, he began to lift in stronger wind.

At the windward mark, Manee approached on port, Eagan on starboard. Manee cleared Eagan, and tacked around first with Eagan, Elam, Ehman, Wade, Meric, Blonski, Orr, and Seifrick following. Sansom, who had been leading the regatta after two races, found himself in 16th place with David Bell (Bell Park, MD), Fred Tears (Dallas, TX), Ken Schmidt (Rock River, OH), Geef Fisher (Pascagoula, MS), Jack Carpenter (Pittsburg, PN), and Hal Walker all ahead of him. Taggart and Riddle followed Sansom.

Spinnakers popped and the fleet moved fast on a freshening wind. Eagan passed Manee, then Elam charged by just before the turning mark. Manee had waited to put up his chute, and didn't hoist until Eagan passed. Wade, Meric, and Blonski passed Ehman. Seifrick took Orr to round the leeward mark in eighth.

Eagan led the fleet back to windward, but lost his cover on Elam because of the fleet coming down on the mark. Elam tacked under Eagan about halfway up the course. Eagan tacked to clear his air, but Elam lifted on port and took the lead which he never relinquished.

Ehman rounded in seventh place, played the right side (eastern) of the course, passing Manee, Wade, Meric and Blonski.

"I got in phase with the wind," Ehman explained. Ehman expected the wind to rotate clockwise, and his prediction proved right. Ehman rounded the windward mark second, with Eagan a boatlength away. Eagan, with two aboard, passed Ehman with three aboard. Ehman regained second at the leeward mark. Elam covered Ehman, and Ehman turned Eagan loose. Eagan regained second place before the finish and led Ehman home. Elam's first gave him 7¾ points, while Ehman's third left him with 9¾ points. Meanwhile Seifrick started upwind from an eighth position, played the east shore, and moved into fourth place at the finish. That left Seifrick in second place with 8¾ points. Sansom, who was 16th at the first windward mark, moved from 14th to 12th on the last beat, but fell from contention.

FOURTH RACE—The race committee took a long lunch to allow winds to settle, but the hurricane off the Carolina coasts was dominating the weather system, and winds above 20 knots prevailed during the race. Ehman also prevailed. He led at every mark, increasing his lead. Marc Eagan followed Ken Schmidt of Rock River, Ohio, around the windward mark, but passed Schmidt to move into second place at the turning mark. Eagan finished second, and Schmidt repassed Doug Sansom of Pensacola, Fla. going back to windward on the fourth leg.

Elam, who held the lead going into the fourth race, found himself in eighth place around the windward mark. He passed Brad Davis of Dallas, Texas, to

move into seventh. On the second windward beat of the Olympic course, Elam passed Meric to move behind Hunter Riddle of Pensacola, Fla., sailing fourth. Riddle was sailing "Duppy Cup" the boat Paul Schreck has sailed to previous championships. Elam never passed Riddle, and finished fifth. Sansom couldn't hold the upwind competition and fell to eighth.

Gusts began to plague racers. Two in the Challenger class overturned at the first leeward mark.

Seifrick—who had started second in the regatta—turned the windward mark in 16th place, and was never able to move back into contention. A 16th in the second race had dropped Eagan out of championship contention. So the final race came to a question of whether Elam could put three points between himself and Ehman. Ehman could finish two behind Elam and win. Ehman—10½ points; Elam—12¾ points.

FIFTH RACE—On the windswept dock before the fifth race, moored near Tommy Ehman, Kelson Elam and his crew, Jack Bateman, went through rapid

preparations. The two teammates from Hawaii donned life jackets, raised a jib, lowered the jib, changed jibs, changed mains. Ehman watched intently, and finally asked:

"Kelson, are you trying to psyche me?" The Texan grinned. And on the starting line the University of Hawaii team controlled, beating University of Michigan sailor Ehman to the windward mark, with at least four boats in between.

Sansom led at the windward mark, with Eagan close behind. By the turning mark, Eagan took the lead, and never relinquished. As the fleet planed toward the turning mark, Elam broke out his spinnaker and spurted out of the pack into third place. Ehman, back in eighth place, was second up with his chute, Brad Davis following with a spinnaker. The other leaders chose to plane without chute, hoisting chute after the jibe.

A picture of that mark rounding, elsewhere in this edition, tells the story. Ehman and Davis gained, but Davis was jammed at the mark and had to perform a 720 turn to absolve his foul. Ehman planed through the turning mark congestion and moved into fourth place behind Elam—good enough to win the championship. Going back upwind, Ehman moved into second ahead of Sansom. Sansom stayed ahead of Elam and that's how they finished, with Seifrick passing Blonski and Schmidt to move into fifth. Meric, buried in the fleet, worked up to 15th at the leeward mark, and then finished eighth to save his championship standing.

CHAMPIONSHIP STANDINGS

| Skipper | Sail # | 1 | 2 | 3 | 4 | 5 | Points |
|---------------------------|--------|----|-----|-----|-----|-----|--------|
| 1. Ehman, T. | 2835 | 6 | 1 | 3 | 1 | 2 | 12½ |
| 2. Elam, K. | 1198 | 4 | 3 | 1 | 5 | 4 | 16¾ |
| 3. Eagan, M. | 2092 | 3 | 16 | 2 | 2 | 1 | 23¾ |
| 4. Sansom, D. | 1939 | 2 | 2 | 12 | 8 | 3 | 27 |
| 5. Meric, T. | 415 | 5 | 13 | 5 | 7 | 7 | 37 |
| 6. Seifrick, J. | 1629 | 1 | 4 | 4 | 25 | 5 | 38¾ |
| 7. Manee, R. | 2225 | 7 | 5 | 7 | 14 | 19 | 52 |
| 8. Orr, J. | 1497 | 14 | 7 | 6 | 17 | 10 | 54 |
| 9. Blonski, P. | 2843 | 11 | 23 | 9 | 9 | 6 | 58 |
| 10. Riddle, H. | 1901 | 15 | 6 | 22 | 4 | 12 | 59 |
| 11. Davis, B. | 2829 | 20 | 17 | 10 | 6 | 13 | 66 |
| 12. Tears, F. | 553 | 9 | 18 | 14 | 16 | 18 | 75 |
| 13. Walker, H. | 171 | 21 | 8 | 19 | 29 | 11 | 78 |
| 14. Schmidt, K. | 282 | 13 | 15 | 22 | 3 | 29 | 81 |
| 15. Parker, W. | 1709 | 10 | 14 | 16 | 30 | 17 | 87 |
| 16. Fisher, G. | 2783 | 17 | 11 | 11 | 10 | 14 | 91 |
| 17. Taggart, L. | 2710 | 18 | 9 | 18 | 27 | 22 | 94 |
| 18. Wade, R. | 1191 | 12 | 10 | 8 | 22 | DNF | 97 |
| 19. Fontenot, M. | 1360 | 24 | 27 | 15 | 18 | 24 | 108 |
| 20. Bell, D. | 2772 | 25 | 25 | 13 | 11 | DNF | 119 |
| 21. Davis, J. | 784 | 22 | 30 | 17 | DNF | 8 | 122 |
| 22. Berry, B. | 1327 | 8 | 24 | 23 | 26 | DNS | 126 |
| 23. Smith, J. | 2656 | 22 | 20 | 27 | 15 | DNF | 129 |
| 24. Hawkins, R. | 581 | 30 | 35 | 35 | 21 | 9 | 129 |
| 25. Schultz, D. | 1885 | 29 | 26 | 32 | 25 | 20 | 131 |
| 26. Stweet, D. | 2070 | 37 | 21 | 37 | 23 | 15 | 133 |
| 27. Carpenter, J. | 2787 | 27 | 32 | DSQ | 13 | 16 | 133 |
| 28. Kirkland, K. | 1280 | 28 | 12 | 20 | 28 | DNF | 133 |
| 29. Verkouteren, M. | 2019 | 26 | 31 | 24 | 34 | 23 | 138 |
| 30. Shepard, T. | 565 | 42 | 29 | 31 | 21 | 21 | 144 |
| 31. Hellendale, R. | 1499 | 38 | 19 | 34 | 31 | 26 | 148 |
| 32. Sperry, M. | 2093 | 16 | 22 | 26 | 12 | DNS | 149 |
| 33. Gwinn, D. | 414 | 33 | 36 | 26 | 29 | 25 | 149 |
| 34. Hott, D. | 1329 | 40 | 33 | 36 | 37 | 27 | 173 |
| 35. Crowe, H. | 2720 | 31 | 38 | 28 | 32 | DNF | 174 |
| 36. Spinnenweber, B. | 2121 | 41 | 41 | 29 | 35 | 28 | 174 |
| 37. Stewart, J. | 1342 | 19 | DNF | 30 | 38 | DNS | 177 |
| 38. Glass, T. | 1890 | 36 | 28 | 42 | 33 | DNF | 184 |
| 39. Wright, T. | 2146 | 35 | 37 | 33 | DNS | DNS | 195 |
| 40. Cornish, R. | 1296 | 34 | 42 | 40 | 36 | DNS | 197 |
| 41. Redman, S. | 1190 | 32 | 43 | 38 | DNF | DNS | 203 |
| 42. Welty, R. | 1330 | 39 | 40 | 39 | DSQ | DNS | 208 |
| 43. Leggette, J. | 1518 | 43 | 34 | DSQ | DNS | DNS | 212 |
| 44. Peterson, D. | 1849 | 44 | 39 | 41 | DNS | DNS | 214 |

Measurement *(Continued from Page 2)*

Also, Bill Ritter, food (so good that more wanted than the club could hold, included a shrimp broil, picnic style); Bert and Pat Allen, table set-up (so good one wag suggested they should be sold to the Highlander nationals that followed the next week); Hal Walker, Governors' dinner and meeting; Cathy Walker, favors (including Lake Norman patches, tennis hats, and photographs); and Bill Myatt, repairs. Bill got help from champion Ehman who begged at the trophy presentation for other skippers to return borrowed goosenecks and other equipment.

To show their organization was no fluke, the Lake Norman Yacht Club, some 30 miles north of Charlotte, started receiving some 52 Highlanders as the Scots departed. Sandy Douglass seemed pleased, because he had designed the Highlander before the Scot. It's important to note that Sandy didn't stick around long for the second act.

Contestants, officials and press agreed that the photocopier at the registration desk helped keep the paper work organized. Quick copies kept officials informed, including a list of the participants listed in this story.

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Vance, Anderten In Challenge Duel

A hurricane off the Carolinas is no "ill wind," if you ask Robert Vance from Riverside, Conn.

But John Anderten of Union, N.J., might argue with news reports that the hurricane did little damage.

Before the hurricane started pumping big winds toward Lake Norman, Anderten, sailing with his wife, Joyce, had scored three firsts in the Challenger Division, and looked unbeatable.

But an eighth in the fourth race put him a quarter point behind Bob Vance going into the final race.

Vance, sailing consistently with the help of his wife as crew, put three seconds behind an opening fourth, and then held off Anderten in the final race.

In the last race Vance finished first, Anderten second; and Vance took the trophy to the other side of Manhattan.

James Beaton of Canton, Mass. finished third, and William Myatt of Raleigh, N.C. nosed out Macon Singletary from Durham, N.C. for the other trophies.

CHALLENGER STANDINGS

| Skipper | Sail # | 1 | 2 | 3 | 4 | 5 | Points |
|-------------------------|--------|-----|-----|-----|-----|-----|--------|
| 1. Vance, R. | 2700 | 4 | 2 | 2 | 2 | 1 | 10 3/4 |
| 2. Anderten, D. | 2746 | 1 | 1 | 1 | 8 | 2 | 12 1/4 |
| 3. Beaton, J. | 1636 | 2 | 7 | 3 | 6 | 8 | 26 |
| 4. Myatt, B. | 2820 | 7 | 4 | 7 | 4 | 5 | 27 |
| 5. Singletary, M. | 2110 | 6 | 6 | 4 | 5 | 6 | 27 |
| 6. Gregory, R. | 2589 | 3 | 9 | 9 | 13 | 3 | 37 |
| 7. MacKenzie, B. | 470 | 10 | 5 | 11 | 10 | 4 | 40 |
| 8. Tingle, B. | 88 | 13 | 12 | 6 | 11 | 12 | 54 |
| 9. Moore, P. | 1820 | 20 | 10 | 12 | 7 | 11 | 60 |
| 10. McCarthy, L. | 641 | 5 | 3 | 8 | DNF | 9 | 62 |
| 11. Dees, J. | 2708 | 11 | 8 | DSQ | 1 | 7 | 63 3/4 |
| 12. Newberry, J. | 705 | 17 | 11 | 10 | 15 | 17 | 70 |
| 13. Gordon, B. | 1581 | 8 | DSQ | 5 | 12 | 10 | 72 |
| 14. Ritter, B. | 1439 | 28 | 19 | 15 | 3 | 14 | 73 |
| 15. Arthur, D. | 621 | 14 | 13 | 14 | 20 | 19 | 80 |
| 16. Harding, F. | 1971 | 25 | 15 | 18 | 9 | 15 | 82 |
| 17. Robertson, W. | 1292 | 21 | 14 | 21 | 17 | 13 | 86 |
| 18. Swenson, G. | 2763 | 18 | 24 | 24 | 19 | 18 | 103 |
| 19. Wilt, F. | 913 | 16 | 16 | 17 | 18 | DNS | 104 |
| 20. Baker, F. | 479 | 29 | 18 | 16 | 16 | DNS | 116 |
| 21. Bookstaver, N. | 1493 | DNS | DNS | 13 | 14 | 16 | 117 |
| 22. Wyatt, D. | 1224 | 23 | 21 | 19 | 21 | DNS | 121 |
| 23. Newell, R. | 1624 | 22 | 27 | 22 | 22 | DNF | 130 |
| 24. Purcell, E. | 111 | 15 | 25 | 22 | DNS | DNS | 134 |
| 25. Wilde, H. | 1255 | 9 | 17 | DSQ | DNS | DNF | 137 |
| 26. Carter, A. | 649 | 32 | 29 | DNF | 23 | 20 | 141 |
| 27. Cieslewicz, G. | 858 | 12 | 20 | DNF | DNS | DNS | 143 |
| 28. Kawalee, M. | 2171 | 24 | 22 | 28 | DNS | DNS | 145 |
| 29. King, W. E. | 1402 | 31 | 26 | 26 | DNS | DNS | 154 |
| 30. Condo, P. | 2611 | 19 | 30 | DSQ | DNS | DNS | 160 |
| 31. Hassell, K. | 2481 | 26 | 31 | DNS | DNS | DNS | 168 |
| 32. Farquhar, J. | 2480 | 33 | 28 | DNS | DNS | DNS | 172 |
| 33. Gable, E. | 2071 | 27 | DNF | DNF | DNS | DNS | 175 |
| 34. Lipe, J. | 1013 | 30 | DSQ | DNS | DNS | DNS | 178 |
| 35. Moses, J. | 123 | 35 | 32 | DNF | DNS | DNS | 178 |
| 36. Hamilton, G. | 2620 | 34 | DNF | DNS | DNS | DNS | 182 |

Shorter Jib Track Okay

Shorten your jib track if you want—the chief measurer will not rule you ineligible.

The Board of Governors made the shorter track legal by changing Article S-III, Section 5d. The vote carried all but one member, with Sandy Douglass abstaining.

But, the Governors kept the jib lead on a track, ignoring proposals that jib blocks could be attached with a clevis or other device.

The controversial article now reads: "Jib sheets must be led from blocks or fair leads on tracks not to exceed 20½ inches located. . . ."

Governors also awarded the 1977 North American Championships to the Michigan-Ontario district. Governor Tom Ehman presented a probable site, the Lake Muskegon Yacht Club.

The Texas District also presented its proposal to hold the 1977 championships at Chandler Landing on Lake Ray Hubbard. Governor Brad Davis argued that his proposal was firm, submitted in advance, and more complete than the Michigan proposal.

Davis also pointed out to the Governors that Texas was a separate district from other southern districts, and therefore the proposal did not violate a policy of not holding championships in the same part of the nation each year. The championships previous to Lake Norman were held in New Orleans, La.

Governors did not act on the 1978 invitation, but discussed the possibility of returning to the east coast. Davis said he could not assure the Governors that his proposal would be resubmitted for either 1978 or 1979.

In other actions, the Governors:

1. Provided for light wind championship races to be abandoned if the first boat does not reach the weather mark in 45 minutes.

2. Endorsed the Lineburgh Insurance Company policy, which insures all Flying Scots for \$4,100.

3. Established specifications for foam floatation.

4. Set future Board meetings on Sunday before championships.

5. Resolved that governors—or alternates—who miss two consecutive board meetings cannot stand for reelection except by dispensation of the president.

6. Singletary named an executive committee of Robert Vance, Buddy Pollak, Don Hott, Sandy Douglass, Ted Glass, and Singletary.

7. Instructed the measurer to outlaw spinnaker launchers.

8. Moved Fleet 122 from Greater New York District to the New York Lake District; allowed Fleet 80 to enter Ohio District from Capitol District.

Annual Meeting

Members attending the annual meeting sounded off on two proposals:

1. That the class consider the selection of single sailmaker to manufacture sails to one design, and

2. That North American Championships be moved forward to late July because of conflicts with early school registration.

A committee to be chaired by Commodore Buddy Pollak will investigate the one-sailmaker proposal and report at the next meeting.

Robert Vance reported the development of an "Outstanding Fleet" award for each district, plus a national "Fleet of the Year" award.

FLYING SCOT SAILING ASSOCIATION

| | '75-'76 | 11 Months | 1 Month | '76-'77 |
|----------------------|----------|-------------|---------|----------|
| INCOME | Budget | Actual | Balance | Budget |
| Active Dues | \$22,500 | \$22,640.00 | \$ 400 | \$24,000 |
| Associate Dues | 700 | 610.00 | 50 | 700 |
| Sustaining Dues | 250 | 290.00 | — | 250 |
| Family Dues | 2,500 | 1,950.00 | 50 | 2,000 |
| Sponsor Dues | 75 | 150.00 | — | 150 |
| Subscriptions | 24 | 20.00 | — | 50 |
| Subtotal Dues | \$26,049 | \$25,660.00 | \$ 500 | \$26,650 |
| Sail Labels | 2,400 | 2,427.00 | 750 | 3,000 |
| Boat Numbers | 2,250 | 1,365.00 | 900 | 2,250 |
| Emblems | 450 | 451.50 | 20 | 450 |
| Lapel Pins & Buckles | 100 | 765.00 | 45 | 750 |
| Transfer Fees | 350 | 314.00 | 30 | 400 |
| Advertising-All | 2,700 | 3,110.00 | 270 | 3,250 |
| Builders Pro Rata | — | 2,557.18 | 650 | 5,520 |
| Interest | 1,000 | 801.49 | 161 | 1,000 |
| Books | 600 | 762.00 | 45 | 700 |
| Stars & Chevrons | 200 | 209.80 | 25 | 250 |
| Caps | 100 | 95.50 | 10 | 50 |
| Decals | 101 | 32.50 | 2 | 50 |
| Miscellaneous | 200 | 26.35 | — | 100 |
| C of C Total | — | 7,785.00 | — | — |
| TOTAL INCOME | \$36,500 | \$46,362.32 | \$3,408 | \$44,920 |

EXPENSES

| | | | | |
|--------------------------|----------|---------------------------------|----------|----------|
| Management Fee | \$12,000 | \$11,000.00 | \$1,000 | \$13,000 |
| Editors' Fee | 1,620 | 1,260.00 | 360 | 1,620 |
| Printing—S&W | 6,010 | 4,977.10 | 650 | 6,010 |
| Printing—Office | 900 | 725.18 | 100 | 1,000 |
| Printing—Roster/Handbook | 3,000 | 3,110.47 | -100 | 3,500 |
| Postage | 2,000 | 2,000.69 | 150 | 2,900 |
| Phone | 600 | 524.10 | 50 | 600 |
| Photo Supplies | 300 | 55.07 | 40 | 300 |
| Travel | 1,000 | 707.61 | 200 | 1,000 |
| Office Supplies | 600 | 737.49 | 100 | 900 |
| Legal & Accounting | 200 | 165.00 | -0- | 200 |
| Meetings | 1,000 | 335.16 | 600 | 1,000 |
| Dues | 250 | 80.00 | -0- | 250 |
| Champ. of Champions | -0- | 8,786.97 | -0- | -0- |
| Stars & Chevrons, #'s | 100 | 120.00 | -0- | -0- |
| NAC Advance | 200 | -0- | -0- | 200 |
| Class Promotion | 3,000 | 5,554.64 | 700 | 8,520 |
| Miscellaneous | 150 | 25.00 | -0- | 150 |
| Income Tax | 900 | 1,422.96 | 175 | 900 |
| Buckles | -0- | 562.50 | 562 | -0- |
| TOTAL EXPENSES | \$33,630 | \$42,149.94 | \$4,687 | \$42,050 |
| Profit (Loss) | \$ 2,870 | \$ 4,212.38 - (\$1,279)=\$2,933 | \$ 2,870 | \$ 2,870 |

Application of the Association's Funds

| | |
|-----------------------------------|-------------|
| Total Assets as of July 31, 1976: | |
| CD's & Accrued Interest | \$11,926.19 |
| Transfer Account | 7,565.82 |
| Checking Account | 728.49 |
| | \$20,220.50 |

Total Assets as of August 31, 1975:

\$16,008.12

Increase in Net Worth for 11 Months: \$ 4,212.38

Caveat Emptor

(If you've got a Flying Scot or Scot equipment to sell, we'll be glad to advertise it in SCOTS N' WATER. The charge is \$5 for each insertion, and the deadline is the 15th of the month prior to the month of publication. Send copy to Cathy Quinn, SCOTS N' WATER, 8721 Silverhill Lane, Austin, Tx. 78759 and checks to Hal Marcus, P.O. Box 2488, Pensacola, Fla. 32503.)

SAILS—Almost new 1975 Murphy & Nye sails. Windows in main and jib. Fiberglass racing battens. Sails were used only eight times. Boat was sold without this set. Price: \$250.
Neil Delisanti, 8025 Jade Dr., S.W., Tacoma, Wash. 98498. Telephone: 206/588-7167.

FS 1750—Douglass—Main, jib, & spinnaker—like new—galvanized trailer—White hull and deck. Price: \$2,750.
James Dugan, Rt. 2, Box 523, Orangeburg, S.C. 29115. Telephone: 803/536-0025 (office—no home phone).

FS 1287—White with blue water line—two suits of sails and spinnakers (Boston, Schreck)—Sterling tilt trailer—cockpit cover—lifting bridle—dry sailed. Price: \$2,500.
E. Randall Ricketts, 612 Weber Bldg., Lake Charles, La. 70601. Telephone: 318/436-0558 (office) or 318/433-7145 (home).

FS 56—White deck with blue hull, good condition, new balsa core in hull. Schreck sails, like new, spinnaker. Mast raising hinge—trailer—lifting bridle—3 hp Seagull—anchor—compass—inclinometer—many other extras. Price \$2,500.
Dan Milway, 1316 Fallsmead Way, Rockville, Md. 20854. Telephone: 301/340-3093.

BATTENS—Floater — Unbreakable, tapered, floating, flexible, 1" wide smooth butyrate cover, glass rod core, set for main — \$12.75 delivered.

Wood — same quality you've always received, sanded \$4.75, varnished \$7.50, del. Send check to Don Blythe, Battens, 804 Euclid Ave., Jackson, MS 39202, if you can't find what you want at your favorite sailboat dealer.

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.

Dear Editor,

Does any reader know where I can buy the complete tent-like cover over boom—over cockpit—with flat 6' wide top and screen after end—used for overnight mini-cruising?

John C. Jones, III

WHEN THE GOING GETS TOUGH, THE WINNERS GO NORTH!



1975 Midwinter Championship — 1st

For information: Call Dave Peterson collect (714) 224-2424

or write North Sails

1111 Anchorage Lane

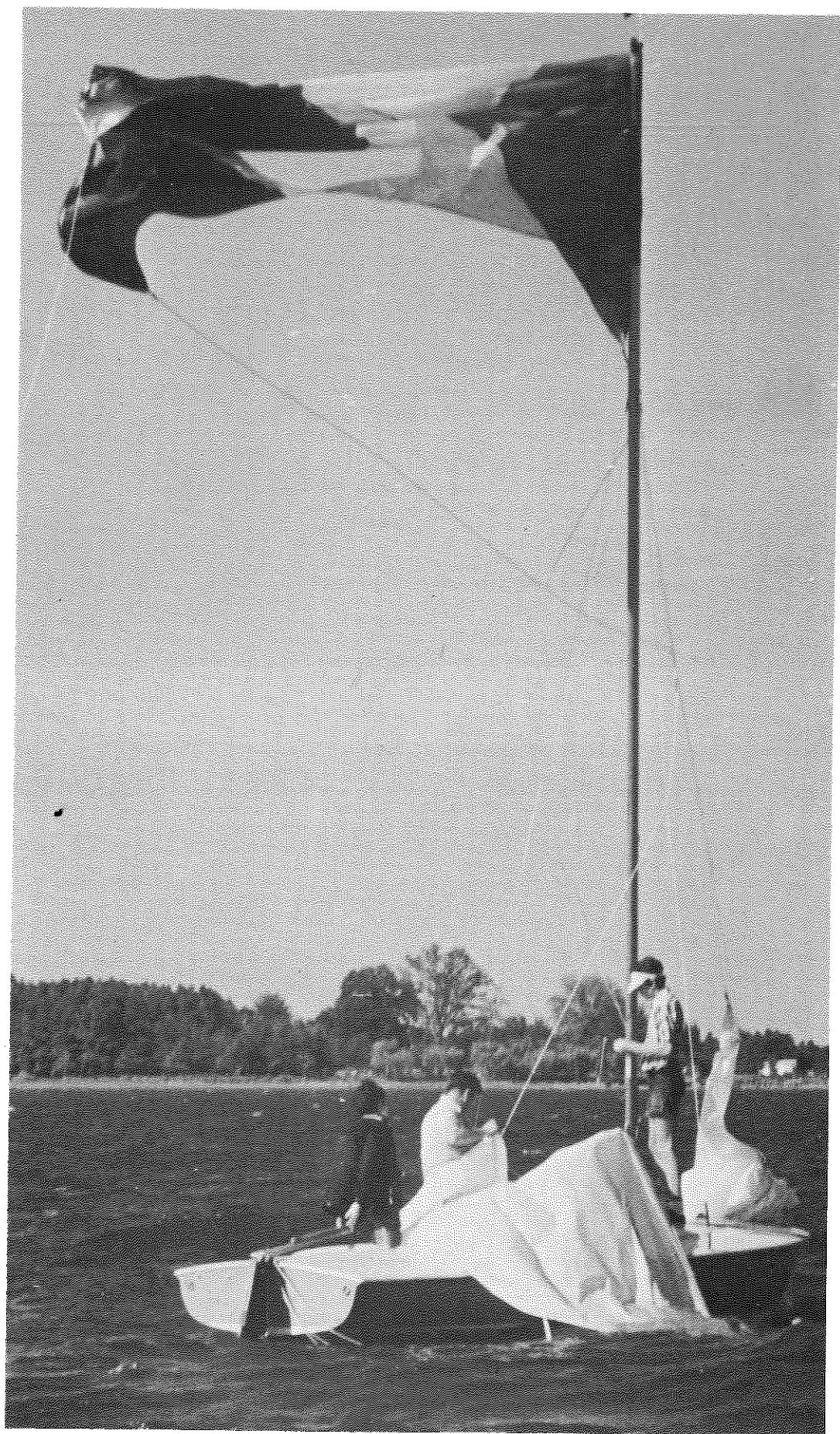
San Diego, Ca. 92106

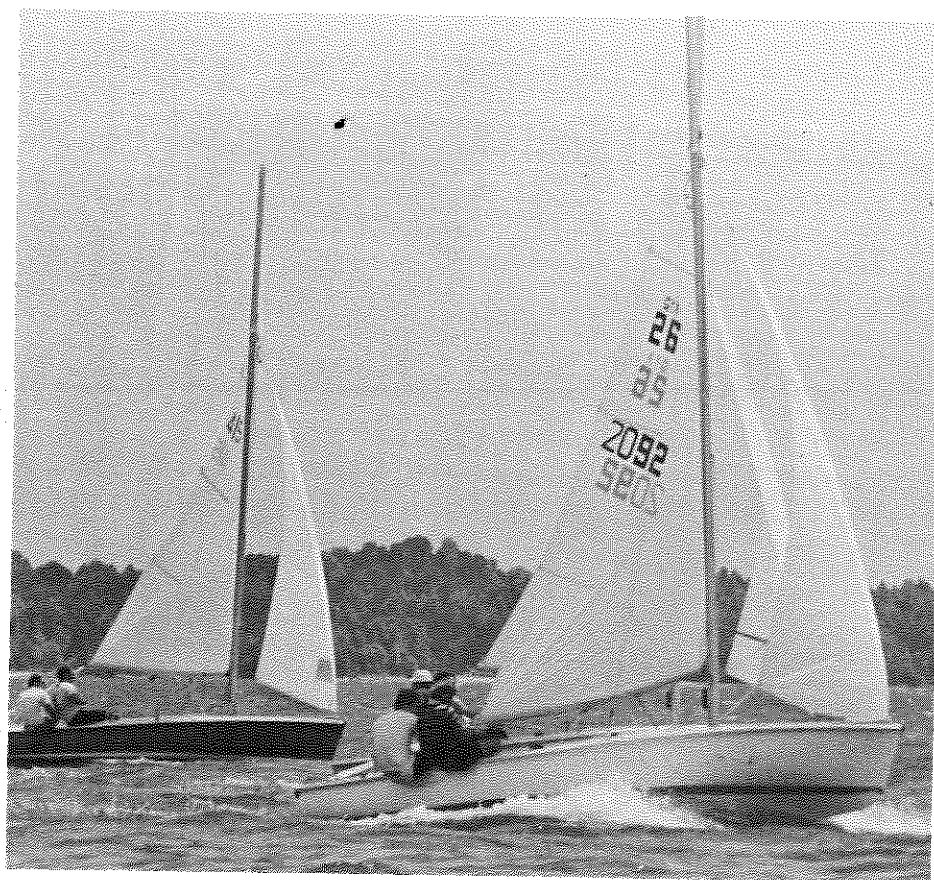
**Sail
Away**

or

**Sail
Away**

**turn page for
more NAC action**

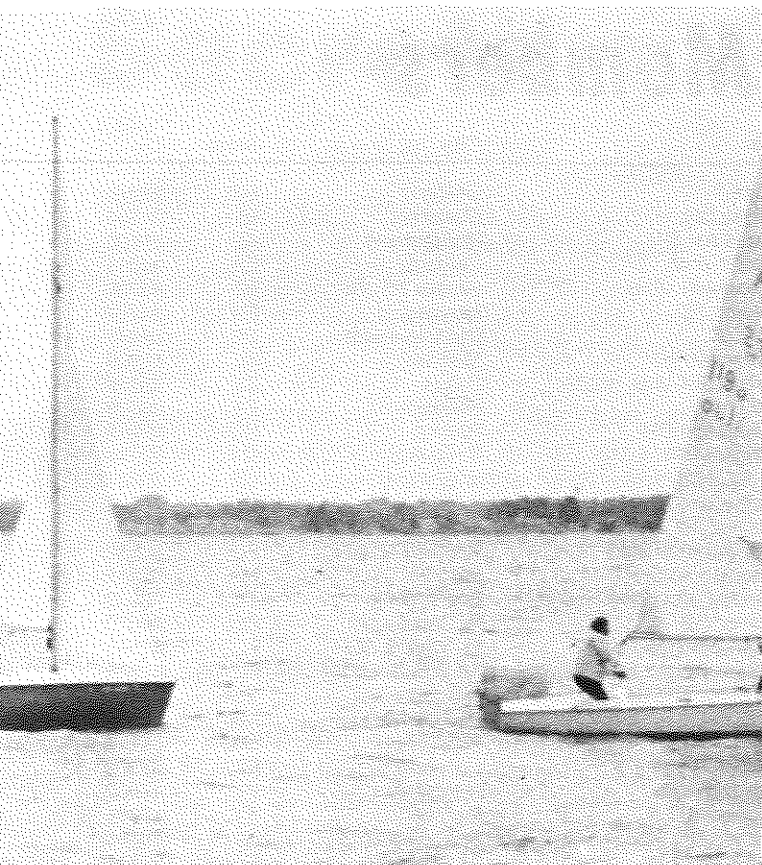




PLANING TECHNIQUE—Mark Eagan moves weight aft and outboard to planing tenot (behind Eagan's sail). Pre (415) who also has moved crew



CALLING THE F
Jack Brown, back
Sperry (2093). Oth
steer for the Lake
skipper F. Hardin
mark.



CRITICAL TURN IN FINAL RACE— Kelson Elam and crew Jack Bateman jibe the turning mark of the fifth race, four boats ahead of Tom Ehman. If Elam (1198) could keep four boats between him and Ehman, he could win. Behind Elam comes Paul Blonski, Jack Seifrick (1629), Brad Davis (flying Lone Star spinnaker), and David Bell (2772). Ehman, white spinnaker flying, closes in eighth place. Marc Eagan and Doug Sansom have already rounded. But Ehman charged past the boats ahead after jibing, rounding behind Elam at the next mark, and moving into second place on the next beat to windward. Elam, Davis, and Ehman flew spinnakers on the close reach when others chose to move on jib. Note bow wakes on Ehman and Davis boats, indicating momentum that carried them into the turning mark.

an (2092) moves crew
e above Marvin Fon-
sing is Tommy Meric
ft.

ISH—Race Committee Chairman
o camera, spots the finish of M.
Scot skippers who have finished
orman Yacht Club, while Challenger
(1971) heads for the last leeward



New FSSA Members

| FS# | Fleet | Dist. | Name | Address | City | State | Zip |
|------|-------|-------|-------------------------|---|----------------|-------|-------|
| 28 | 6 | CAP | D. Robert Enten | Star Route 1 | Oakland | MD | 21550 |
| 73 | 6 | CAP | Larry Kaufman | RFD 5, Box 258 | Oakland | MD | 21550 |
| 262 | | GF | T. W. Richardson, Jr. | 2028 Pine Leaf ST | Montgomery | AL | 36106 |
| 326 | 40 | PAC | Thomas A. Brock | 6967 Colton Blvd. | Oakland | CA | 94611 |
| 581 | | M-O | Richard Hawkins | 868 Nottingham, #1S | Grosse PT PK | MI | 48230 |
| 623 | | PAC | A. M. Polese | 75 Edgecroft RD | Kensington | CA | 94707 |
| 709 | 7 | GNV | David M. Renton | 33 Arnold ST | Old Greenwich | CT | 06870 |
| 796 | 29 | MID | Robert W. Pruitt | 509 Greenbriar RD | Muncie | IN | 47304 |
| 848 | 23 | TX | Stanley C. Simon | Two Turtle CRK VLG, #202 | Dallas | TX | 75219 |
| 1007 | 7 | GNV | John H. Denne | 22 Druid Lane | Riverside | CT | 06878 |
| 1304 | | CAR | James E. Trent | 4921 Hermitage DR | Raleigh | NC | 27612 |
| 1377 | 58 | NE | Sandra Stover | 301 Billings ST | N. Quincy | MA | 02171 |
| 1415 | | CAP | John Tillson | 3826 W ST, NW | Washington | DC | 20007 |
| 1565 | | OH | Edward Herroon | 129 Larchwood DR | Painesville | OH | 44077 |
| 1615 | | NE | Roger G. Welles | 11 Berkshire DR | Winchester | MA | 01890 |
| 1684 | | GF | William C. Reed | 2013A St. Nazaire Blvd. | Homestead AFB | FL | 33030 |
| 1689 | 57 | NE | Mrs. Joseph Gallagher | 149 Randolph AVE | Milton | MA | 02187 |
| 1722 | 67 | TX | James A. Armacost, Jr. | 6119 Windy Forest | San Antonio | TX | 78239 |
| 1766 | | OH | Gordon Adams | 6500 Surrey DR | N. Olmstead | OH | 44070 |
| 1835 | 28 | GF | Jeremiah C. Black | 16 Choctawhatchee RD, SE | Ft. Walton BCH | FL | 32548 |
| 1835 | 28 | GF | John F. Black | 16 Choctawhatchee RD, SE | Ft. Walton BCH | FL | 32548 |
| 2075 | | CAP | Larry James | 1931 N. Cleveland ST, #400 | Arlington | VA | 22201 |
| 2076 | 95 | MID | James M. Barcus | 9700 37th Place N, #306 | Plymouth | MN | 55441 |
| 2082 | 59 | PR | John Brandon | 2917 S. Irvington | Tulsa | OK | 74114 |
| 2362 | | GF | Denis L. Fontaine | P.O. Box 1900 | Lakeland | FL | 33802 |
| 2375 | | MID | Dudley S. Thomas | 401 East Jennings | Newburgh | IN | 47630 |
| 2383 | 30 | MID | Brian Hanson | 417 Oakcrest, RT 1 | Paducah | KY | 42001 |
| 2402 | | M-O | Gerald Faye | 1540 Broadway | Ann Arbor | MI | 48105 |
| 2698 | 112 | GF | Wayne Evans | 5416 Melwood DR | Jackson | MS | 39211 |
| 2783 | | GF | George F. Fisher III | Raytheon Service Co. Millette Bldg, #309 | Pascagoula | MS | 39567 |
| 2803 | 124 | NE | Colby Hewitt, Jr. | Colby Hewitt Lane | Marshfield | MA | 02050 |
| 2821 | 124 | NE | Walter D. Keleher | 77 Evergreen ST | Duxbury | MA | 02332 |
| 2859 | | GF | Richard C. Gilmartin | 7261 Stamford DR | Germantown | TN | 38138 |
| 2861 | 118 | GF | Alexander R. Lawton III | 3544 Altamont RD | Birmingham | AL | 35213 |
| 2862 | 19 | OH | Richard A. Baugher | 641 W. Maple ST | Hartville | OH | 44632 |
| 2864 | 112 | GF | Harry E. Burck, Jr. | 3601 Barron AVE | Memphis | TN | 38111 |
| 2865 | 37 | OH | William W. Brown | 444 N. Parkview AVE | Columbus | OH | 43209 |
| 2881 | 42 | CAP | David J. Humphreys | 2762 N. Randolph ST | Arlington | VA | 22207 |
| 2885 | 31 | GNV | Melvin Meyers | 8 Riley RD | Morganville | NJ | 07751 |

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A BRAND NEW 4 OZ. SOLID
BRASS OFFICIAL FSSA
BELT BUCKLE FOR ONLY \$15

That's Less Than \$4 per oz.

Gold Bullion is \$175 per oz.



Order yours today on this handy order form. Send to FSSA, P.O. Box 2488, Pensacola, FL 32503

Please send me _____ FSSA Brass Belt Buckles @ \$15 each.

\$_____ is enclosed.

Name _____ Boat # _____

Mailing Address _____

City, State, Zip _____

Secretary Sez: Send In Fleet Reports To Aid Roster Check

By **HAL MARCUS**

SECRETARY SEZ: "This is the year of the Roster." September begins our 1977 fiscal year, and indications point to another record breaker.

Active memberships were up for 1976, past the 1600 mark. Highlight of the year was formation of 12 new fleets.

This year we print our Roster. Your dues notices and membership application blanks for 1977 will arrive soon, and we urge you to reply with current address, hull number and fleet information. Send with your dues promptly to guarantee inclusion in the 1977 Roster.

Attention Fleet Officers

Because this is roster year, fleet reports are more important. Return your reporting form. We will compare our list of fleet members to your list, and contact you if there are discrepancies.

Encourage your members to return renewal forms promptly as only paid 1977 members will be listed. The sooner roster information reaches the printer, the sooner you will receive your 1977 Roster.

Attention Fleets, Old, New, and Proposed

Sailing with a fleet, to compete or to have fun, enhances Flying Scot enjoyment. New owners may like to join a fleet, but don't know how to "get in touch." So, please watch the "New Active Member" list, published each issue, and contact the new owners. How about forming a new member committee? Answer new owners' questions about the boat and rigging. Give them an opportunity to chat with an "old hand."

If each fleet sends us the name of their membership chairman, we will send new and *potential* Scot owners' names.

Handbook Correction

Chief Measurer DON HOTT (FS1329) reports a printing error in our 1976 Handbook, and asks all to make the proper correction.

The error appears on page 52 in the lower right hand corner of the sketch. Please change the "18'6" RAD." to read "18'10" RAD." It is important all make this spinnaker measurement correction in our Handbooks.

Return Mail Is Expensive

The Post Office Department has increased cost for

undelivered mail to 25c per item. Because of high cost of securing your new address, we urge you notify the office when you move.

Outstanding Fleet Award

FSSA First Vice President BOB VANCE (FS 2700) reports our Class Development and Promotion Committee is developing a district "Outstanding Fleet Award."

Each year district governors would submit their outstanding fleet candidate. A national committee would select the outstanding fleet, strongly considering recommendations of district governors. The "Fleet of the Year" would be picked from district winners when, in the opinion of the national committee, a fleet deserved that designation. Separate criteria would be used for fleets with club owned boats.

Factors that could determine the "Outstanding Fleet Award" are longevity, size, and potential growth of the fleet. Participation in district, local, and national regattas will be considered as well as the development of junior programs and fleet reports and articles submitted for *Scots N' Water*.

Local media publicity could be considered as well as hosting national and district regattas, support of national yachting events by loaning Flying Scots, and percentages of paid-up national FSSA dues. Also weighed would be creative ideas that develop fleet membership such as parties and cruises.

Sandy Douglass Monohull Sailing Challenge

We mentioned this mid-September regatta last month. We mention the Monohull Challenge again to show how one man's efforts have developed enthusiasm. DAVID MAYFIELD (FS 2429) has been a one-man show promoting this regatta. He outlined his plans to his local sailing club, lined up the race committee and starting times; and then he made a personal appeal to the FSSA Executive Committee and his District Governor, who sanctioned this event. MAYFIELD then developed some promotional literature, helped by your FSSA office supplying mailing labels, and then mailed in time to develop interest.

DAVID MAYFIELD, who signed his information sheet "One Lone Scot—soon to become a fleet" did a tremendous job in promoting a local area Scot event. We look forward to seeing a new fleet soon on the St. Johns River in Jacksonville, Florida.

(Continued next page)

Secretary Sez: (Continued from Page 13)

Two Fleets "Saved"

Two fleets listed as "endangered species" have obtained the required minimum of three active FSSA members. We did not have to take action on Fleets 39 and 50, Prairie District. We want to thank H. PRESTON PATE (FS 863) and JOHN RUTLEDGE (FS 889) for the work they did in saving their two fleets.

The other charter revocation was Fleet 51, Seabrook, Texas. A report received prior to the meeting said that the fleet had the required minimum three active members. They have two active members with the potential of securing a third member in the Houston area. We withhold action hoping that the third member joins FSSA.

The following fleets were placed on suspension, which means that they have one year to bring their membership up to a minimum of three active FSSA members:

| Fleet | District | City/State |
|-------|---------------------|-------------------|
| 47 | Midwestern District | Greenbay, WI |
| 54 | Midwestern District | Freemont, IN |
| 84 | Texas District | Lake Charles, LA |
| 94 | Greater New York | Lake Hiawatha, NJ |

We hope all four fleets recruit the minimum three active members for 1977.

Lineburgh Hull Insurance Adopted

Your Board of Governors has approved the Lineburgh Insurance Company's Group Program. This policy replaces new for old. All Flying Scots are insured for \$4,100, no matter how old your Flying Scot is.

You will receive more information on this policy in future issues of *Scots N' Water*.

WILLIAM CRAWFORD recently lost FS 593 when struck by lightning. CRAWFORD's Flying Scot burned to the water line. Lightning hit the mast and travelled the length of the boom and grounded in the stern. All that was left of the boom was about one foot attached to the mast. The rest apparently vaporized, since no scraps or melted metal were found.

We never know when a disaster like this can strike. Review the insurance information published in *Scots N' Water* and seriously consider subscribing to your new FSSA Hull Insurance Policy Program. You must be a member of FSSA to secure this insurance.

OFFICIAL MYSTERY SCOT LIST

| | | | | | | | | | |
|-----|-----|-----|-----|------|------|------|------|------|------|
| 131 | 421 | 546 | 747 | 842 | 1419 | 1707 | 1740 | 1902 | 2216 |
| 146 | 425 | 644 | 766 | 1021 | 1547 | 1716 | 1741 | 1952 | 2223 |
| 212 | 508 | 651 | 812 | 1028 | 1573 | 1723 | 1809 | 2124 | 2443 |
| 327 | 527 | 720 | 814 | 1321 | 1634 | 1735 | 1821 | 2131 | 2446 |

Cruising Articles Requested

We get requests from members asking for articles on cruising, overnight sleeping, and easy living. The most recent comes from WALTER MIKELSON (FS 599) who wrote, "I just joined FSSA and have received much worthwhile information on the subjects of boat handling, safety and care. Beyond these basics in *Scots N' Water*, I find you concentrate mostly on the fine points of racing, which is not my bag.

"How about some references on how to outfit the boat for cruising, overnight sleeping, and easy living? I am sure some of your cruise-minded owners would have done this and documented their experiences."

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Insurance Agency*



WALLY LINEBURGH'S INSURANCE IS DIFFERENT!

1. Every Flying Scot is insured for \$4100 regardless of age.
2. Every Trailer is automatically insured for actual cash value up to \$400.
3. Coverage includes hull, spars, sails, covers and all miscellaneous equipment except personal effects.
4. Insuring Agreements are "all risks" of direct physical loss or damage and sailing is year round, anywhere in the United States and Canada.
5. Reimbursement for loss is "New for Old" with a \$50. deductible. No depreciation taken even on sails and covers.
6. Damage to another boat up to \$4100 applies while racing or day sailing.
7. Medical payments of \$2000 automatically apply.

This policy is available in most states where Flying Scots are sailed. Send your name, address, class, sail number, age of boat & trailer, and Home Port. Your premium depends on your home port location. Select your area. Make your check payable to Lineburgh & Company.

Area 1: \$66.00 per year. Inland lakes and rivers of the U.S. including the Great Lakes and Chesapeake Bay.

Area 2: \$120.00 per year. South Atlantic Coastal and tributary inland waters below the North Carolina/South Carolina state line including Gulf coast.

Area 3: \$81.00 per year. North Atlantic coastal and tributary inland waters above the North Carolina/South Carolina state line.

Area 4: \$75.00 per year. Pacific coastal waters and inland waters for the states of California, Oregon and Washington.

Lineburgh & Company

850 Norman St., P.O. Box 3312
Bridgeport, Connecticut, 06605
Phone: (203) 334-3151

Editor Sez:

Some one-design classes create an age limit so the youngsters don't get beat too badly by the veteran skippers. After the 1976 Flying Scot North American championships, there may be some pressure to introduce an age classification for Scot competition. Such as skipper over 25 with most points, skipper over 40, and so forth. Because the generations got gapped. Between 22 and 19, the leaders all come up "E"—Ehman, Elam, and Eagan. Then there's Tommy Meric in fourth. In fifth place you find a father, Jack Seifrick, but he sailed with his teenage son pulling the strings.

The old-men-of-the-sea, overwhelmed by the collegians, were probably asking: "Paul Schreck, where are you now that we need you?" But Paul was cruising near Antigua. He missed the onslaught of young skippers.

There's nothing accidental about the youth movement in Flying Scots. Tom Ehman has won three of the last four championships. And as this editor listened to Tom talking one evening with Sandy Douglass, the impression grew that Tom Ehman knows what he does well—win sailboat races. There is almost five decades between those champions, and Sandy has won five Scot North Americans, but even Sandy was nodding as Tom explained his philosophy of winning:

"In a five-race series, you have to be able to shift gears," Ehman explained.

Ehman expanded on his philosophy. What he meant was that over three race days and five races, you will get enough different conditions—light wind, heavy wind, shifts—that the adaptable skipper will overcome.

Your editor can remember when he was 3-1-1 and watched the wind and Ehman shift gears to win his first championship on Long Island Sound in 1973. My crew, Kelson Elam, took better notes than the skipper. The next year in Cleveland, Tom Ehman shifted from up-the-middle to lay-line strategy, falling off on one, two, and sometimes three or four headers to get to the inside of the big shifts generated as the fleet neared downtown shoreline.

Tom Ehman would probably like to forget the 1975 New Orleans North American where he failed to even qualify for the championship series, and finished second in the Challenger. Charge it off somewhat to very light airs. But somewhere in there, make some allowance for the back injury that necessitated an operation, and kept Ehman from practicing. The injury was

NAC Youth Movement Sweeps Lake Norman

still threatening, and at the end of one race when Ehman fought his way back through the fleet for a fourth, Tom flopped on his back as he crossed the finish line, putting his feet up on the deck to relieve pressure. Tom Ehman was sailing "hurt," and when one foot became a little numb, he probably realized his risk.

But Ehman was always thinking. His analysis of which side of Lake Norman to play was based on a study of the weather system.

"There's a high that's drawing wind clockwise, so I stayed on the east shore because I thought the wind should veer that way from north," he told me after one race. Ehman predicted that the winds would start swinging the other way and go light the next day. He was wrong. The winds held, and built as Hurricane Dottie moved toward Charleston and started building winds up above 20 knots, then as high as 28 knots. But Ehman was right to have two crew while Elam, Eagan, Meric, and Seifrick were sailing with only one hand each. Ehman won the fourth race to move back ahead of Elam. Eagan won the fifth race, his crew slump-hiking most of the way, but Tom Ehman had enough crew weight upwind to control Elam in that final race.

On the press boat Sandy Douglass was amazed at the hiking ability of young crews, including Jack Seifrick, Jr. But the rules allow you to hook your foot under a cleated jibsheet, to hook another foot under the forward deck, and to hand-hold the shrouds. It's an exercise that will improve your waistline even if you are over 40, but may create some problems for you in other places.

And in the final estimate, youth triumphed. But the youth who triumphed last, Tom Ehman, dug up one more gear on the final day.

—DICK ELAM

Ft. Walton Hosts Juniors

Junior North American Championships will be held Oct. 23-24 at Ft. Walton Beach Yacht Club, Florida.

Age limitations will be the same as those required to compete in the Sears Cup. A 1976 Flying Scot membership card will be accepted for the event.

SCHRECK SWEEP

Not one (1)

Not two (2)

Not three (3)

But all four (4) NAC Races

**Junior, Eliminations, Challenger and Championship
And naturally, numerous places**

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LILLIAN, ALABAMA 36549

(TELEPHONE: 205 - 962-4345)

Please ship _____ suit(s). Scot # _____

Velocities where I sail most are _____ to _____ knots.

I prefer the all-weather suit.

Please mark colors on spinnaker sketch.

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

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

Suit — 5 oz. Dacron — \$345.00
Jib — 5 oz. Dacron — \$109.25
Main — 5 oz. Dacron — \$247.25
Spinnaker — ¼ oz. Nylon — \$161.00
Spinnaker — ½ oz. Nylon — \$172.50
Combination Spinnaker — ½ & ¼ oz. — \$172.50
Windows — \$10.00 each
Tell Tale Windows — \$5.00 each
Brummels — set \$7.00

Name _____

Address _____

City _____ State _____ Zip _____

Signature _____

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**SWAGING — ALL HARDWARE FOR SAILS — COVERS
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The Fleet's In

6—Deep Creek Lake Stays Busy

Approximately 40 Scots, divided into A and B fleets, Memorial Day weekend to complete five races with no cancellations due to fog or rain, or any of the other "weather happenings" that can come up fast on our mountain lake.

Fleet 6 holds three races each weekend and five races over three-day weekends, including a June series, a July-August series, a five-race Firecracker Regatta on July 4th, the Maryland State Championship Invitational late in July, and an all-out competition for the Commodore's Cup, Labor Day.

In the June series Chris Becker, Mike Verkouteren, and Doug MacMillan took home the hardware in that order for the A fleet. In the B fleet, newcomer Dick Gregory took first and Blair Douglas and Bob Schaeffer, second and third, respectively.

The Firecracker Regatta was won by Jack Carpenter, Chris Becker, Doug MacMillan, Butch Cramer, and Fred Griffin in the A fleet . . . all "kids" except Doug. The B fleet prizes went to Blair Douglas, Doug Farnham, Ward Hill, and Bill Schlottman.

Scots from Ohio, Virginia, Eastern Maryland, and Pennsylvania competed in our Invitational and (except for second place) walked away with the Regatta. In winning order: Jack Seifrick, Westerville, Ohio; Fred Griffin, D.C.Y.C.; J. Stevens, McLean, Va.; J. Aras, Silver Spring, Md.; P. Blonski, Lakewood, Ohio. Fifty-seven Scots faced extremely heavy winds (and some extremely heavy language), several fouls, and one badly crippled Scot.

An innovative husband-wife fleet, temporarily dubbed the "C" (for Century) fleet, is composed of old salts who raced competitively for years but have decided they just don't want to knock themselves out with three races every weekend. The new fleet requires a skipper to be over 50 years of age and 100, or over, combined with his crew. They sail one race only, on Sunday afternoon, are very competitive and very enthusiastic.

JANET ECHOLS

43—Sailing Club Attracts Scots

Fleet 43 has had a great stroke of luck—the new "Skaneateles Sailing Club" sparked by Dick and Janet Besse. Until now our Scots have been scattered at private moorings or paying dues in support of country clubs.

In a three-race regatta, Aug. 8, final standings were Wendall Gallagher, first; Cynthia Rea, second; Fred Lerman, third. All skippers were so impressed with Dick Besse's fine committee work and the club's facilities that four visiting skippers stated intent to join Fleet 43 at the club next season.

CYNTHIA REA

85—Dixie Invitational Regatta, Nov. 6-7

Dixie Sailing Club on Lake Martin near Montgomery, Ala., will host the Dixie Invitational Regatta for Flying Scots and Y-Flyers, Nov. 6-7. Fleet 85 invites all Scot sailors to come and enjoy some fine sailing and great competition.

For further information, contact Parker Smilie at 205/263-3466 or P.O. Box 2641, Montgomery, Ala. 36105.

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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 *\$16.56 per hinge (\$16/hinge, 56¢ postage). Money back guarantee.

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131 sq. ft. "storm" 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 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—\$1.99, 2—\$3.84, 3—\$5.70. Money back guarantee.*

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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 95,000 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 63¢, incl. postage.*

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

Schreck Tops Gulf District

By TOM DAVIS

Paul Schreck, the 1975 North American champion, won the Gulf District Championship hosted by Fleet 55 of the Buccaneer Yacht Club.

The three race series, July 24-25, saw the Lillian, Alabama, sailmaker grab a formidable lead by capturing the first two races. One was a light air scorcher, the other a 15 knot planer. Paul led by 6½ pts. over Ken Moran (Southern Yacht Club, New Orleans) and Chip Merlin (St. Andrews Bay Yacht Club) going into the final race.

Sunday's finale was a light, shifty, merry-go-round affair and Schreck found himself in the middle of the 29 boat fleet at the weather mark. Young Moran and Merlin were both ahead and Mobile local Johnny Murray was leading. Schreck managed an 11th place, though, good enough for the championship. Johnny Murray won the final race to gain third overall while Moran placed sixth for the runner-up spot.

Twenty-nine boats competed.

FINAL STANDINGS

| Skipper | Race 1 | Race 2 | Race 3 | Points |
|-------------------------|--------|--------|--------|--------|
| 1. Paul Schreck | 1 | 1 | 11 | 12½ |
| 2. Ken Moran | 2 | 6 | 6 | 14 |
| 3. John Murray | 11 | 3 | 1 | 14¾ |
| 4. Chip Merlin | 3 | 5 | 8 | 16 |
| 5. Buby Eagan | 6 | 9 | 2 | 17 |
| 6. Chris Friend | 4 | 19 | 4 | 27 |
| 7. Tom Davis | 7 | 8 | 13 | 28 |
| 8. Homer Bell | 5 | 17 | 7 | 29 |
| 9. Larry Taggart | 12 | 2 | 17 | 31 |
| 10. George Haynie | 9 | 4 | 19 | 32 |

Hanselman Takes First In Midwestern District

By PAUL F. McROY

In 95 degree temperatures, but good winds, the Midwestern District Flying Scot Regatta was held July 10-11 on Crab Orchard Lake, Carbondale, Ill.

Fred Hanselman, district champion three of the past four times, took three firsts to earn the three chevrons again.

The first and third races were in 7-10 mph winds from the northwest, making the north shore the favored area for the beat. The reaching leg saw effective spinnaker work with a jibe at the first leeward mark for a run downwind to complete the triangle. The second lap was a repeat of the first.

On Saturday afternoon in the second race the winds picked up to 10-12 mph making the middle of the lake preferred on the beat.

Twenty boats competed from six states.

Terry R. Schroeder of Neenah, Wis., was elected Midwestern District Governor for 1976-77. The 1977 Midwestern Districts will be held on Lake Winnebago, Wis.

FINAL STANDINGS

| Skipper | Race 1 | Race 2 | Race 3 | Points |
|------------------------|--------|--------|--------|--------|
| 1. F. Hanselman | 1 | 1 | 1 | 2¼ |
| 2. S. Stokes | 3 | 3 | 2 | 8 |
| 3. R. MacKenzie | 5 | 6 | 5 | 16 |
| 4. B. Heyl | 2 | 9 | 6 | 17 |
| 5. D. Shoemaker | 4 | 10 | 3 | 17 |
| 6. E. Godshalk | 13 | 2 | 4 | 19 |
| 7. P. Moore | 6 | 7 | 10 | 23 |
| 8. P. McRoy | 9 | 8 | 7 | 24 |
| 9. J. Harris | 11 | 4 | 11 | 26 |
| 10. T. Schroeder | 16 | 5 | 9 | 30 |

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JoElyn McDonald Wins Prairie District Regatta

The Prairie District is alive and well as evidenced by the twelve boats from four states which sailed and played July 24-25 at Grand Lake, Okla.

Youth won out, vanquished only by Women's Lib. The new District Champion is JoElyn McDonald, daughter of last year's winner and District Governor, Dr. Joe McDonald, Tulsa, Okla. She chose as her crew two other teenage girls from the Windy Crest Sailing Club. Second place went to teenagers J. W. McAllister and Stan Carter. Former district champ, Bill Burden, took third.

Light and vanishing (as opposed to variable) winds forced shortening of the series to two races. The Challenger Division was won by John Rutledge of Fleet 50 with Jack Barcus of Fleet 59 taking second.

Renewed interest is being experienced in the Scot in this district; Fleets 39 and 50 now have the required membership for active status. Fleet 59 continues its busy schedule on Lake Keystone, Okla. Fleet 89 is racing regularly on Lake Perry, Kan. John Rutledge, the new District Governor, hopes to surpass this year's entry at Oklahoma City next summer.

Regatta Schedule

If your fleet has a major regatta open to Scots from other fleets, we'd like to include it in the Regatta Schedule. Just drop a note or postcard to Cathy Quinn, Scots n' Water, 8721 Silverhill Lane, Austin, Tex. 78759. (And don't forget to send in the results after the race.)

Oct. 2-3—VISA Yacht Club Invitational Regatta, Smith Mountain Lake, Virginia

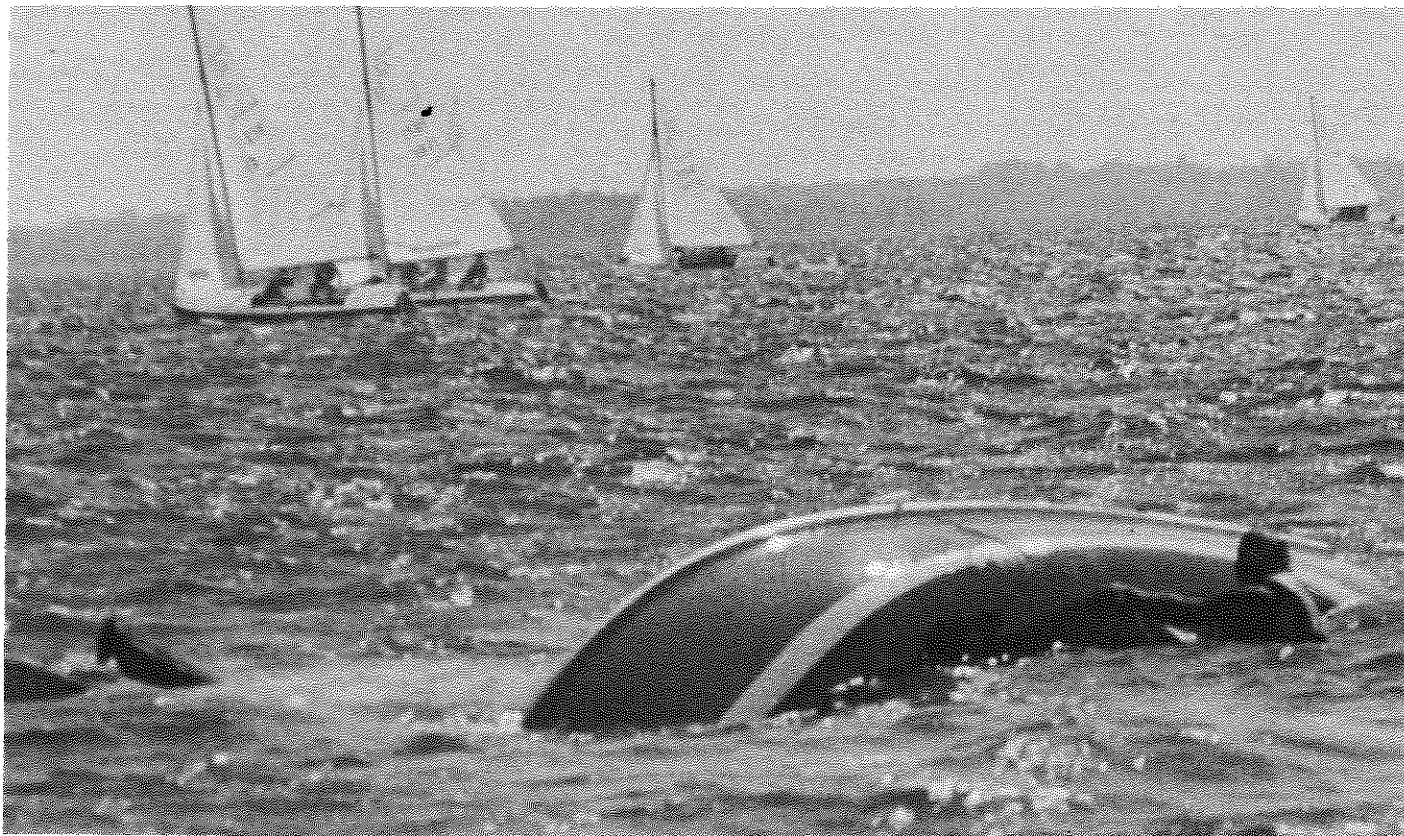
Oct. 16-17—Annual Barefoot Open Regatta, Lake Lanier, Atlanta, Ga.

Oct. 23-24—Cav-Oil-Cade Open Regatta, Port Arthur Yacht Club, Lake Sabine, Tex.

Oct. 23-24—Junior North American Championships, Ft. Walton Beach YC, Florida.

Nov. 5-7—Wurstfest Regatta, Lake Canyon Yacht Club, Canyon Lake, Tex.

Nov. 6-7—Dixie Invitational Regatta, Lake Martin, near Montgomery, Ala.



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- 47—EGG HARBOR, WISCONSIN—Green Bay (s)
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- 83—CARLYLE, ILLINOIS—Lake Carlyle
- 88—IOWA CITY, IOWA—Lake Macbride
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- 110—ROCHESTER, MINNESOTA—Lake Pepin
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