

# SCOTS

# n' water .....



VOLUME XIV NUMBER 5

MAY 1972

## REGATTAS

May 6-7	Texas District Championship Dallas, Texas
May 14-21	Fleet 58 Spring Invitational Series Quincy Bay, Massachusetts
May 20-21	Buckeye Regatta Hoover Reservoir, Columbus, Ohio
May 27-28-29	Fleet 58 Memorial Day Invitational Quincy Bay, Massachusetts
June 3-4	Egyptian Cup Regatta Crab Orchard Lake, Carbondale, Illinois
June 3-4	Contraband Days Regatta Lake Charles, Louisiana
June 4-11-18	Fleet 58 Spring Invitational Series Quincy Bay, Massachusetts
June 10	Spring Invitational Havre DeGrace, Maryland
June 10-11	Berlin Yacht Club Regatta Canfield, Ohio
June 16-17-18	Greater New York District Championship Barnum Isle, Long Island
June 17	Flying Scot Spring Regatta Shore Acres, New Jersey
July 1-4	Leech Lake Regatta Walker, Minnesota
July 8-9	Midwest Regionals Gull Lake, Michigan
July 15-16	Edgewater Yacht Club Regatta Cleveland, Ohio
July 15-16	Prairie District Championship Fort Gibson Lake, Oklahoma
July 15-16	Capital District Regatta Havre DeGrace, Maryland
July 22-23	Ohio District Championship Cleveland, Ohio

July 22-23	Midwest District Championship Milwaukee, Wisconsin
July 29-30	Gulf District Championship Pensacola, Florida
August 6-12	Lake of the Woods Regatta Lake of the Woods, Minnesota
August 21-25	North American Championship LaPorte, Texas
August 26-27	Great South Bay Championship Amityville L. I., New York

### Green Bay — Scot of the Year

June 24-25	Marinette—Menominee
July 29-30	Ephraim Yacht Club
August 19-20	Sturgeon Bay Yacht Club
August 26-27	Egg Harbor Yacht Club

## More on Spring and Summer Regattas

### Great South Bay Flying Scot Championship

August 26-27. Three races Saturday, two Sunday. Bob Rich defending champion. For information write Jerry Sachnoff, Doubleday Advertising Co., 100 Park Avenue, New York City 10017.

### Havre DeGrace, Maryland, Fleet 63

This fleet plans several interesting events. A Spring Invitational of June 10 and the Capital District Championship of July 15 and 16. Also a Junior Championship on October 7. For details write to John F. Hall, 1120 Chesapeake Drive, Apt. 10C, Havre DeGrace, Maryland, 21078.

### Prairie District Championship

July 15-16. Write to Robert Bebb, District Governor for information.

### Buckeye Regatta, Westerville, Ohio

May 20-21. Two races Saturday, the first being at 1:00 P.M. One race Sunday at 10:00 A.M. Entry fee is \$7.00. Prizes for four top skippers and crews. Holiday, Howard Johnson and Ra-

(continued on page 6)

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# NAC NEWS



**Houston Yacht Club and Harbor**  
*Site of 1972 North American Championship*

## North American Championship Plans Near Completion Eligibility Rules Listed

Plans for the 1972 Championship to be held in LaPorte, Texas in August are nearly complete according to Robert Jefferies, Regatta Chairman. Over fifty boats from all parts of the country are expected to compete in the 14th Annual Championship.

Harbor and Club facilities at the Houston Yacht Club are such that no limits have been placed on the number of entries. Houston offers a number of attractions for the families of participants who may be remaining on shore during the regatta.

The championship will be sailed in accordance with established N. A. Y. R. U. and F. S. S. A. rules. A total of five races will be sailed over an olympic type course consisting of six legs. John Wolfshohl, regatta measurement chairman has issued the following rules which are peculiar to this championship:

1. Stapling of leach will not be allowed
2. Hull will be weighed with a centerboard and drain plug. Please check your handbook to make sure you comply. The hull will then be placed in the water and the centerboard pulled to be weighed.
3. Crew and owner will be present to pull the centerboard and remove trailer from the lift area. After the board is weighed and hull measured, rigging will be placed on the hull and inspected. The hull will then be moved to its mooring.
4. The boats will not be removed from the water until after the event is over or skipper withdraws from the national competition. The crew and skipper will be present through the handling of the hull, rigging and sails during the measuring-in process. Again please check your handbook to make sure you comply.

President Bearns Smith has announced the appointment of an International Race Committee as follows:

Bearns Smith, Chairman  
Theodore G. Glass  
Paul C. Burner  
Robert K. Jefferies  
James Schornick

Ample hotel and motel accommodations are available in the vicinity of the Yacht Club. Participants are urged to make their own reservations, a list follows:

Bayport Motor Inn 1601 S. Broadway (Hwy. 146) LaPorte, Texas 77571 (713) 471-4714	Bayshore Motel Hwy. 146 LaPorte, Texas 77571 (713) 471-1084
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Holiday Inn — NASA 1300 NASA Road 1 Houston, Texas 77058 (713) 333-2500	Houston Yacht Club 3620 Miramar Drive (P.O. Box 1276) LaPorte, Texas 77571 (713) 471-1255
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Sheraton Kings Inn 1301 NASA Road 1 Houston, Texas 77058 (713) 488-0220	Ramada Inn Motel 2020 NASA Road 1 Houston, Texas 77058 (713) 488-2216
--	--

Holiday Motel of LaPorte  
West Main Street  
LaPorte, Texas 77571  
(713) 471-9861

#### The Eligibility Rules for Participating in the NAC

The Flying Scot North American Championship is a restricted event. Entries are subject to all qualifications and conditions set forth in the Constitution and By-laws (see the 1970-1971 Handbook). The principal provisions are summarized below:

**BOATS** — all boats must be registered, and all shall be subject to measurement and approval prior to the first race.

**SKIPPERs** — Must be either Active or Associate members of the FSSA, and FSSA dues and fleet dues (if any) must be paid before July 1, 1972. Skippers who are unattached (not members of chartered fleets) must meet certain additional qualifications noted below.

**FLEET QUOTAS** — The Board of Governors has waived the "1 for 3" fleet quota restriction. In 1972, any Active or Associate FSSA member who is a member of a chartered fleet and who is otherwise qualified as provided in these published rules may enter the event.

**UNATTACHED MEMBERS** — An FSSA Active or Associate member otherwise qualified who is NOT a member of a chartered fleet may enter the regatta if prior to registration such unattached member has sailed (in any year) in any of the following FSSA events: North American, National, Regional, District or Mid-Winter championships.

**CLUB OWNED BOATS** — The above provisions apply to yacht club members sailing club owned boats. An Active mem-

bership must have been paid with respect to the boat entered, and the boat must be skippered by a club member designated by the club as an FSSA Active or Associate member and, if the club is not part of a chartered fleet, the skipper must be qualified by having sailed in a designated event in the same manner as a private unattached member.

**AUTOMATICALLY QUALIFIED** — 1971 North American Champion, FSSA President, Chief Measurer, and designer Sandy Douglass.

**SPECIAL DISPENSATIONS** — Those unable to qualify on the above basis who feel entitled to a special exception for some reason should petition the FSSA Executive Committee by letter to the President.

#### Tears Down — But Not Out N.A.Y.R.U. To Review Case

The tenacious Fred Tears of Dallas, Texas and the 1971 North American Champion has appealed to the North American Yacht Racing Union seeking reversal of a Detroit River Yachting Association decision which would remove his Champion's Crown.

On March 10 the Detroit River Yachting Association Appeals Committee upheld an earlier decision which disqualified Tears in two of the 1971 NAC races. This decision had the effects of moving Tears from first place to thirty-third in the standings. N.A.Y.R.U., the highest "sailor's court" has agreed to review the case and a decision is expected in May. The complete text of the Detroit River decision follows:

#### APPEALS COMMITTEE — DETROIT RIVER YACHTING ASSOCIATION

An appeal has come to us from Mr. Fred Tears (F. S. 553) requesting relief from a decision of the Judges Committee dated January 13, 1972, subsequent to the sailing of the 1971 Flying Scot Championship Races.

Mr. Tears has placed before the committee a voluminous study portending to show that the Judges Committee erred in its decisions, practices, procedures, interpretations and findings in meetings held August 18, 19 and 20, 1971, and January 13, 1972, and also that this Appeals Committee erred in its decision dated December 14, 1971.

To ascertain the true problem, and thus arrive at an equitable decision, it is necessary to "separate the wheat from the chaff".

The Judges Committee, in its meeting held January 13, 1972, ruled that the "Warning" stated at the end of Part II of the Handbook, was pertinent to the case at hand. Mr. Tears holds that it was not. We will limit our judgement to this one issue.

The Handbook clearly charges the judges with the responsibility of interpreting the Constitution, By-Laws, and the Specifications. In the opinion of this Appeals Committee the judges were correct to include the "Warning" as a part of the specifications. The "Warning" was clearly a part of the Specifications. It could not be considered to belong to any other part or section of the Handbook.

(continued next page)

The judges have ruled that Mr. Tears' jib made use of an innovation. The "Warning" states "It is impossible to foresee every conceivable innovation which may be thought of in the future or mention every suggestion that has been ruled illegal in the past. When in doubt, it must be assumed that everything in connection with the boat, sail or rigging which is not covered by the Official Plans and Specifications or published Chief Measurer's Rulings is illegal and that a ruling must be obtained from the Chief Measurer before attempting such an innovation".

Inasmuch as the design of the "Innovation" to Mr. Tears jib, and the contents of the Handbook of the Flying Scot Association, were known to the Judges Committee and to Mr. Tears at the time of the first hearing, we do not feel that Mr. Tears was prejudiced by any subsequent act, error or omission by the Judges Committee.

We have before us for basic consideration the current Handbook of the Flying Scot Sailing Association wherein are delineated the philosophy and rules established to guide the activities of Flying Scot sailors, and we are struck with their direct and zealous concern for protection of a basic one-design concept.

For example, we find in the Constitution, Article II, Object, --- "The object --- shall be to promote Flying Scot Class racing, under uniform rules, --- and to maintain rigidly the one-design features. . . ."

Again, under Constitution, Article IV, Policy, . . . "to promote a one-design class . . . in which racing shall be to determine the skill of skipper and crew". And again, in the same Article, " . . . Everything (in the Constitution, etc.) is intended to ensure competition in boats of essentially identical design".

Again, concerning the duties of the Chief Measurer, Constitution, Article IX, par. F, " --- He shall interpret the Rules and Regulations concerning construction, sail plan, rigging, and equipment", --- but (sic) --- "He shall not approve changes in construction, specifications, sail plan or rigging".

And again, under Constitution, Article XX, Amendments --- "The basic principles of --- (Article IV, Policy, as quoted above) --- cannot be changed".

Under By-Laws, Article BVIII, par. 6, Compliance with Specifications, --- "No boat which fails to comply with the Specifications of the Association shall compete in a sanctioned event".

Under Specifications, Article S-1, Intent, we find --- "The intent --- is to clarify and add to what is shown in the Official Plan, --- decisions shall be made with the best interests of the Class in mind ---. The Association reserves the right to declare ineligible any boat which does not conform to the spirit as well as to the letter of all rules and specifications".

That the above continuity of protection of the basic and rigid one-design concept has been meaningful in actual practice and has been adhered to is attested by the fact that no less than 46 Chief Measurers' Rulings, on proposed innovations of one kind or another, have been incorporated into the Official Specifications to date.

In our opinion Mr. Tears must be bound by the same specifications that others have had to comply with before him. To allow Mr. Tears relief would be to violate the spirit of the Class rules and specifications. Consequently, we reject this appeal and uphold the Judges' ruling.

## Scots and How to Make Them Sail Fast

### THE CREW/TEAM

*Editors Note: This is the last of three articles written especially for Scots 'n Water by three Texas expert sailors --- Robert Jefferies, Jr., Robert Jefferies III, and Michael Zuteck.*

In the previous two articles we spoke briefly concerning the boat, its hardware and sails. Now we must touch on the heart of the system --- the crew. Without a smoothly functioning, well integrated crew to compliment a well tuned boat, optimum performance cannot be achieved. Development of this team/crew does not just happen, it requires patience, understanding and a very strong desire to win as a team; the Flying Scot is not a one man boat, it requires a team. In our first article we pointed out that the hardware, in so far as class rules permit, must be arranged to fit the crew. Small light people have different physical requirements than the large brutes. Don't forget this is a team and just because the owner likes "it" is not the sole reason for having "it". The device or mechanism and its location must suit the entire crew and aid in the performance of their duties to be worthy of being on board. Sail setting and trimming is the responsibility of the entire crew; each must develop an understanding of how the sails are set and trimmed for maximum power. Reading (such books as *Sails* and *Sailing Theory and Practice*), study of other Scots, as well as your own, and much practice are required in order to develop the skill of sailing fast.

There is a psychology to this sailing business; if you want to be up front, it must be practiced. A few of the psychological "musts" are:

1. Maintain a positive attitude at all times. Do not criticize each other in a personal way --- such as "you idiot ---", or "How the --- can you be so dumb --- etc. Make positive suggestions not screamed commands.
2. Concentrate on what you can improve, not what you have no control over at that particular time. For instance, "I wish I had my flatter jib," or "Why didn't we fix that fitting?" or "I wish that wind were over here.", etc.
3. Plan to hit your peak at the right time. Get those nagging maintenance items, equipment damage, etc. out of the way well ahead of race time. Do your tuning next. Concentrate on the actual sailing and tactics last. Do not let your maintenance interfere with your being ready to sail well ahead of time. In other words, do not plan major overhauls just before a race. Don't procrastinate. What is not completed and is not essential --- forget it. At regatta time, sail and do not let worries of unfinished tasks hurt your concentration.

The crew should function in a manner to expand the skipper's awareness to the conditions and activities surrounding them. The skipper should question the crew in a nonleading manner, then compare their answer to this thought when making many decisions. Using this technique on judging the favored end of the starting line, wind shifts, competitor's relative boat speed, etc. will generally result in a better overall evaluation of the subject. The idea here is to utilize the extra set(s) of eyes, and



other senses and judgments to the fullest; however, the skipper still makes the decisions. The interplay with crew is valuable both technically and psychologically — learn to use it well.

The duties of each crew member must be well defined and co-ordinated long before a race. The division of duties must be evolved by sailing as a team. The team should sail together as much as possible, concentrating on learning a clean and efficient division of duties. Each crew member must know the task being performed by the other and learn what he can do to aid the other and make the operation smoother and more efficient. Crewing your own boat on occasions while your crew skippers can do a lot to help each member understand the other's problems. This changing of positions can improve morale and help generate ideas to improve the general arrangement and specific hardware items.

Sailing in very light wind can be exciting as well as challenging, if you do not think so just reflect upon the last drifter in which you raced, and read Bruce Kirby's *The Drifting Match* (see references below). There are several talents, which if developed and utilized, will improve your light wind performance; these are:

1. Expand your perceptual realm (awareness), especially in unstable conditions. Races in unstable wind and weather conditions are won by being in the right place, choosing the right side of the course, and by seeing and reacting to the new wind first. Look at everything, in the distance especially for signs of wind, flags, smoke, and other classes of sailboats in the area. Boat speed is good but your attention must be primarily on the wind.
2. Do not bounce around, all crew movement should be slow and positive. Let the sails and centerboard work.
3. Develop boat speed by footing, not pointing. Sails should be set outboard more and definitely not over full.

In moderate and heavy winds the skipper must contract his perceptual realm from that used in the very light airs; that is, he should concentrate on puffs and waves near the boat. The skipper is a critical element in the development of boat speed. The crew must handle the expanded perception realm as far as practicable with the prevailing conditions, spotting marks, wind shifts, etc.

Reading, study, involved discussions with other sailors and much practice are required if you are to be a top notch sailor. For the new sailor and those who would like to brush up on some of the fundamental technical aspects of sailing, we recommend Ted Wells' book listed in this article. A good general treatment of what it takes to win is excellently presented in John Oakeley's *Winning*. This is a must in general reading. Charles Booze's *Psychology of Winning* is an excellent treatment of this subject. When you really want to get serious about sails, their construction and set study, read J. Howard-Williams' *Sails*. There are numbers of very good books and articles which will, if studied carefully, provide the basis for you to develop your techniques and become the fleet champion. Both the skipper and crew should study these and other publications. F. Gardner Cox reviews a large cross-section of books and articles in his article "Reading to Faster Racing" which appeared

in the June 1970 issue of *Sail*. We have found both magazines, *Sail* and *Yacht Racing*, published in the U. S., to have excellent technical articles which if studied, understood and accepted or rejected can add greatly to your over all competence. Each racing sailor must be knowledgeable in the rules under which they compete. McDermott has prepared what we consider the best treatment of these to date. We have given you a list of books and articles in our library and we feel they are worthy of your time.

It is our hope that these three articles will give you an insight to our philosophy of sailing and winning. We feel that no two boats, sails, crews, personalities, etc. are identical; each must be understood in order to achieve optimum performance. Racing and just day sailing can be fun, but remember, you can learn from both, have joy in the knowledge you are good — practice — study — and practice some more — you can be our CHAMPION.

#### Suggested References:

- Articles** Booz, Charles S., Jr., "Psychology of Winning", *Sail Magazine*, July, 1971.  
Cox, F. Gardner, "Reading to Faster Racing", *Sail Magazine*, June, 1970.  
Kirby, Bruce, "The Drifting Match", *Yacht Racing Magazine*, March, 1972.
- Books** Elvestrom, Paul, *Expert Dinghy and Keelboat Racing*, Quadruple Books, Inc., 1967.  
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Oakeley, John D. A., *Winning*, Quadrangle Books, Inc., 1970.  
Walker, Stewart H., *The Tactics of Small Boat Racing*, W. W. Norton and Co., 1966.  
Walker, Stewart H., *The Technique of Small Boat Racing*, W. W. Norton and Co., 1960.  
Watts, Alan, *Wind and Sailing Boats*, Quadrangle Books, Inc., 1970.  
Wells, Ted, *Scientific Sailboat Racing*, Dodd, Mead and Co., 1958.

### Welcome Aboard! Fleets 99 and 100 and 101

Fleet 99 sails from New Orleans Yacht Club on Lake Pontchartrain, New Orleans, Louisiana and is a member of the GULF District.

Fleet 100 is in the PACIFIC District and sails on Lake Washington, Seattle, Washington. — "Some of the most beautiful sailing waters in the world."

Fleet 101 sails out of South Shore Yacht Club (S.S.Y.C.) and is on Turkey Foot Lake which is part of Portage Lakes of Akron, Ohio. Turkey Foot Lake is about one mile long and half a mile wide. Wind conditions can be difficult to cope with at times with 45 degree windshifts and dropping to a whisper at any moment.

## **Douglass Boat Co. Elects New Officers Ammann President — Douglass Chairman**

Eric Ammann has been elected president of Gordon Douglass Co., Inc., Oakland, Maryland. Gordon "Sandy" Douglass, designer of the Flying Scot and founder of the company moved to chairman of the board. Other officers involved in reorganization are Morgan France, vice-president and Harold Timmerman, superintendant. The full text of Mr. Douglass' announcement follows:

To my many friends in the FSSA:

It is with mixed feelings that I announce a change in the ownership and management of the Gordon Douglass Boat Co., Inc. I have enjoyed my long association with the Flying Scot Sailing Association and our many owners. With a long career behind me devoted to promoting small boat sailing, after 35 years of dedication to designing and building some of our finest American small boats, it is with regret that I find the time has come for me to step down to a less active role and to turn the control and management of the Gordon Douglass Boat Co. over to Eric Ammann, Morgan France and Harold Timmerman, as president, vice-pres., and superintendant, respectively. As designer and board chairman I will have a continuing relationship with the company, the other Scot builders and the Flying Scot Sailing Association.

I have been most fortunate over the years in having had the invaluable assistance of Eric and Harold, and this past year, of Morgan, in promoting and building the Flying Scot. I have been most fortunate, also, in having had the enthusiastic backing of the many loyal and dedicated officers and members who have worked so hard to develop the Flying Scot Sailing Association into one of the outstanding American racing classes. To all of these I offer my sincere thanks for a job well done. Eric, Morgan and Harold join with me in promising our continued devotion to the Flying Scot and all she stands for.

(Sandy)

Gordon K. Gouglass

## **Spring and Summer Regattas . . . from page 1**

mada motels nearby. For more information write J. M. Seifrick, 643 Timberlake Drive, Westerville, Ohio, 43081.

### **Spring Regatta, Shore Acres, New Jersey**

June 17. Three races. Skippers Meeting at 9:00 A.M. Contact Jim Davison, 19 Forest Blend Drive, Titusville, New Jersey, 08560 for information.

### **Egyptian Cup, Carbondale, Illinois**

June 3-4. Write Donald J. Shoemaker, 2706 Kent Drive, Carbondale, Illinois 62901.

### **Lake Charles, Louisiana, Fleet 84**

Fleet 84 kicked off its '72 season in fine fashion. Our newly elected Fleet Captain and '71 fleet champion, Dudley South, called a short meeting of the fleet prior to the start of the first races of the Spring series. Three new members were welcomed into the Lake Charles Yacht Club and FS Fleet 84: Bill Phelps, Bernard Kramer and Jim Davis. The latter two are also members of Fleet 91 and race on opposite weekends in Alexandria, La.

Two closely contested races were run on March 12 with Dudley South and Frank Pruitt exchanging first and seconds. Dick Moriarty placed third in both races. With seven Scots sailing on Lake Charles this season, I am sure all will benefit from the increased competition.

The Lake Charles Yacht Club will host its annual "Contra-band Days Regatta" this year on June 3 and 4. It is hoped that a large contingent of Scots will participate to help make this one of the top Scot attractions of the summer. Registration will be held on June 2 (5-8 P.M.) and June 3 (8 A.M. to 1 P.M.). Two races will be run on Saturday, June 3 afternoon and one Sunday morning, June 4. For more details contact: Dick Moriarty, 1920 Third Street, Lake Charles, Louisiana, 70601.

### **Berlin Yacht Club Regatta**

June 10-11. For details write John C. Litty, 1200 Mahoning National Bank Building, Youngstown, Ohio, 44503.

### **Midwest Regionals Regatta, July 8-9**

July 8-9. The Midwest Regionals will be hosted by Fleet 15, Kalamazoo, Michigan. We invite all Scot owners to come and join us on our beautiful Gull Lake. It will be a three race series with 2 races sailed on Saturday and one on Sunday. The regatta will be sailed from the Gull Lake Country and Yacht Club which is located on the west shore of Gull Lake. For further information and registration, please contact Mr. Owen B. Middleton, Regatta Chairman, 2622 Mockingbird Drive, Kalamazoo, Michigan 49001.

## **From the Corresponding Secretary's Desk**

*By Mary Doolittle*

In the past couple of months the flow of incoming correspondence has been unusually heavy. I trust you'll not feel slighted because I am using this medium to answer your questions. We are abnormally busy in February and March because of preparation of the 1972 Yearbook for press, plus, we made three large mailings to the unpaid membership and cut up boat sequence listings and mailed to the fleet officers designating their fleet's memberships' dues status.

Several members misunderstand the 9000 numbers. Here is an example. When John Doe sells his Scot No. 500 to John Smith, we then show John Smith owning Scot 500. John Doe has paid his dues so we retain his record on our S & W mailing list for the remaining of the dues paid period. Therefore, we must assign him a temporary 9000 number to keep him in our records. If John Doe doesn't purchase another Scot and join again by March of the new fiscal year, we delete his record.

There are many mistaken impressions that the dues period is from whatever month originally joined to one year from that date. i.e. "I joined in July, 1971 and my 1972 dues are not due until July, 1972." Our FSSA fiscal year ends on October 31st. We send all new members the back issues of S & W and the Yearbook when they join which then brings them up to date the same as if they had joined in the first part of the year.

Also, several members have the mistaken impression that because they do not actively participate in competition that it's unnecessary to support FSSA. The Flying Scot Sail-

ing Association is working for all SCOT owners regardless of their support and needs the support of every owner. So let's all do our fair share and send your dues along. *This is the last issue you'll receive if your 1972 dues are not received by May 10th.*

We have averaged over 700 changes for over a year now and have successfully gotten them into the computer records every time before running the new S & W label run. However, over 1100 changes (or updates) came in during March and even though we had three girls working much of the time, we still didn't get them all into the computer. December, January, February and March averaged 259 members joining in those months. With that many dues coming in brings the many changes of Associate memberships, boat numbers, address changes, boat names, fleet status, Officer status, etc. In addition to processing the memberships we attempt to keep astride with the processing of the Official Certificates, mailing out orders for Highlights, Pocket Patches and Sail Labels, invite new Scot owners to join, purchase office supplies, average 25 trips to the Post Office and three trips to the computer center each month, package and mail IBM cards and all large mailings, deposit checks, handle the telephone call urgencies, etc. Most all correspondence says, "I hope this reaches you in time to be included in the new Roster." Most of the changes that reached this office by March 30th, made the Roster. We're sorry about the changes that arrived after that date and didn't make it, but we must choose a closing date and start the printing cycle or the membership would never receive their Yearbook. The Yearbook is at press. We anticipate mailing it by the end of May. If you note any errors that you haven't already forwarded corrections for, please send them along.

There were some fleets who sent their 1972 Fleet Officer's list along too late to make the Roster. There are several fleets who haven't sent them in yet. I trust the ex-officers will forward any correspondence received to their new officers elect. Many have written or called about the revised specifications and asked that they be included in the 1972 yearbook. Sorry, but we couldn't do that. They must be ratified by the membership first. Therefore, they'll not appear until the 1973 Yearbook. But the July issue of S & W will include the revised specifications which are to be presented to the Annual Meeting.

One item is becoming a problem. When you sell your boat you should fill in and sign the transfer part of your Official Certificate and mail it to this office for re-registering in the new owner's name. Several have not done this and on the unpaid membership canvass they wrote, "Have sold my boat." In the past we have written back and asked, to whom? We'll appreciate you saving us that step by telling us originally. If you've lost your certificate, please send in the new owner's name and address and we'll supply him with a new one. Your assistance is needed in this area to keep our records current.

When you receive your 1972 Yearbook, we'll appreciate hearing any constructive criticism and any suggestions you have for items you'd like to see included in future Yearbooks.

We have just added a permanent employee as my assistant. Mrs. Dorothy Short (who by the way is 5' 8½" tall) has been my friend for over ten years. We are members of the same Sunday

school class and church, Bethel Baptist and she is the wife of our new Yearbook printer, Dean Short. Dorothy is most conscientious and enjoys the work and I am absolutely delighted to have her on board. She also comes well qualified for detail work. She has been a secretary to Patent Attorneys at the UpJohn Pharmaceutical Co. She can't believe the volume that generates through this office and she is having a difficult time adjusting to the fact that no matter how hard we work, the unfinished business files continue to grow. When Pam Foster, Secretary of one of our newest fleets, Fleet 95, Minneapolis, Minnesota traveled through Michigan on spring vacation, she telephoned and asked to view the FSSA office. Pam's reaction was one of amazement. She commented "fantastic, amazing, I am overwhelmed to realize the volume that traverses this office." While Pam was here she assisted me in updating the U. S. map of our Scot's Fleets' location and it's included in the new Yearbook.

It has been my pleasure to have served the membership for another year. With the efficiency of my new aid, in the person of Dorothy Short, we are greatly encouraged and the future looks much brighter!

### Buddy Pollak Wants Help

At the January board meeting in New York, I was asked to take over the position of acquiring permanent marker trophies for the N.A.C. different categories and events.

The following is a list of trophies we presently have:

1. THE GORDON DOUGLASS TROPHY — awarded to the individual winning the N.A.C.
2. THE HOWARD BOSTON YACHT SAIL TROPHY — awarded to the individual in second place.
3. THE GEORGE L. FOSTER TROPHY — awarded to the individual in third place.
4. (we have none)
5. (we have none)
1. MAX AND MARY DOOLITTLE TROPHY — awarded to challenger division winner.
2. (we have none)
3. (we have none)
4. (we have none)
5. (we have none)

RATSEY AND LAPHTORN TROPHY — awarded to winner of fourth race in Championship division.

SCHAEFFER MARINE TROPHY — awarded to winner of fifth race in Championship division.

PAUL C. SCHRECK TROPHY — awarded to skipper who wins most first places in entire series.

DETROIT YACHT CLUB CUP — awarded to best sailed club-owned Flying Scot.

For a class with over 2,000 members we certainly don't honor our best sailors. Some suggestions have been for:

1. Oldest Skipper
2. Youngest Skipper
3. Winning crew trophies in both divisions — all five places.
4. Youngest Crew

As you can see, there are many holes to be plugged, especially fourth and fifth place in the Championship division and second through fifth in the Challenger division.

Please look around your districts and see if your marine dealers or sailmakers won't contribute to this cause.

Let's recognize our outstanding sailors with a memento that they can keep on their trophy case for a year.

Lewis B. Pollak, Gulf District Gov.  
2410 Connell Drive  
Pensacola, Florida

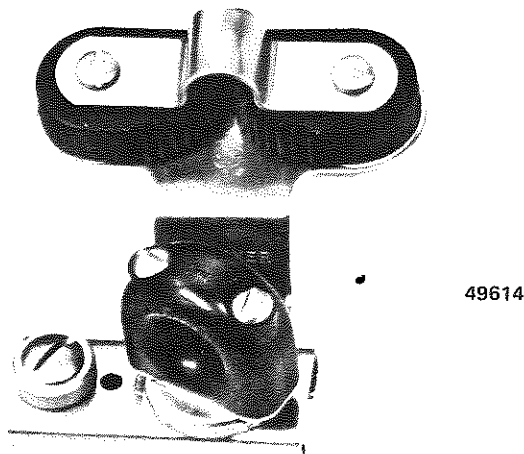
## The Hardware I Love and Use on My Flying Scot

*Editor's note: The following article on hardware was written for Scots n' Water by Bill Zimmie of Lakewood, Ohio. Bill is a naval architect and the current Ohio District Champion.*

From the title you can tell this is a very personal article. I am certain that what we use is not the best for everyone, but is what has evolved from our style of sailing. I am also sure that we will continue to change as new hardware is introduced and it is within the restrictions of the Flying Scot rules. I say "we" and "ours" because I sail one up and my crew, Mike Travis, and I are one person when we are sailing. I might add, he is as capable of skippering the boat as I am, and we are continually analyzing ways and means of making adjustments faster and more efficiently.

In describing our hardware it must be kept in mind that it fits our limitations, strength, method of sail handling, responsibilities of each, even if we are right or left handed.

**Jib Leads** — We use fair lead and cam cleat (Land's End Cat. No. 49614). We consider this the most important change because in beating in heavy weather there is no creeping out of the jib while it is being secured. We also feel we save a few seconds in tacking. Marking the jib lead with thread or ink makes it possible to put the jib in exactly the same position after every tack.



**Boom Vang** — We have added a swivel block under the tabernacle and the line is led to an inclined cam cleat (Land's End Cat. No. 42299) (See Fig. 1) on the centerboard cap. This gives an extra part of mechanical advantage and makes adjustments faster because of cleating location. Mike makes these adjustments.

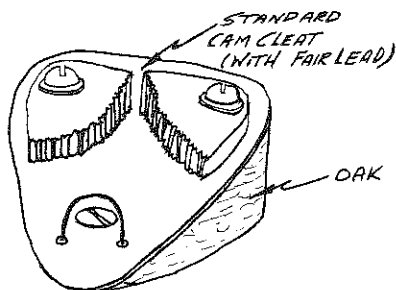
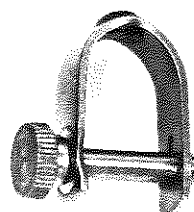


FIG. 1 INCLINED CAM CLEAT

**Centerboard** — This is also led to an inclined cam cleat on the after end of the centerboard cap. The helmsman can feel if there is weather or lee helm and can easily make subtle adjustments.

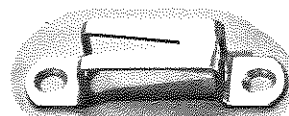
**Out-haul** — Consists of a halyard shackle — attached to main sail clew, (Land's End Cat. No. 40276) with a light wire run through a cheek block (Land's End Cat. No. 30387) attached to the boom. (Cheek block should be as far outboard as possible). The wire is led inboard and attached to a  $\frac{1}{4}$  line which is made secure with a "V" cleat (Land's End Cat. No. 40144) located on the boom at the normal position of Mike.



40276

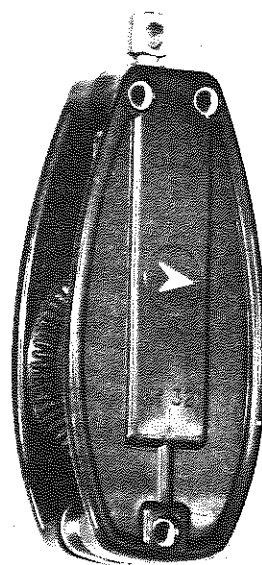


30387

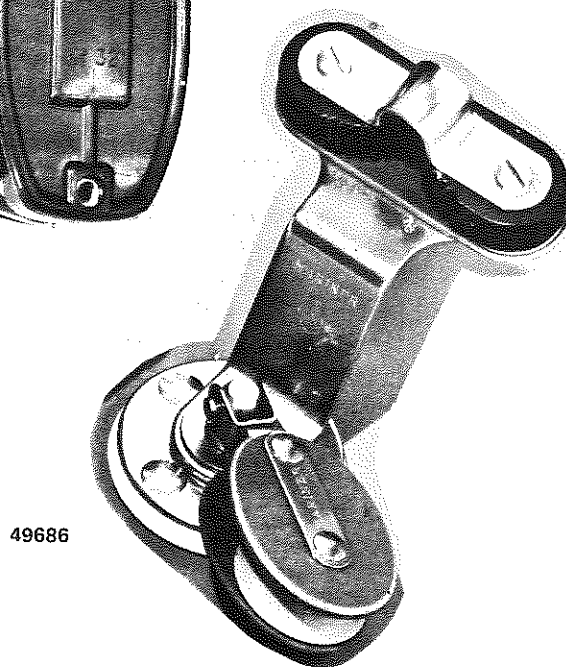


40144

**Main Sheet** — We have added a ratchet block (Land's End Cat. No. 35704) on the boom that leads the main sheet into a swivel block and cam cleat turntable (Land's End Cat. No. 49686).



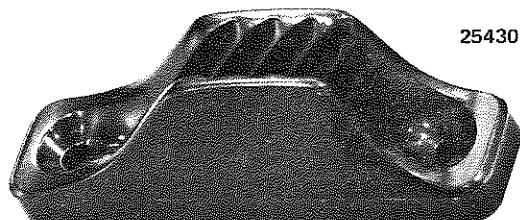
35704



49686



*Spinnaker Halyards and Pole Topping Lift* — We have found that shock cord storage was awkward and took precious seconds when taking down and going into a beat, so we now have halyards and pole topping lift secured by cam cleats (Land's End Cat. No. 25430) located on the vertical surface, forward end of the cockpit at the  $\frac{1}{4}$  points.



25430

*Spinnaker Sheets* — Sailing two up has its biggest disadvantage when flying the spinnaker in heavy weather. Mike handles the sheets from a centerboard straddle position. The sheet and guy are led through swivel blocks at the extreme after corners of the boat. After the pole is positioned (fore and aft), it is cleated by means of an inclined, fingered cam cleat that combines the function of the chain plate hook and cam cleat. It is mounted on an inclined wedge just aft of the chain plate. These fittings (port and starboard) allow Mike two hands for playing the sheet. If he needs help in heavy weather to make a pole adjustment, I take the sheet while maintaining my tiller position.

It is not my intention to stir up a big fuss about purity of one design. We have our boat fitted out this way because *we like it this way*. We are not saying it's the best arrangement or the final arrangement, because as new hardware is introduced to the market, we will probably try it, if we think it will save us time, make the boat safer and is within the rules of the Flying Scot Sailing Association.



*Dale Bradshaw in 138 and Bob Murphy in 1468 prepare to Wing-and-Wing on Berlin Lake, Ohio — Home of Fleet 19*

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Jib - 5 oz. Dacron - 95.00\*  
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\*includes royalty tag

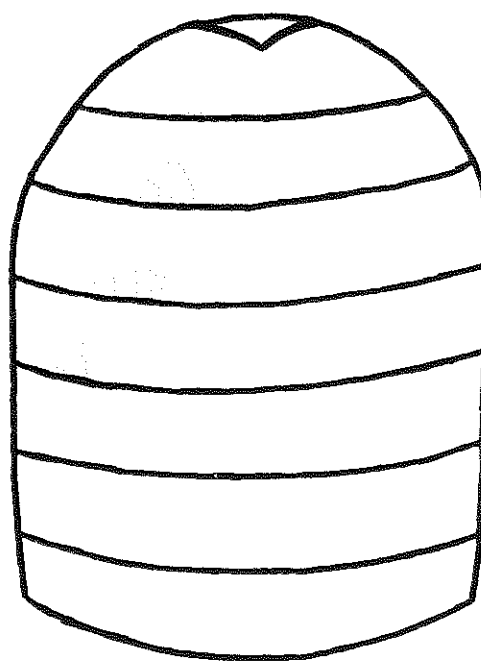
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## Editor Wanted

We will be in need of a new Scots n' Water Editor, effective with our annual meeting in Houston.

If you are interested or know of anyone who would take the responsibility, please contact Bearns Smith, President, 8 Deer Park Court, Greenwich, Connecticut 06830.

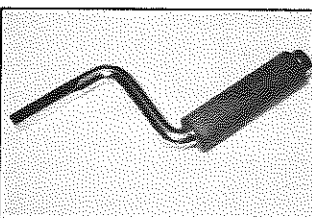
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(FOR FULL EXPLANATION SEE ART. IX  
OF CONSTITUTION.)

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Brookfield, Wisconsin 53005  
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- 2-LAFAYETTE, INDIANA—Lake Freeman
- 3-WILMETTE, ILLINOIS—Lake Michigan
- 9-STURGIS, MICHIGAN—Klinger Lake
- 25-MILWAUKEE, WISCONSIN—Lake Michigan
- 29-MUNCIE, INDIANA—Prairie Creek Reservoir
- 30-CARBONDALE, ILLINOIS—Crab Orchard Lake
- 34-RAY, INDIANA—Clear Lake
- 44-EPHRAIM, WISCONSIN—Eagle Harbor, Green Bay
- 47-EGG HARBOR, WISCONSIN—Green Bay
- 54-FREMONT, INDIANA—Lake George
- 60-CHICAGO, ILLINOIS—Burnham Harbor, Lake Mich.
- 64-MENOMINEE, MICH.—MARINETTE, WIS.—Green Bay
- 68-MADISON, WISCONSIN—Lake Monona
- 70-ROCHERT, MINNESOTA—Cotton Lake
- 83-CARLYLE, ILLINOIS—Lake Carlyle
- 88-IOWA CITY, IOWA—Lake Macbride
- 95-MINNEAPOLIS, MINNESOTA—Lake Minnetonka

#### PRAIRIE DISTRICT

Governor: ROBERT V. BEBB  
424 South 13th Street  
Muskogee, Oklahoma 74401  
918-687-7283

- 39-PORT GROVE, OKLA.—Grand Lake of the Cherokees
- 50-OKLAHOMA CITY, OKLA.—Lake Hefner
- 55-WICHITA, KANSAS—Cheney Reservoir (s)
- 59-TULSA, OKLA.—Keystone Lake
- 89-TOPEKA, KANSAS—Lake Perry
- 93-FORT SILL, OKLA.—Lake Lawtonka

#### TEXAS DISTRICT

Governor: PAUL C. BERNER  
5831 Valkeith  
Houston, Texas 77035  
713-723-2731

- 23-DALLAS, TEXAS—White Rock Lake
- 32-HOUSTON, TEXAS—Galveston Bay
- 49-HOUSTON, TEXAS—Houston YC—Galveston Bay
- 51-SEABROOK, TEXAS—Galveston Bay
- 62-DALLAS, TEXAS—Lake Ray Hubbard
- 66-PORT ARTHUR, TEXAS—Lake Sabine
- 67-SAN ANTONIO, TEXAS—Canyon Lake
- 69-AUSTIN, TEXAS—Lake Travis
- 84-LAKE CHARLES, LOUISIANA—Lake Charles

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313-885-2352

- 8-DETROIT, MICH.—EDISON BC—Lake St. Clair
- 15-KALAMAZOO, MICHIGAN—Gull Lake
- 16-DETROIT, MICHIGAN-DETROIT YC—Lake St. Clair
- 17-GROSSE POINT SHORES, MICH.—G.P.T. YC—Lake St. Clair
- 18-DETROIT, MICH.—DETROIT BC—Lake St. Clair
- 20-PINCKNEY, MICHIGAN—Portage Lake
- 33-LONDON, ONTARIO, CANADA—Fanshawe Lake
- 41-CRYSTAL, MICHIGAN—Crystal Lake
- 52-LAKE ORION, MICHIGAN—Lake Orion

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Lakewood, Ohio 44107  
216-521-3250

- 1-WILMINGTON, OHIO—Cowan Lake
- 4-MANSFIELD, OHIO—Clear Fork Lake
- 12-CLEVELAND, OHIO—EDGEWATER YC—Lake Erie
- 14-SPRINGFIELD, OHIO—Kiser Lake
- 19-CANFIELD, OHIO—Berlin Lake
- 26-TOLEDO, OHIO—Maumee River
- 35-CHAUTAUQUA, NEW YORK—Chautauque Lake
- 37-WESTERVILLE, OHIO—Hoover Reservoir
- 43-CAZENOVIA, NEW YORK—Skaneateles Lake
- 53-CAYUGA, NEW YORK—Cayuga Lake
- 65-DELLROY, OHIO—Atwood Lake

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904-433-5959

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- 45-JACKSON, MISS.—Ross Barnett Reservoir
- 56-FORT MYERS, FLORIDA—Caloosahatchee River
- 75-PANAMA CITY, FLORIDA—St. Andrew Bay
- 79-GULFPORT, MISS.—GYC—Mississippi Sound
- 85-MONTGOMERY, ALABAMA—Lake Martin
- 87-PENSACOLA, FLORIDA—Pensacola Bay
- 90-MIAMI, FLORIDA—Biscayne Bay
- 91-ALEXANDRIA, LOUISIANA—Lake Coteau and St. John
- 92-PASCAGOULA, MISSISSIPPI—Mississippi Sound
- 96-NEW ORLEANS, LOUISIANA—Lake Pontchartrain

#### NORTHEAST DISTRICT

Governor: RICHARD HOSMER  
12 Huntington Street  
Sharon, Massachusetts 02067  
617-784-2176

- 5-BURLINGTON, VERMONT—Mallet's Bay
- 11-ROCKPORT, MASS.—Sandy Bay
- 36-MONTREAL, QUEBEC, CANADA—Lake St. Louis
- 57-HARWICH PORT, MASS.—Nantucket Sound
- 58-WOLLASTON, MASS.—Boston Harbor
- 76-SHARON, MASS.—Lake Massapoag
- 77-MENAUHANT, MASS.—Vineyard Sound

#### GREATER NEW YORK DISTRICT

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516-536-6905

- 7-RIVERSIDE, CONN.—Long Island Sound
- 10-MORICHES, L.I., NEW YORK—Moriches Bay
- 21-LOVELADIES' HARBOR, NEW JERSEY—Barnegat Bay
- 22-SPRAY BEACH, N. J.—Little Egg Harbor
- 24-BROOKFIELD, CONN.—Candlewood Lake
- 28-SHEEPSHEAD BAY, N. Y.—Rockaway Inlet, L. I. (s)
- 31-SHORE ACRES, NEW JERSEY—Upper Barnegat Bay
- 46-ISLAND PARK, N. Y.—Hempstead Bay
- 72-AMITYVILLE, N. Y.—Great South Bay
- 73-PERTH AMBOY, N. J.—RARITAN YC—Raritan Bay
- 74-NYACK, NEW YORK—Hudson River
- 94-LAKE HIAWATHA, NEW JERSEY—Western L. I. Sound

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302-475-4242

- 6-OAKLAND, MARYLAND—Deep Creek Lake
- 42-WASHINGTON, D. C.—Potomac River
- 63-HAYVE DE GRACE, MD.—Susquehanna River
- 80-PITTSBURGH, PENNA.—Lake Arthur
- 81-WRIGHTSVILLE, PENNA.—Lake Clarke
- 82-PRINCE GALLITZIN STATE PARK, PA.—Lake Glendale
- 86-BALTIMORE, MARYLAND—Magothy River

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919-489-1528

- 27-HENDERSON, N.C.—Kerr Lake Reservoir
- 48-CHARLOTTE, N.C.—Lake Norman
- 71-ROANOKE, VIRGINIA—Smith Mountain Lake
- 78-MOREHEAD CITY, N.C.—Bogue Sound