

SCOTS

n' water



VOLUME XII NUMBER 9

SEPTEMBER 1970

THE WINNERS



North American Champion Paul C. Schreck of Lillian, Alabama holds trophy as his crew, wife Eleanor and Buddy Pollak, indicate approval.

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1970 FLYING SCOT NORTH AMERICAN CHAMPIONSHIP
MILWAUKEE, WISCONSIN - AUGUST 18 - 21
CHAMPIONSHIP DIVISION

PLACE	BOAT No.	SKIPPER	HOME TOWN	FINISHES	POINTS
1	11	Schreck, Paul C.	Lillian, Ala.	6-6-1-6-2	20½
2	66	Laird, John S.	Panama City, Fla.	2-5-2-7-6	22
3	1305	Haggerty, Mike	Dallas, Tex.	1-11-5-11-3	30½
4	1810	Lundquist, Dirk	Pensacola, Fla.	2-1-1-14-15	32½
5	1728	Meno, Fred	Columbus, O.	3-6-13-3-9	34
6	553	Tears, Fred	Dallas, Tex.	21-4-6-1-5	36½
7	1818	Manee, Ralph	Staten Island, N.Y.	10-2-7-5-13	37
8	3	Kuschuerus, Hans J.	Grosse Point, Mich.	5-4-5-10-17	41
9	1350	Douglass, Gordon K.	Oakland, Md.	DNF-3-7-2-4	42
10	930	Nickerson, Walter	Milwaukee, Wis.	4-7-6-18-8	43
11	1137	Nelson, Ed	Menominee, Mich.	6-5-12-20-1	43½
12	595	Sullivan, Robert M.	Evanston, Ill.	13-8-9-8-7	45
13	681	Zimmie, Bill	Lakewood, O.	14-10-15-4-10	53
14	17	Cowles, Bob	Warren, Mich.	7-17-9-9-11	53
15	1687	Ehman, Tom	Pinckney, Mich.	3-2-3-DNF-16	55
16	488	Hanselman, Fred	W. Hartford, Conn.	11-1-4-12-DSQ	58½
17	1186	Pfeifer, Steve	Green Bay, Wis.	1-19-11-19-12	61½
18	361	Beirwaltes, John A.	Winnetka, Ill.	12-3-4-21-24	64
19	1500	DiMaio, Vince	Toledo, O.	4-16-18-17-14	69
20	1629	Seifrick, John M.	Westerville, O.	14-12-13-15-21	75
21	413	Lillie, Alan	Milwaukee, Wis.	5-7-19-28-18	77
22	373	Kirkham, Ed	Milwaukee, Wis.	9-9-16-24-20	78
23	719	Burden, Bill	Joplin, Mo.	DNS-16-2-16-19	80
24	60	Davis, Floyd	Panama City, Fla.	DSQ-15-3-13-22	80
25	383	Godshalk, Gertrude	Glenview, Ill.	10-8-17-26-23	84
26	922	Redman, Steve	Midland, Mich.	8-9-15-DNF-27	90
27	1381	Moderwell, John C.	Wilmette, Ill.	DNS-11-10-22-26	91
28	1205	Thistlethwaite, Ed.	South Bend, Ind.	13-10-21-27-25	96
29	1138	Sexsmith, Rob	Menominee, Mich.	7-15-22-23-29	96
30	617	Crapo, Fred M.	Muncie, Ind.	15-13-16-25-28	97

CHALLENGER'S DIVISION

1	766	Maltman, James	Fish Creek, Wis.	9-20-20-1-1	50½
2	1	Smith, James R.	Grosse Pt. Farms, Mi.	11-14-24-5-3	57
3	433	McCoy, Jack	Egg Harbor, Wis.	17-14-17-13-2	63
4	376	Foster, Erik	Wyoming, O.	18-12-21-7-5	63
5	1643	Blonski, Paul	Independence, O.	21-18-8-8-9	64
6	1460	Claypool, Nancy	Milwaukee, Wis.	12-18-19-6-17	72
7	1329	Hott, Donald C.	Keyser, W. Va.	17-25-10-12-11	75
8	1690	Glass, Theodore	Mt. Vernon, Ill.	8-22-22-14-10	76
9	717	Smith, Bearns	Greenwich, Conn.	DNS-24-8-2-15	76
10	470	MacKenzie, Robert	Muncie, Ind.	DNS-17-14-3-16	76
11	561	Hooper, Buren	Ephraim, Wis.	20-21-12-15-12	80
12	464	Kranz, Charles	Milwaukee, Wis.	16-13-23-16-13	81
13	1135	Goelzer, Vernon	Royal Oak, Mich.	19-22-23-10-8	82
14	738	Turner, Bob	Milwaukee, Wis.	18-21-20-17-7	83
15	1221	Potter, John	Seabrook, Tex.	20-23-DSQ-11-4	84
16	603	Fisher, Frank	Milwaukee, Wis.	16-23-14-19-14	86
17	705	Newberry, Roger C.	Cleveland Hts., O.	15-20-DSQ-4-DNF	88
18	1568	West, Dave	Milwaukee, Wis.	DNF-DNS-DSQ-9-6	95
19	931	Carlstrom, John	Farmington, Mich.	19-26-18-18-18	99
20	1675	McRoy, Paul	Carbondale, Ill.	DSQ-19-DNF-DNS-DNS	117
21	175	Tellschow, Sam	Lansing, Mich.	DNF-24-DNS-DNS-DNS	120

REGATTA

Oct. 4-11-17.....	Fall Invitational Series Riverside, Connecticut
Oct. 10.....	Fall Invitational Havre De Grace, Maryland
Oct. 24-25.....	Hospitality Regatta Jackson, Mississippi

NORTH AMERICAN CHAMPIONSHIP WON BY SCHRECK

Paul Schreck, from Lillian, Alabama, won first place by 1½ points over John Laird of Panama City, Florida in the five race series sailed on Lake Michigan out of the Milwaukee Yacht Club August 18-21. Laird, the defending champion, held the lead by a slim margin over Schreck and Dirk Lundquist after four races. Schreck's second place finish in the last race over Laird's sixth and Lundquist's fifteenth spelled the difference for the Alabama sailmaker.

Fifty-one boats, representing thirteen different states, entered the Championship which saw light, moderate and heavy air as well as sunshine, fog and rain. The fleet was well sprinkled with young sailors both as crew and skippers. Top performance by these young people was turned in by Mike Haggerty from Dallas, Texas who finished third. Mike was the Division I winner of the first race and another teenager, Steve Pfeifer from Green Bay, Wisconsin was the Division II winner.

The Fleet was divided into four Sections and two Sections made up a Division. Sections alternated Divisions so that at the end of three races each boat had sailed against every other boat in the Championship. The Fleet was then divided into Championship and Challenger Divisions for the final two races.

The first race was sailed in a 20 knot wind out of the southeast with gusts to 25 knots and waves 6 to 8 feet. The skippers were cautious and both starts were clear. One boat capsized but was righted without outside assistance which was standing by. Laird was well out in front in Division I at the end of four legs. He thought he had won and failed to round the mark to start the fifth and sixth legs. He came back into the race in fourth place and worked up to second at the finish. The two 17 year-old skippers, Haggerty and Pfeifer, proved their ability in winning this one.

Light air and fog greeted the Fleet Wednesday morning and the race was abandoned. Visible lightning, squall conditions and weather reports prompted the Committee to call off the race in the afternoon also.

Thursday dawned with sparkling morning weather and light winds out of the north at 10 M.P.H., and choppy seas with surfing on the first reach. Winners were Fred Hanselman and Dirk Lundquist in Divisions I and II respectively. The long course resulted in a late lunch and a late start for the afternoon. Winds were variable, 3-5 M.P.H., and the race was delayed for 45 minutes. A start and recall of Division I resulted in most boats carrying spinnakers soon after the second start by reason of a wind shift. The Division II start at 4:00 P.M. resulted in individual recall of 8 boats but results were final.

Meanwhile, Fred Tears' protest of the Race was upheld by the Protest Committee but as applicable only to the race in which he participated: Division I.

Winners for the race in Division II were Paul Schreck, Bill Burden and Tom Ehman.

Friday morning brought about the re-sailing of Thursday's protested Division II race, with winds out of the north at 4-8 M.P.H., shifting to the east. Sailed over a shortened course with a 10 A.M. start, the last finisher crossed the line at 12:15. Winner was Dirk Lundquist, followed by John Laird and Floyd Davis.

Championship winner in the first race was Fred Tears followed by "Sandy" Douglass and Fred Meno. In the second race Ed Nelson led Paul Schreck and Mike Haggerty.

Challenger Winner in the first race was James Maltman followed by Bears Smith and Robert MacKenzie. In the second race, James Maltman again led over Jack McCoy and James Smith. Thus James Maltman won the Challenger Division.

Minutes of the Annual Meeting of the FSSA, Milwaukee Yacht Club, 8 P.M., August 18, 1970

President Godshalk opened the meeting and introduced the following Officers of the FSSA who were present at the meeting; Bears Smith, Fred Crapo, Sandy Douglass, Bob Hanna, Fred Tears, Paul Bruckmann, and Corresponding Secretary, Mary Doolittle.

Roll call of Fleets indicated that President Godshalk had proxies from 35 Fleets and that the following Fleets were properly represented by the individuals as shown: Fleet 15, Mary Doolittle, Fleet 23, Fred Tears, Fleet 30, Paul McRoy, Fleet 39, Forbes. A quorum was therefore present.

A summary of the minutes of the last annual meeting at Fairhope, Alabama was read by Bruckmann.

Bears Smith gave the Treasurer's Report indicating that the cash balance at the end of this year would be about the same as at the end of last year. President Godshalk indicated that the number of dues paying members had increased. Due to the increased expenses necessary to convert to computer plus the additional expenses of temporarily having two Corresponding Secretaries, these increased expenses had about equaled the increase in dues income.

President Godshalk informed the members that a handbook would be published on or about September 1st. The roster of members would be a separate publication and probably would include only paid-up FSSA members. This roster is to be published at an unspecified date but after publication of the handbook.

President Godshalk commented further that getting membership cards out this year again had been a problem due to the change over of Corresponding Secretaries. It appeared that only those members who had not sent in their dues through their Fleets had or would receive membership cards this year.

President Godshalk reported that seven new Fleets had been chartered this year, and it appeared that the charters of three Fleets, being Fleets 2, 55, and 62 should be revoked. Mr. Lofland arose to suggest that Fleet 55 was in the process of revitalizing itself and asked that a little time be given to make this an accomplished fact.

It was moved, seconded, and approved by all Fleets voting that the charters for Fleet 2, Columbus, Ohio, and Fleet 62, Lake Thomas, Texas, be revoked. The charter of Fleet 55 continues in suspended status but not revoked.

President Godshalk asked Bill Claypool, of the Nominating Committee, for nominations for Officers for the coming year. Mr. Claypool placed the following names in nomination for the positions shown:

President	Bears Smith, Greenwich, Conn.
First Vice President	Robert A. Cowles, Warren, Mich.
Second Vice President	Theodore G. Glass, Mt. Vernon, Ill.
Third Vice President	Robert B. Hanna, Ray, Ind.
Secretary	Paul M.W. Bruckmann, Mobile, Ala.
Treasurer	Robert F. Vance, Old Greenwich, Conn.
Chief Measurer	Donald C. Hott, Keyser, W. Va.
Nominating Committee Member	William C. Claypool, Milwaukee, Wis.

There being no other nominations from the floor, election of those listed above was moved, seconded, and approved by all Fleets present.

President Godshalk requested Bruckmann to give the membership a summary of the decisions reached by the Board of Governors the previous evening.

The President then explained the proposed amendment to Article XIII-2 of the Constitution as set forth in full in the official notice of Annual Meeting, which appeared on page 6 of the July issue of SCOTS N' WATER. The purpose of the amendment is to conform the Constitution to the Bylaws in providing for a panel of Judges to have general jurisdiction over the North American Championship. Motion to adopt the amendment as published was made, seconded and carried unanimously.

At this juncture President Godshalk received a standing ovation from the members present.

Under new business Fred Tears, as a FSSA member, moved that all measurement rulings published in the 1968 Annual and all subsequent rulings ratified by the Board of Governors and published in Scots N' Water be considered individually for ratification by the membership. There was no second.

The meeting was adjourned.

Respectfully submitted,
Paul M. W. Bruckmann

GOVERNING BOARD MEETS

The summer meeting of the Governing Board was held at the Milwaukee Yacht Club Monday evening, August 17. Twelve members were present and the following is a summary report:

TREASURER'S REPORT

Bearns Smith reported a cash balance of \$10,688, an increase of \$3,955 since November 1969. He pointed out, however, that expense commitments would reduce this amount so that the year would end up just about where we started with a cash balance of \$6,732.

MEMBERSHIP

The Association has 872 active members, an increase of 108 since the first of the year.

DUES

Effective with the next dues paying period Associate and Sustaining memberships will be increased from \$2 to \$5.

HANDBOOK

A handbook containing the Constitution, By-Laws, Measurer's Report and instructions on How to Measure Sails will be distributed to the membership in September.

TAX EXEMPT STATUS

The President reported that a request to obtain tax exempt status had been filed with the District Director of the Internal Revenue Service in Detroit.

1971 NORTH AMERICAN CHAMPIONSHIP

After considering the invitations from Spray Beach and the Detroit Yacht Club, the Board (by a close vote) decided to hold next year's Championship on Lake St. Clair in Detroit.

MEASURER'S REPORT

The Chief Measurer reported that he had been requested to determine limits for the positioning of the Cunningham hole. He reported that his Committee had decided not to rule on this question.

The Milwaukee Yacht Club representatives discussed the difficulty they experienced in measuring Spinnakers and Jibs. The Measurer was requested to review this question with other Classes and make a recommendation to the Governing Board.

FLEET ACTIONS

The President reported seven new Fleets have been chartered this year.

The charters of Fleets 2 and 62 which were previously suspended have now been revoked. Fleet 61 has had its charter suspended and the suspension of Fleet 52's charter has been lifted.

REGATTA SANCTIONS

The Board approved the request of John Hanson for the sanction of the Mid-Winter to be held at Fort Myers next March was approved.

Also approved was Fred Tears' request to sanction the Southern Regional Championship to be sailed out of Shreveport in November. This regatta is sponsored by the Texas and Gulf States Districts but is open to all Districts.

ONE OF A KIND REGATTA

Upon motion by Fred Tears, the Board approved participation by the highest ranking skipper from the NAC in the One of A Kind Regatta. Application must be made to the Executive Committee.

DANNY WILLIAMS TAKES SEARS CUP

Danny Williams, a high school junior, from Houston, Texas, sailed away from all contestants to take the Sears Cup eight race series on Lake St. Clair. Clark Thompson and Ed McFarland were Danny's crew, all three sail out of the Houston Yacht Club. John Harper from Grosse Pointe, Michigan and John Little, from Schreewsbury Yacht Club in New Jersey were second and third.

The Sears Cup competition is the NAYRU Junior Championship and is limited to those young sailors who have not reached their eighteenth birthday. This was the first time Flying Scots have been used in the Sears Cup Championship.

A SCOT IS STOLEN

Flying Scot 768, yellow deck and hull with blue boot top, was stolen in Ephraim, Wisconsin on August 4. The boat was reported seen in Green Bay a week later but was gone when the owner arrived to recover it. The boat is a Douglass built boat.

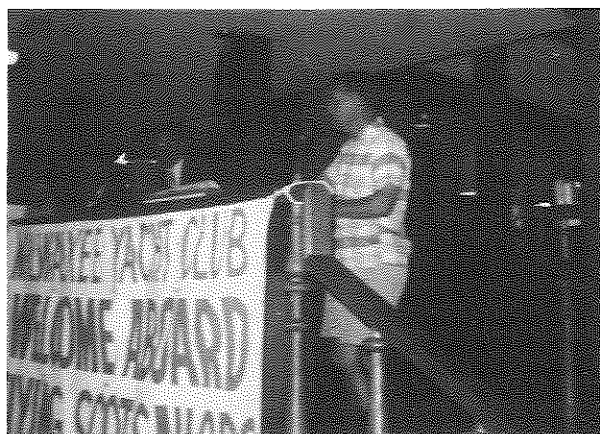
The owner is Robert Davis, 616 East Center Avenue, Lake Bluff, Illinois 60044. Rob, who is captain of Fleet 44, would appreciate any leads which might direct him to the culprit. Lets keep an eye and ear open for strange new boats. By now 768 has probably been painted and given a new number. But Scots are easy to identify.

FOSTER WINS THISTLE TITLE

Kent Foster, Yale University Sailing Team Captain, and well known Scot sailor, walked away with the Thistle Championship sailed on Long Island Sound. Kent won over Dennis Clark of Seattle, the defending champion, by 24 points.

HOSPITALITY REGATTA EXPECTS 50 SCOTS

Flying Scot skippers from all over the country are invited to participate in the Hospitality Regatta to be sailed in Jackson, Mississippi on October 24-25. The Regatta opens with a Flying Scot party at the Fowler Buick Lodge on Friday evening, October 23. Plenty of parking, launching and mooring space is available on a 33,000 acre lake. Dr. Robert E. McCaa at the University of Mississippi Medical Center in Jackson can furnish details.



NAC - Bill Claypool makes an important announcement



NAC - The Blonski brothers from Cleveland prepare for second race

The Editor Visits the North American Championship With Notebook in Hand

The facilities and arrangements for the sailors and their families at the Milwaukee Yacht Club were excellent - new club house and spacious grounds, all comfortable and well kept. Bill Claypool organized well, with competent and friendly committees, covering every detail.

Bill arranged for us to ride the Committee Boat which we did, camera and notebook in hand. The boat was twin screw cruiser of some 25 feet, handled by Dan Ogen, a Junior at Whitefish Bay High School. Dan's experience and ability in boat handling at his age were hard to beat. Bill Ward, a rotund gentleman, was in charge. Bill is Assistant to the President of Cutler Hammer. Soft spoken and relaxed but always in complete charge, Bill performed his job of anchoring, setting a line and starting a two division race in a six to eight foot sea with amazing competence.

Hats off to the ladies, handling the score pads in all kinds of weather - Isabelle Lillie on Tuesday and Sue Esser on Wednesday. We were impressed with the professional way in which they went about their job.

As to the crews, the skippers and the boats in Tuesday's weather - they were GREAT.

An informal, friendly atmosphere prevailed in the club house. Sailors have a way of being at ease, in comfortable, well worn sailors' gear, with little attention being paid to appearance, but with comfort and efficient boat handling in mind.

The large numbers of young skippers and crew gave us great hopes for the future of the Flying Scot class and sailing in general. Good humor and fun mixed well with the seriousness of the race business. The Scotch atmosphere was much in evidence (over and above the bar Scotch) with the young Scotch Bagpipers from Cleveland who piped themselves on board and who made a dramatic entrance to the club lounge on Monday.

The Annual Meeting Tuesday night was a combination of formal business and informal congeniality. Secretary Paul Bruckmann's report was outstanding - giving all the facts and figures, but keeping the meeting in a light hearted mood. His report and his delivery of the report were highlights of the evening. - Putting us in mind of a Victor Borge performance.

Good sportsmanship was observed by us, listening to racing comments and watching the good humor among the skippers. Even beyond the light casual evidence of the sailors' sportsmanship, the incident which occurred on Tuesday pointed up the high standards that Scot sailors have achieved. Sandy Douglass, sailing the famous No. 1350, startled the Committee boat in Tuesday's race by not being counted in the first 10 boats around the weather mark the second time. This was not like a Douglass performance and while we were speculating as to his whereabouts, 1350 appeared far off our starboard stern, heading for the mark. With Eric Aman at the helm, Sandy hailed us with "1350 withdrawing", and with no further comment, Eric put the helm down and headed for the club house. What had happened? On shore when we asked Sandy, his answer was "Oh, I simply didn't use good judgement". Upon questioning further, we found out that Sandy, on port tack, was trying to clear Dirk Lundquist, who was on starboard. Sandy thought he had him, but Dirk got a puff and a lift which shot him forward faster than Sandy had calculated. Neither boat altered course, and as the boats crossed, Dirk was coming up the face of a wave as Sandy was sliding down the back of the same wave - almost clearing Dirk, but the block on the end of Sandy's boom ticked the foredeck of Dirk's boat. The contact was so slight that not all occupants of the two boats were even conscious that it had been made. But Sandy knew it, and instantly withdrew from the race. No hail of "Protest" was made by Dirk.

We felt that this was an example of sportsmanship at its best. When it is practiced by a man of Sandy's stature, having been the winner of 6 National Championships, it serves as an example to all of us and adds another star to the crown of the sport we all love to claim.

We left Milwaukee Wednesday noon, but a 2-day stay was enough to permit us to come away with the feeling that the North American Championships provides an experience that all Scot Sailors would enjoy.



NAC - The President greets the Corresponding Secretary



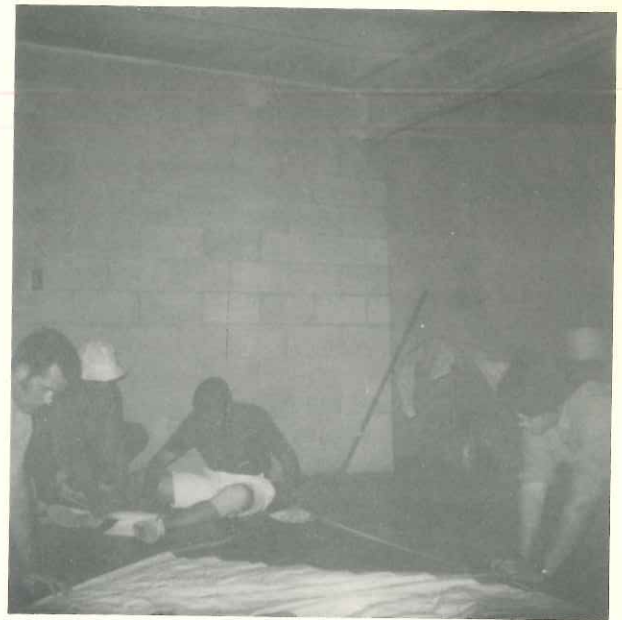
NAC - Boats require a tow to starting line on Wednesday



NAC - The Race Committee in a rare moment of relaxation
Dan Ogen, Bill Ward and Fritz Gerlock
Sorry but Isabelle Lillie didn't quite make the picture



NAC - Al Lillie and Fred Tears at Skippers' Meeting

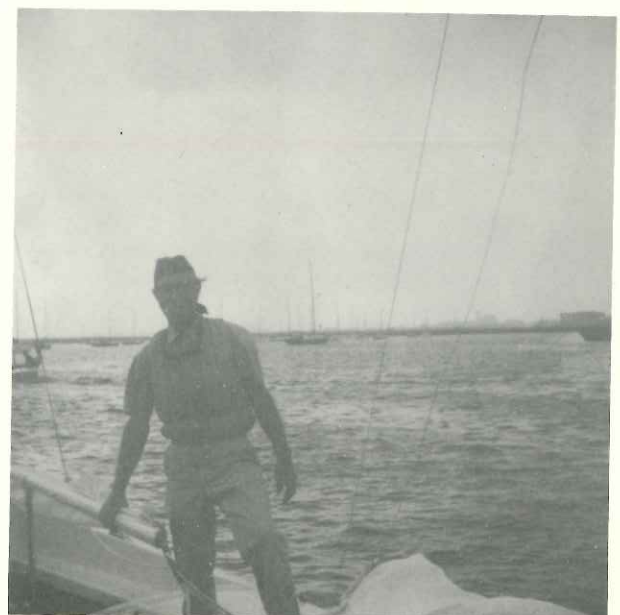


NAC - The task of measuring sails is very exacting.

NAC - A sample of the young people



NAC - Sandy Douglass prepares to hoist sail





NAC - Time to prepare for the start of a race.



NAC - Fred Crapo ready to leave the dock

NAC - Bob Turner, Milwaukee has crew check the course signal



NAC - The younger Claypool daughter is expert crew member



DISTRICT CHAMPIONSHIPS



Judge Bradley presents Midwest Awards to winner Fritz Hanselman on right and crew Larry Glabe

The M and M Yacht Club was host to 28 Flying Scot sailboat skippers from the Midwest FSSA District on August 1 and 2.

Winning first place in the 3 race regatta was Fritz Hanselman, sailing out of the Ephriam Yacht Club with Larry Glabe and Dave Downey crewing for him. Second place went to Edgar Nelson of Menominee, Assistant District Governor and Regatta Chairman.

Third place honors were taken by Mark Bosman of Sturgeon Bay, Wisconsin, three time Sears Cup competitor. Steve Pfeifer of Ephriam was fourth and Alan Lillie of Milwaukee was fifth.

The first race Saturday was started in moderate to heavy winds from the NNW which slackened somewhat during the race. Mike Haggerty, whose subsequent 2nd and 5th might have put him on top, finished with the leaders but was disqualified on a port-starboard decision of the Protest Committee.

The second race Saturday afternoon was sailed in diminishing breezes of light to moderate velocity from the NW and was won by last year's District Champion, Gertrude Godshalk, who at that point was tied for second place with John Zimdars of Ephriam with identical firsts and ninths.

The third race Sunday morning saw strong and gusty SW winds drive the fleet over the 6 1/4 mile course in little over an hour; causing two capsize on the spinnaker legs and one broken rudder blade.

The Regatta ran off exactly on schedule. All racing was on the host club's olympic course, sailing a six leg course. Scoring was by the olympic low point system.

Two innovations were tried in this regatta based on ideas proposed in One Design and Off Shore Yachtsman. First, all buoys were taken to starboard, which successfully relieved the rhumb line stair-step parade on starboard tack, so characteristic of large fleet racing when rounding buoys to port. Second, trophies in the form of mahogany plaques were awarded the crew of the first place boat.

It is interesting to note that skippers sailing Green Bay waters captured the first four places, and that the top three also placed in that order in last year's Green Bay Flying Scot of the Year competition.

At the annual District Meeting, Edgar Nelson of Fleet 64, Menominee, Michigan was elected District Governor for 1971. Dr. Don Shoemaker of Fleet 30 was elected Assistant-District Governor and awarded the honor of hosting the 1971 Midwest Championship at Carbondale, Ill.

SANDY WINS CAPITOL DISTRICT CHAMPIONSHIP

Sandy Douglass won the Capitol District Championship, sponsored by Fleet 6 on Deep Creek Lake, Maryland on July 25 and 26.

Thirty-three boats representing three Fleets competed in the three race series. Other leaders were Dick Peake, second; Don Hott, third, Ed Gibbs, fourth and Fleet Captain, Ed Bishop, fifth.

THE MEDICS DOMINATE CAROLINAS DISTRICT CHAMPIONSHIP

Way back on May 2, Dr. A. C. Triantaphyllou, with two firsts and two seconds, became the Carolinas District Champion. Dr. Richard Schultz was second and Dr. William Singletary, third. Howard Manning and Raymond Weeks, Jr. finished fourth and fifth. District Governor, Bill Myatt, finished sixth.

Saturday was a bright, sunny day and three races were run. Sunday saw rain, squalls and generally foul weather which forced cancellation of the fifth race. The Regatta was held on Ken Lake and hosted by Fleet 27.

TOM EHMAN, JR. WINS MICHIGAN-ONTARIO DISTRICT CHAMPIONSHIP

Tom Ehman, Jr. of Fleet 20, Pickney, Michigan, was a six point winner over Steve Perry in the Michigan-Ontario District Championship sailed on Lake St. Clair over the July 4th weekend.

Others among the top five were Steve Redman, third; Fred Kuspa, fourth and Jim Smith, fifth.

NORTHEAST REGIONAL CHAMPIONSHIP WON BY FRANKLIN BLOOMER

Franklin Bloomer, in excellent racing form, took first place winning the first three out of four races. Ralph Manee took second place and Charles Rowe, Jr., came in third. Dave Griffin was fourth with Howard Langborgh and Lew Howe tying for fifth.

The Spray Beach Yacht Club of Spray Beach, New Jersey, hosted the 1970 Regional Flying Scot Championship Regatta. A total of 31 Flying Scots were registered, hailing from Connecticut, New York, New Jersey, Maryland and Washington, D.C. In compliance with Flying Scot requirements, all sails, masts, etc., were measured under the direction of official measurer, Ted Helmetag. Among the national officers present at the Regatta were the Treasurer, Mr. Bearns Smith and the Measurer, Mr. Charles Edgar. Robert Vance, Governor of the Greater New York District also attended.

Despite the need to cancel the fifth race of the series due to adverse wind conditions, the first four races, on modified olympic course, were run under reasonably good conditions. Two races were conducted on Friday, August 7, with light to moderate winds. On Saturday it was possible to run only one race because the fleet was becalmed in the morning. At the end of the first race in the afternoon, a squall developed and the fleet, as a security measure, returned to the club. When the Scots arrived back at the Spray Beach Yacht Club the squall had already hit, but fortunately, had left the area. On Sunday the race was delayed because of extremely light winds in the morning; however, after lunch, sufficient wind arose increasing as the race progressed making it a good contest. It was in this fourth and final race that Jack Orr and his feather-weight crew turned in an outstanding performance in winning a first place.



Start of third race in Midwest Championship

FLEET NEWS

MOORE IS FLEET 34 CHAMPION

For the second year, Robert Moore is Fleet 34 Champion at Clear Lake, Indiana.

The season was divided into two sailing sessions of six races each. One throw-out was allowed in each session. Moore won each session with Jack Cochrane and Bob Hanna coming in second and third. In the last two races Robert's thirteen-year old son, Joe, took the helm and amazed everyone with his ability to work his boat to weather. Sixteen boats participated in the series.

FLEET 63 PLANS FALL INVITATIONAL

The RHUMB RUNNER brings us news of a fall invitational regatta to be sailed at Havre De Grace, Maryland on October 10.

The Fleet continues its program of strengthening the Fleet and improving the quality of its sailing. More and more of its members are competing in regional and district regattas - and are making their participation known.

CRYSTAL LAKE SAILING CLUB AND FLEET 41 REPORT

The Club's paper, THE JIB SHEET, reports an active summer with more than a dozen Scots participating in the weekly program. Jib Sheet lists the names of Smith, Tellschow, Redman, Kopchick and Spencer among the top sailors. An FD-FS Invitational on July 25 and 26 was won by Smith with Tellschow second.

The Club has an active junior program with formal teaching classes. Editor Duane P. Smith can furnish details.

FLEET 32 WINS GALVESTON BAY CHAMPIONSHIP

The Flying Scot team from Fleet 32, John Wolfshohl, Paul Burner, and Jim Schornick captured the Galveston Bay Flying Scot Championship for the second year of its running. Teams from Fleets 32, 49, and 51 participated in this annual event held in conjunction with the Houston Yacht Club's Annual Regatta. Competition is limited to those fleets sailing regularly on Galveston Bay.

HENDERSON WINS AT HOUSTON

A fleet of 17 Flying Scots vied for the silver in light, flukey winds at the Annual Houston Yacht Club Regatta. H.G. Henderson, Fleet 51, secured the top spot followed by 3 young men preparing for the Sears Cup Championship (Danny Williams, skipper, Ed McFarland and Clark Thompson, Jr., all HYC members). John Wolfshohl of Fleet 32 took third place. Representatives from Fleet 23, Dallas, Texas; 32, 49, and 51, Galveston Bay; and 66 of Port Arthur, Texas, participated in the 3-race event.



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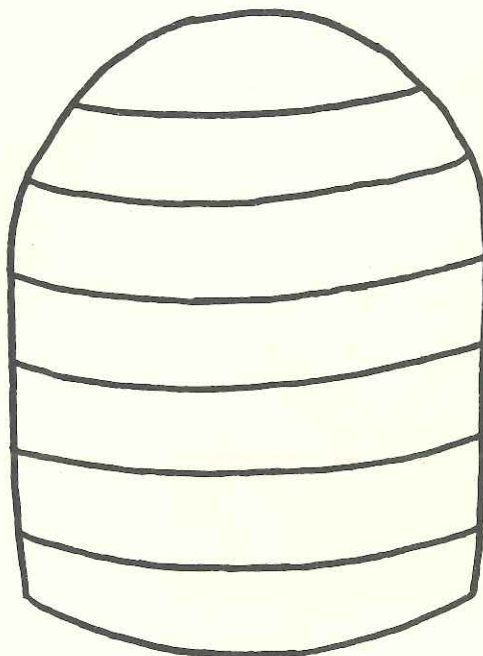
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