

SCOTS n' water



VOLUME XVI, NUMBER 1

NOVEMBER-DECEMBER, 1973



AFTER THE 'FLYING SCOTCH' — Heading for the first windward mark are Flying Scots from the Far West — Yale Lake, Wash., to be exact. Don Resch (1397) captured the Flying Scotch Trophy Race in the

1973 Pacific Northwest Championship. Wayne Brewer (972) was second, and John Best (1863) was third. Wayne Berge is sail number 973. Story on Page 4. (Photo by Bill Gaylord)

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PRESIDENT

Theodore G. Glass
Box 693
Mount Vernon, Ill. 62864
618-242-4121

SECRETARY

Frederick J. Meno
2661 Allison Court
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TREASURER

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MEASURER

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32 Beverly Drive
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919-489-1528

EXECUTIVE SECRETARY

Harold Marcus
2155 Hallmark Drive
Pensacola, Fla. 32503
904-433-4149

EDITOR, SCOTS n. WATER

Richard Elam
3407 Southhill Circle
Austin, Tex. 78703
512-454-1372

MANAGING EDITOR

Joseph Harper
2205 Newfield Lane
Austin, Tex. 78703
512-472-7150

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Sailing season starts at Scot Mid-Winters

December is the time for dreams and plans, the time to map out the strategy that's going to make 1974 the

year in which you put it all together in the best sailing season yet.

For many top Scot skippers, the way to start the year is on the "Southern circuit" with the Flying Scot Mid-Winters at Panama City, Fla., on Feb. 28-March 3, preceded by the Warm-Ups at Pensacola, Feb. 23 and 24. (For many in colder climates, it's a good excuse to schedule a winter vacation.)

FSSA treasurer John Morrow of the host St. Andrews Bay Yacht Club in Panama City reports that the '74 Mid-Winters has been expanded to a six-race series in response to requests from previous participants.

The first three races on Thursday and Friday will be qualifying races, after which the fleet will be split into Championship and Challenger divisions.

After the group is divided, all points will be dropped. Therefore, everyone starts with a clean slate when competition gets under way in the two divisions on the final two days. This will also enable late entries to be accepted in the Challenger division as late as Saturday morning.

Morrow says that as usual there will be trophies galore, including prizes for the winner of each race in each division and skipper and crew awards for the first five places in each division.

Social activities will include complimentary cocktail parties and a dance. The entry fee has been increased to \$15 this year (still a bargain for the Panama City brand of hospitality). Additional details and registration information will be carried in the next issue.

Last year 52 boats were on hand for the Mid-Winters, which was won by Woody Stieffel of Bay St. Louis, Miss.

The Warm-Up race will be Pensacola Yacht Club the previous weekend. Dirk Lundquist of Pensacola won last year.

Maxine Elam, editor's wife, dies in flood

Maxine Elam, wife of SCOTS N' WATER editor Dick Elam, was drowned Oct. 11 during a flash flood in Austin, Tex.

She was a familiar figure at Scot regattas and often sailed with her husband, including crewing at the 1969 NAC at Fairhope, Ala., and on the winning boat in the 1969 Carolinas District championship.

Mrs. Elam was executive director of Women in Communications, a national organization for women in all fields of communications, at the time of her death.

The School of Communication at the University of Texas has established a scholarship fund in her memory. Contributions may be sent to the School of Communication Scholarship Fund, in care of Dean Wayne Danielson, P.O. Box 7519, Austin, TX 78712.

She was a graduate of the University of Texas, having received a bachelor of journalism in 1950 and the master of arts in communication in 1969.

In addition to her husband, she is survived by four children, all of whom have spent considerable time crewing and sailing in Scots. They are Mrs. Mark Watson of Port Arthur, Tx., Mrs. Bart Darwin of Corpus Christi, and Michaela and Kelson of Austin.

Want to change the NAC?

By JACK SEIFRICK

FSSA President Ted Glass has appointed a committee to review the racing procedures at the North American Championships. The committee includes Flying Scot designer Sandy Douglass (a seven-time national champion), FSSA first vice president Buddy Pollak and Jack Seifrick.

At this time the NAC consists of five races; the first three are held with a division of the entire fleet into four groups. This permits each skipper to sail at least one of the first three races against all other skippers.

At the end of the third race, the fleet is split with the top 55 per cent and ties going into the Championship division, the remainder sailing in the Challenger division. When the fleet is divided everyone carries his points into the final races. The winners are therefore determined by their total points for the entire five races.

Three major objections have been raised to the present system:

1) There aren't enough races for the week-long event (especially with the distances many skippers travel).

2) Skippers may do poorly in preliminary race because of an altercation with an inexperienced skipper.

3) There is little incentive for skippers starting the last three races at the bottom of their division.

The FSSA officers want to obtain opinions from as many members as possible before deciding on any changes in the present format. Therefore, they request you fill out and return this questionnaire as soon as possible to Jack Seifrick, 643 Timberlake Drive, Westerville, Ohio 43081.

Yes No Have you attended any of the last five North American Championships?
☐ ☐

☐ ☐ Have you intentions of attending in the future?

☐ ☐ Do you feel that the present format should be changed?

☐ ☐ Do you favor using the "720" rule in the NAC?

☐ ☐ Do you favor adopting a format which would include a "throw out" race?

Of the following formats which would you most prefer to see adopted?

1a ☐ 1b ☐ 2 ☐ 3 ☐

Of the following formats which would you least prefer to see adopted?

1a ☐ 1b ☐ 2 ☐ 3 ☐

#1 Use present Bordes system to determine Championship and Challenger Divisions then:

a. Throw out all points and sail the Championship and Challenger division counting only the races sailed after the split.

b. Throw out all points only for the Challenger division. Count all races sailed toward the Championship.

#2 Use a qualifying system through District Championships qualify 25 or 30 for the Championship Division. Let the NAC then be composed of the closed Championships Division

and an open Regatta for the Challenger's Cup. As many as seven races could then be scheduled for the Championship.

#3 Use a qualifying system through Districts to qualify 50 or 60 boats and let these race as a unit for the Championship. Eliminate the Challenger Series.

How many races do you feel should be run at the NAC, weather permitting?

a. Under the Bordes system — three to separate then:

☐ 3, ☐ 4, ☐ 5

b. Under a separate qualification procedure:

☐ 5, ☐ 6, ☐ 7

We would welcome any other comments:

Skipper

Boat #

Please return to:

Mr. Jack Seifrick
643 Timberlake Drive
Westerville, Ohio 43081

Secretary Sez: Jackson hospitality tops; FS model plans available

By HAL MARCUS

With our fall and winter issues coming out bi-monthly, it seems like it has been a very long time since I've written to you. Pat and I have just returned from the Hospitality Regatta in Jackson, Miss., hosted by Fleet 45 and Jackson Yacht Club on the Ross Barnett Reservoir. It's no guessing game about how this regatta got its name, because hospitality is the keynote in Jackson.

We heard from Peter Hasbrook (#924) of East Lansing, Mich., who asked if there is a model kit of the Flying Scot to be built by Scot sailors during the cold winter months. Not having a kit at this time, we wrote to a company who does manufacture kits for other classes to investigate the development of a Flying Scot kit. We will let you know what develops along these lines, but in the meantime, we do have copies of a very nice plan entitled "Plans for Model Making Only" in your FSSA office for \$3 per copy. As I told Peter Hasbrook, if you never finish making your model, which you will have to do from scratch with these plans, the copy itself would be very nice for framing and hanging in the family room or the kids' bedroom. So all is not lost!!

We received an invitation from YACHTING magazine asking that our class be represented in their eighth One-of-a-Kind Regatta on April 17-20, 1974, at the Newport Harbor Yacht Club, Balboa, Calif. If you are interested in representing our class, please drop me a line as soon as possible. Our Executive Committee will make the final decision on our class' representative.

This issue has the names and addresses of your new district governors so please contact them when necessary. Your new officers are listed on the inside front cover. Also, in this issue, you will find a form to clip out if you should sell your Flying Scot, and we ask that you mail this in to the FSSA office so that we can make contract with the new owner.

In our last issue, I mentioned that your new membership applications will be arriving over the next several months. When yours arrives, please fill it out and return it as soon as possible. Our new official pocket emblems have arrived and are available at \$2 each. They have been very well received by everyone who has seen them, and we know that you will want to order several for your sport coats, shirts, etc.

Jack Seifrick, chairman of our NAC Race Revision Committee, has prepared a questionnaire for you to answer in this issue of SCOTS N' WATER. Please take the time to complete it and return it to the address shown on it. It is very important that the committee gets a good cross-section of thinking on the number of

races and the method of scoring at our future NACs to make them the type of meaningful, competitive events that you expect and are looking for.

The next FSSA sanctioned event on my calendar is the Midwinters which will be held Feb. 28-March 3 at St. Andrews Bay Yacht Club in Panama City, Fla. This is always an excellently run event with good wind and skies. Our warm-ups will be held the preceding weekend, Feb. 23-24 here at the Pensacola Yacht Club. Pat and I would like to extend to everyone coming an invitation to visit with us in your FSSA office while you are in Pensacola. Our midyear Board of Governors' meeting will be held on Feb. 28 at St. Andrews Bay Yacht Club. Mark your calendar now for this week of sailing fun!

We received notice that someone was elected secretary of his fleet who is NOT a member of FSSA. Remember, active membership in FSSA is a prerequisite for active membership in a fleet, and fleet officers should be leading the way to make sure everyone is giving their support to the national organization.

Pat and I want to take this opportunity to wish all of you a very happy holiday season and a very healthy and happy New Year. I'll see you in our next issue — next year.

'Flying Scotch' trophy captured by Don Resch

By WAYNE BERGE

This has been the best year for Flying Scots in the Pacific Northwest with Scots active in P.I.Y.A. regattas in Portland and Eugene, Ore., and Seattle, Longview and Chelan, Wash.

The highlight of the year as always was the "Flying Scotch" trophy race to determine the Pacific Northwest champion. Don Resch, with wife Mary Jane and son Don as crew, took three firsts and a third to capture the coveted Johnnie Walker and "bronze bucket" trophy.

Wayne Brewer, who had an exceptional year, finished second in the racing on Yale Lake. Last year's winner, John Best, was third.

The weather was near perfect, and, with the exception of one drifter, the wind was excellent.

Following the Seattle regatta, Wayne Brewer was elected captain of Fleet 100 for 1974. George Best was picked as measurer, and Mrs. Brewer, secretary.

Don't let 'em lick you

Careless habits costly to sailors

By PAUL SCHRECK

At one time or another most Scot skippers have beaten one or more of the so-called hotshots in at least one race. At the time it probably seemed easy, and it gave them great heart and confidence in their ability. Why, then, did they end up in the Challenger Division, or the tail-end of the Championship division? The tail-end of the latter is the worst place to be. Nothing can be won from there.

When a skipper wins or does well, his sails are set perfectly, his crew is right in place, his bottom is slick, and every tack is the right one. There are no spinnaker foul-ups, and the start is perfect. Because he is hooked up, everything goes right. His boat just keeps flying away from everybody.

This happens one out of 10 times to most, and one out of three times to a lot of skippers who never seem to win anything in top competition.

All skippers make mistakes, even the winners. Some, however, are more consistent than others because they do things automatically. Ninety per cent of the time their sails are right. Their bottom is always slick.

The winner has trained his crew so that he has little to worry about. He not only doesn't raise his voice, he hardly ever talks. And when the crew says something, it's because it's absolutely necessary. Sailing is like a game of chess. It's a tremendous game of concentration, and the easier it is to concentrate the better you do.

At the North American Championships at Riverside, Floyd Davis fell overboard holding onto his tiller in the first race and broke it (DNF). He broke a shroud in the second race (DNF). He had one race going for him in the Challenger and could have won it. Floyd enjoys sailing and championships too much to check little things such as shrouds.

Bob Cowles of Detroit won the Challenger Division. He was already tops on the break and won both races. Floyd got two seconds. Why was Cowles in the Challenger? He had one crew, and it completely blew the first three races.

How many lost out completely because of just two in the boat? At least 12.

Take a third light crew. He or she is a lot of help in a breeze and won't slow you in the light stuff. Doug Sansom is tall and huge, but he couldn't hack the first three races at Riverside with two in the boat, although he went on to win the final two races in light air.

There will be a later article on sails, trim and tune,

which are extremely important. However, the best equipment in the world will not make you go if you do not have the proper weight (390-400), and a slick bottom. Three hundred ninety is minimum, and 440 is maximum weight for all weather.

There is one exception to the minimum, but none to the maximum. If you are sailing in a lake where you know it won't blow, take the lightest crew you can find.

Any one of the following can lick you before you start:

1. Dirty bottom
2. Wrong crew weight
3. Bad start
 - a. wrong time
 - b. wrong timing
 - c. poor planning
 - d. getting boxed in
 - e. getting on wrong end of the line
 - f. arriving late
 - g. talking
4. Still rigging spinnaker on the beat
5. Failing to change toggle for velocity change and forgetting it for the whole race
6. Failing to set sails for velocity change and leaving them the whole race
7. Ditto for the centerboard
8. Having equipment in bad condition (a) winches that won't work, (b) pole fittings that stick, (c) halyard dogs that slip or jump, (d) sheets that hang up, (e) blocks that won't turn, (f) vang that turns mast backward, (g) centerboard that sticks, (h) rigging that fails, (i) sails that need recutting, (j) jibs and cams that won't hold.

If this many things can make you lose before you start, try to imagine how many can make you lose after. The answer is preparation and practice.

Advertising Rates

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CAVEAT EMPTOR—\$5

FULL PAGE—One time, \$60; three issues in one year, \$55; nine issues in one year, \$40.

HALF-PAGE—One time, \$35; three issues, \$30; nine issues, \$25.

QUARTER-PAGE—One time, \$20; three times or more, \$15.

SIGNATURE ADS—(Maximum size, 3½ inches by 2 inches; 30-word limit) — \$10.

Color and back page, extra.

Bay-Waveland wins Lipton

For the third consecutive year the Bay-Waveland Yacht Club has captured the Lipton Cup Regatta — the Gulf Yachting Association's Interclub Championship. Thirteen GYA clubs participated in this year's regatta at the Bay — Waveland Yacht Club on Labor Day Weekend, Sept. 1, 2 and 3.

Rain and winds from tropical storm Delia persisted the entire weekend, and this caused problems for some of the clubs. Several boats capsized during the frequent squalls, and four boats were dismantled — primarily due to compression bends.

The first race, which began on Saturday afternoon in moderate winds, saw the Biloxi Yacht Club lead Southern Yacht Club skipper Hjalmar Breit for the first two rounds of the race (this race, like all others, consisted of two triangles followed by a windward — leeward). As the fleet rounded the leeward mark to begin the third and final beat, another squall moved in, but this time it left the bay windless.

When the breeze did finally fill in, it had shifted 180 degrees, and this caused a shift in the leaders. Pensacola Yacht Club's Dirk Lundquist was now the leader going into the last leg closely followed by Bay-Waveland's Bubby Eagan. The former leaders dropped to sixth and seventh respectively. Again the rains moved in, and changed the last leg from a close reach to a shallow beat. Fort Walton Yacht Club's Lee Borthwick came from behind to win the race, closely followed by St. Andrews Bay Yacht Club's Bill Wiseloge, and in order, by B-WYC, PYC, Gulfport Y. C., SYC, and former leader Biloxi Yacht Club.

New Orleans Yacht Club's Robert Brennan took an early lead in the second race on Sunday morning and held it until the jibing mark of the second triangle when he capsized. While righting the boat, he was passed by Pensacola's John Oerting, but he regained the lead on the final weather leg with some excellent boat speed. Brennan went on to win the race, followed by Oerting, SYC's Charles Eshleman, BYC, and B-WYC's Buzzy Heausler.

In the third race, Buccaneer Yacht Club's Tom Davis rounded the weather marks first, but was soon overhauled by SYC's John Dane III, who went on to easily win the race. Davis was second, while third went to Bay-Waveland's Mark Eagan, who had worked his way up to that position from the back in the fleet.

By the fourth and final race on Monday morning the effects of Delia were really being felt. The tide was three to four feet above normal, and some of the squalls had gust, that easily reached up to 40 mph. SYC held the series lead by 1½ points over defending B-WYC.

NOYC Commodore Charles Erickson took a good

early lead, with both SYC skipper Mike Sperry and B-WYC skipper Woody Steiffel back in the fleet. By the end of the first round with Erickson still holding a good lead, Steiffel had worked to fourth and Sperry to fifth. SYC still held the overall lead. Going into the last beat, it was Erickson, Steiffel, and Sperry.

On the last beat, Erickson's jib block (on a brand new Scot) exploded, and thus he could no longer point as high as the competition. This, coupled with Steiffel's weather ability, enabled the B-WYC team to move into first place. This the race ended with B-WYC first, NOYC second, and SYC third.

It should be mentioned that the oldest skipper for the B-WYC was Woody Steiffel (19), the FSSA Mid-Winters champion and most of the crews were teenage girls. Overall, the top five positions were:

Bay Waveland Yacht Club, 44½ points; Southern Yacht Club, 43½ points; Fort Walton Yacht Club, 37½ points; New Orleans Yacht Club, 36½ points; and Buccaneer Yacht Club, 31 points.

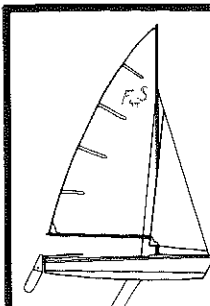
The GYA Capdeville Trophy was presented to Pensacola Yacht Club with Southern a close second. This trophy is presented to the club that has accumulated the greatest percentage points in their best seven out of 12 GYA sanctioned regattas throughout the year. However, SYC was the only club to participate in all 12 regattas.

Next year, Southern will be the host club for the Lipton's, as no club can have it more than two years in a row.

Leggette first in 'Blackbeard' as Fleet 27 takes top three

Fleet 27 took over the Blackbeard Sailing Club with the top three places in the Blackbeard Regatta. Dr. Jim Leggette of Durham, N.C., won in the sailing Sept. 8 and 9 on the Neuse River, New Bern, N.C.

Leggette had a fourth and a second to go with his first-race victory. Dr. Tod Parker of Goldsboro, N.C., was second, and Debbie Peterson of Raleigh was third. Ten Scots competed.



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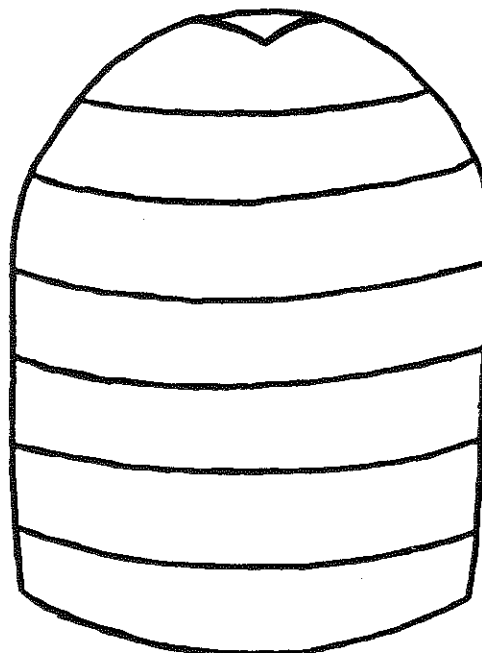
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Splashdown

Up, up and over goes Jim Davis of Alexandria, La., during the Port Arthur, Tex., Regatta in July. Davis, with wife Nancy as crew, was trying to jibe the spinnaker when the capsize occurred. However, Davis is quick to point out that his sailing has improved; he's now fleet champion of both Fleet 84, Lake Charles, La., and Fleet 91, Alexandria. (Photos by Mike Self)

NAC champion Ehman wins Hoosier Hot Scot

North American Flying Scot Champion Tom Ehman Jr. won the Hoosier Hot Scot Regatta for the third straight year Sept. 8-9 at Prairie Creek Reservoir, Muncie, Inc.

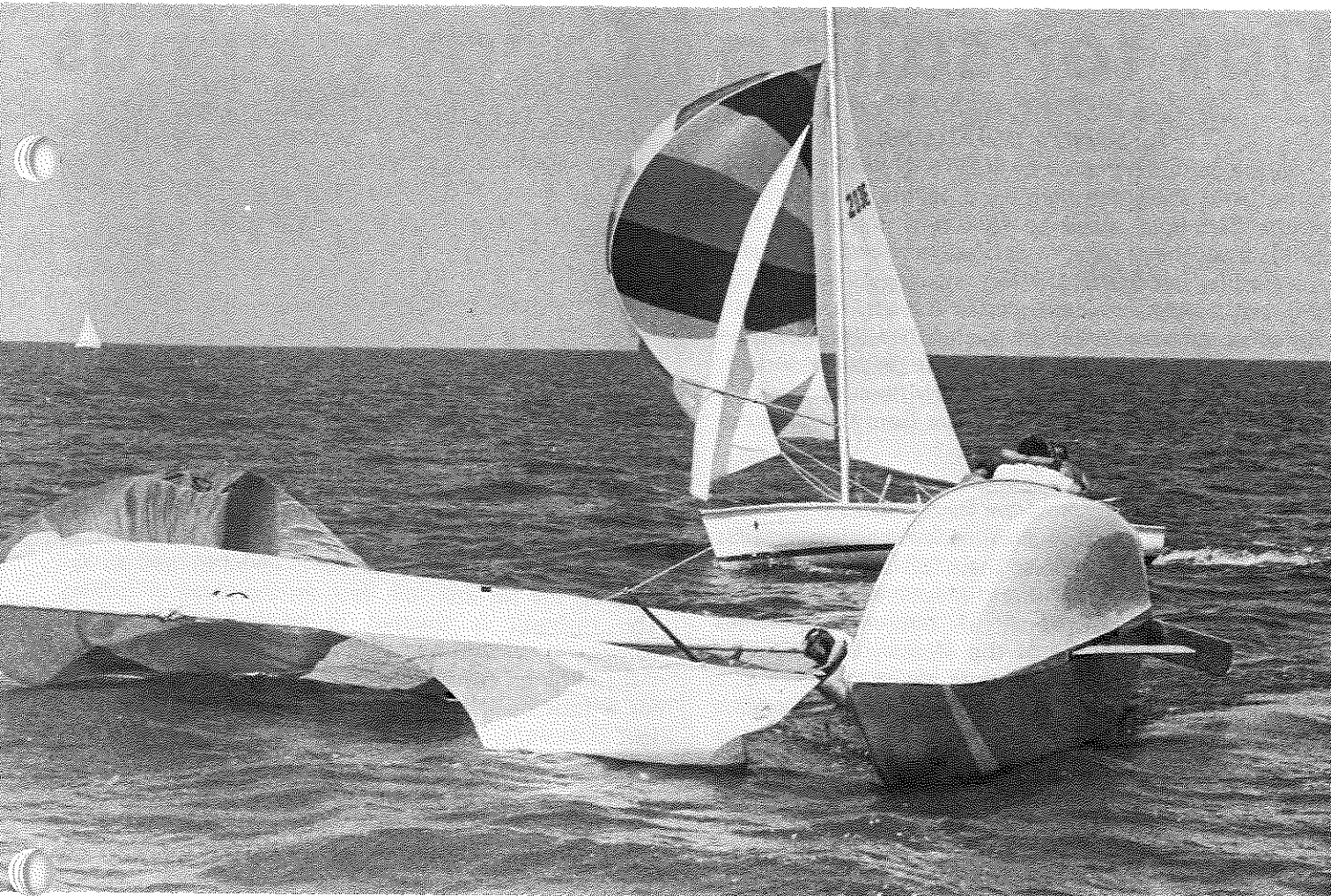
Ehman won all three races. His crew was Jeff Cox and Ehman's sister, Ruth.

The first race on Saturday was in light air with some 180-degree shifts. Ehman led all the way with a port tack at the start away from the fleet. John Seifrick was second, and Robert Moore third.

The second race was postponed when the wind died. Two short races were held Sunday morning in the rain. A steady 8-10 mile an hour wind was welcome. Ehman was first with Seifrick again second and John Huling third. The third race found Seifrick the bridesmaid for the third time and Ernie Godshalk third.

Final standings found Ehman with 2½ points; Seifrick, second with 6; Godshalk, third with 13, Paul Blonski, fourth with 15; and Moore, fifth with 21.





SNOW FLURRIES — Skipper Bob Edwards and crew Robert Moore of Clear Lake, Ind., Yacht Club receive the first-place trophy from Hap George at the Annual Port Clinton (Ohio) Yacht Club "Snow Flurries" regatta. (Sandusky Register Photo by Charlie Lewis)

'Snow Flurries' sailed in perfect Ohio weather

The weather belied the name, but the weather was perfect for Port Clinton Yacht Club's "Snow Flurries" regatta Oct. 6 and 7. And making the most of it was a visitor from Indiana, Dr. Bob Edwards of Auburn and Clear Lake Yacht Club, who captured the Jack Lay Memorial Trophy along with his crew, Robert Moore.

Finishing behind Edwards were Paul Blonski of Edgewtaer, Ohio, Yacht Club, and Fred Meno of Hoover, Ohio, Yacht Club.

Skippers swarmed to the annual fall regatta in record numbers with 150 boats competing in 10 classes.

Haska takes Harvest Moon

Robert Haska of Fleet 19, Berlin Yacht Club, was first in a field of 24 Flying Scots in the Harvest Moon Regatta, which saw Scot skippers from Fleet 19 take 9 of the first 13 places.

Flying Sctos from five fleets — 19, 37, 65, 12 and 101 — participated in the Sept. 9-10 regatta at Atwood Lake, Dellroy, Ohio. A total of 153 boats participated.

Creston E. Stewart of Fleet 37 was the only skipper able to break Fleet 19 dominance in the top five places. Stewart was third.

The races were sailed in light, fluky winds. Though 9½ points separated Haska and William E. Kobel in second place, there was only ¾ of a point between second and fourth.

—R. F. Cornish and John F. Busch

Skipper	Fleet No.	Sail No.	First Race	Second Race	Third Race	Total Points
1. Robert Haska	19	832	1	2	1	3½
2. William E. Kobel	19	1038	3	4	6	13
3. Creston E. Stewart	37	70	6	5	2	13
4. Alfred L. Fitch	19	472	4	1	9	13¾
5. Will R. Fankhauser	19	105	8	3	8	19

Tips for sailing in heavy winds

By SANDY DOUGLASS

In the September issue of SCOTS 'N WATER I have some basic ideas for light-wind sailing, stressing the points that boat speed to windward is important in building up the apparent wind velocity and that this is achieved by sailing slightly free, with sheets eased, with the boat heeled to reduce wetted surface. In addition, all movements including the use of the tiller should be as smooth and gentle as possible because sudden movements slow the boat and any loss in speed is serious because with so little power from the wind the lost speed is very slowly regained.

In strong winds, in winds of twenty-plus, the situation is reversed. Now we have more wind power than we can use because small centerboarders, such as the Flying Scot, cannot use their full sail area, cannot sail "full and by" to windward in such wind velocities. Remember that the force of the wind increases according to the square of the velocity and that, for example, a 20-mile wind has four times the force of a 10-mile wind. Most small centerboarders must reduce their effective sail area in winds over approximately 15 miles per hour. I am using the term "effective sail area" to mean that part of the sails which is drawing and not luffing.

The reduction of the effective sail area can be accomplished in three ways: by reefing the mainsail, by letting the boat heel to reduce the projected height of the sailplan, or by spilling the wind by luffing part of the sails, either by easing the sheets or by luffing the boat, or both.

In past articles we have shown that the optimum angle of heel for the Flying Scot in sailing to windward is 17 degrees — recognizable by the fact that at this angle the windward side deck becomes level. This is the angle at which the hull has a minimum of wetted surface and a maximum of power to carry sail, the crew weight on the deck is most effective, and the boat is in balance. This is the angle of heel at which the boat should be sailed to windward at all times for best results, but is also the maximum angle to which the boat ever should be heeled. Beyond this angle everything goes wrong. In sailing to windward in strong winds, then, the skipper's main purpose should be to keep the boat sailing at this angle of heel all the time; and the ability to do this is the "secret weapon" of the expert sailor. The expert's boat seems to go so easily, never being knocked over, never slowing down. But how?

Keeping the boat going at this angle of heel implies keeping a balance between the power to carry sail of the boat and crew, and the force of the wind on the

effective sail area exposed to the wind. Inasmuch as the power of the boat remains constant and the force of the wind varies, the effective sail area must be varied to match the wind force.

Paradoxical as it may seem, in a strong wind the boat will go faster at her optimum angle of heel with sails luffing than she will with her sails drawing but heeled beyond her 17 degrees, and the more she heels slower she goes.

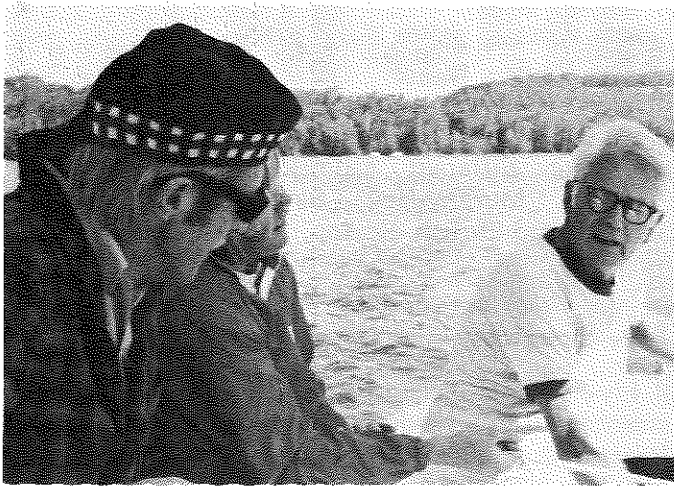
Now we are talking about more wind power than we can use. Now we can use the tiller all we want because any rudder drag is more than overcome by the wind. In winds up to about 20 mph it is customary to strap in the jib just about as hard as possible (and here is where the tapes on the jib sheets are valuable, just forward of the lead blocks when the jib is in hard) and to sail keeping the jib just full, just on the verge of luffing. The mainsail is sheeted in as much as possible consistent with maintaining the angle of heel. Depending on wind velocity it may be trimmed luffing for a foot back from the mast, or two feet, or three feet or more.

As the wind varies in strength from gust to lull, the main sheet should be played in or out accordingly to maintain the balance. This is one of my reasons for preferring the snubbing winch or Harken block to any sort of cleat for the main sheet. If the sheet is cleated there is a great temptation to leave it cleated instead of momentarily adjusting it for best results. Of course, it's easier to cleat it, but the man who wants to win should be willing to work a little harder.

Strong winds generally are gusty and shifty winds, and this means that the apparent wind in which we always sail is going to change frequently in both direction and velocity.

Assume you are sailing close-hauled on the edge of the apparent wind, all in balance. If a gust of the true wind hits you, even with no change in direction, the apparent wind will swing up toward the true wind, and since you are sailing on the apparent wind, you should luff the boat accordingly to follow it up. If the true wind should lift you as well there's all the more reason for luffing. If the true wind should head you instead, you naturally will beat off, following the wind.

You trim the mainsail to match the wind velocity in the lulls, and keep the jib full. You said by the angle of heel. The instant a gust hits, as soon as you feel the wind on the back of your neck and before the boat has a chance to heel, you give a quick shove on the tiller, a quick but hard shove and a check, perhaps another shove and check as needed, to luff the boat a few



SAILING TALK — Sandy Douglass and Skipper Dick Allen of Fleet 109 chat while Bobby Craft quietly does his job setting that jib. Douglass and Eric Amman sailed to three firsts in the fleet's Glimmerglass Regatta on Lake Otsego.

degrees to match the shift in the apparent wind. You do it before the boat heels.

The boat wants to go up. Help it. Don't fight to hold the boat on course and get knocked down. You are close-hauled, you want to work to windward, so help the boat to go up.

If the gust is hard and luffing is not enough, ease the main sheet a little as needed. Word the tiller hard, push or pull. Work the main sheet as needed. Work the tiller as needed. Keep the boat on the edge of the wind,

always driving, always going, never heeling;

In winds above 20 mph you will find it better to ease the jib sheet an inch or two and in very heavy winds to sail with a luff in the job. At such times the end of the boom may be out beyond the corner of the transom, the main luffing back to the battens — but still the boat will go.

Don't be afraid to work the tiller all you want, all you can, to keep the boat at her optimum angle of heel of 17 degrees and going.

The Fleet's In

What's happening in your fleet — a regatta coming up, new officers, results of a recent regatta or just an interesting tidbit or two? How about sharing it with the rest of the Flying Scot gang? Just pass it along to SCOTS n' WATER, 2205 Newfield Lane, Austin, Tex. 78703, and we'll include it with the rest of the news as soon as The Fleet's In.

6—Race winners told

Don Griffin was first in the "A" Fleet and Gary Slay first in the "B" Fleet during Fleet 6's June Series at Deep Creek Lake, Md.

Winners of the Firecracker Regatta were Ed Bishop, "A" Fleet, and Bruce Drury, "B" Fleet. Peter Nicholson, "A", and Ralph Nill, "B", took the Summer Series.

For the fourth year the Deep Creek Lake Cup races were sailed in Scots, which were traded between races. Fred Griffin skippered his way to victory in the three race series.

In the Commodore's Cup, which included Scots, Rebels and Jet 14's, the Scots did not run away with the show. Tom Johnson kept his Jet 14 in front to take the series. However, Scots did take the next three places, with Don Hott second, in light airs that forced cancellation of one race.

—Ed Bishop

19—The 'racingest' of the Scot fleets

Fleet 19 of Berlin Yacht Club, the "racingest" of the Flying Scot fleets, began its racing schedule May 1 and expected to finish around Oct. 1 with a full season of 50 races. With nine races in the second half of the season, the Wednesday winners of the Canfield, Ohio, fleet were Al Fitch, first; Bill Kobel, second, and Fred Farragher, third. Second half Sunday winners were Bob Haska, first; Al Fitch, second; and John Busch, third.

—John Busch

The Fleet's In

41—Smith takes another first

Duane Smith's name is on another first place trophy, the result of his taking the August Series at the Crystal Sailing Club, Crystal, Mich. R. Remsberg and Gene Martineau in a new boat chipped away at Smith's lead, but were unable to mar his unblemished record of consecutive firsts. Jack Redman in fourth place was seen doing penance by refinishing the bottom of Black Jack.

The "frost bite" series was not so frosty this September as weather was ideal. Gene Martineau took first in five out of 10 races in the Scot class to take Art Kock in a hard-fought struggle. Danny Katlein was a tough competitor with two first places.

—Elmer and Marie Manson

104—'By the light of the silvery moon'

The first four places in Fleet 104's summer Saturday series were taken by T. McCabe, R. Rettig, R. Salisbury and L. Jones. Informal races or cruises through the Fulton chain of lakes were held by Scot owners almost every day through the summer. There was even night sailing, which prompted R. Rettig, a sailor for many years, to exclaim, "You haven't sailed 'til you've planed in a Scot by the light of the silvery moon."

Fleet 104 is a new fleet from Old Forge, N.Y. Members sail on Fourth Lake in the Adirondack Mountains.

—T. B. McCabe Jr.

108—Schultz wins 16 of 19

Dick Schultz emerged as the fleet champion of growing Fleet 108 on High Rock Lake. Schlutz dominated the 21-race series with 16 firsts in the 19 races he sailed.

High Rock Yacht Club (about 10 miles southeast of Lexington, N.C.) started six years ago and had three Flying Scots. This year there were 13 paid members.

Debbie Peterson finished second with 685 points to Schultz' 889, and she had one first. Bill Singletary was third; Bob Lindsay, fourth; and Heiner Ehrlich, fifth. Singletary and Lindsay each won two races.

Schultz will be fleet chairman for 1974, and Ehrlich, secretary.

Of the top five finishers, Schultz sails a Customflex boat, and the other four sail Douglass boats. Schultz and Peterson sail with loose rigging; Singletary and Ehrlich, medium rigging; and Lindsay, tight. The five

use four different sailmakers: Schultz, Melges; Peterson, Murphy-Ney; Singletary and Lindsay, Schreck; and Ehrlich, Boston.

109—Douglass wins 'Glimmerglass'

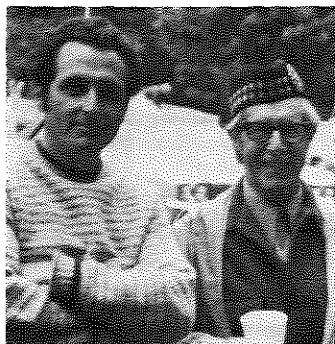
Flying Scots placed sixth, eleventh, thirteenth and seventeenth in a field of 29 boats at the Lawrence Cup Regatta this fall at Otsego Lake, Cooperstown, N.Y. The Labor Day Regatta saw Dick Allen and his "Hot Scot" place third against 19 boats and a predominantly Thistle start.

Sandy Douglass attended the fleet's Glimmerglass Regatta, sailing to three firsts and the trophy against seven Scots. Eric Amann, president of Douglass Boat Co., was Sandy's crew, and the two of them made an unbeatable team.

Greg Gebert was second and Dick Allen, third.

There is an open invitation to everyone to visit Cooperstown and sail on Otsego Lake.

—Jim Light



GOVERNOR — Jim Light, head of the Western New York District, and Sandy Douglass get together at the Glimmerglass Regatta.

Light elected first governor of Western N.Y. District

Jim Light has been elected first governor of the newly-formed Western New York District, which includes Fleet 35, Chautauqua; Fleet 53, Cayuga; 43, Syracuse; 104, Old Forge, and 109, Cooperstown.

Until now the Glimmerglass Invitational has been the only annual gathering of Scots in the Finger Lakes and Western New York. With the formation of the new district, members look forward to the organization of new fleets from scattered Scots in the area and the first district competition in the summer of '74.

Anyone interested in Scots or sailing in western New York may write to:

James Light, Governor, Western New York District, Route 1, Oneonta, N.Y. 13820.

—Cynthia Rea

New FSSA members

Boat #	Dist.	Fleet	Name	Address	City	State	Zip
263	CAP		Roy Walker	502 Forker Blvd.	Sharon	PA	16146
336	PAC		Peter Peterson, Jr.	3210 Investment Blvd.	Hayward	CA	94545
338	CAP	86	John Fale, Jr.	525 Harding St.	New Cumberland	PA	17070
379	TX		Charles Dubberley	3211 Dinah Lane	Tyler	TX	75701
565	TX	23	Thomas Sheppard, Jr.	4727 Mill Creek Rd.	Dallas	TX	75234
801	CAR		David Massey	1206 Banbury Road	Raleigh	NC	27607
1014	MID	83	Dr. Wm. Fogarty, Jr.	275 Blackmer Pl.	Webster Groves	MO	63119
1047	WNY	109	William Brunig	134 S. Broad St.	Norwich	NY	13815
1114	MID	95	George Greenawalt	426 Hollyhock Lane	Hopkins	MN	55343
1251	TX		John Reitman	9541 Highedge Dr.	Dallas	TX	75238
1587	TX		Doyle Gougler	707 Lee St.	College Sta.	TX	77840
2146	GF		Teresa Wright	61 Waynel Circle	Ft. Walton Beach	FL	32548
2163	MID	25	Dr. Charles Walk	13018 Meadow Lane	New Berlin	WI	53151
2173	MID	95	Edward Kappus	1312 E. 141st St.	Burnsville	MN	55337
2183	TX	23	David H. Dial	13211 Glenside Dr.	Dallas	TX	75234
2361	GF	79	Joe Alphonso	P.O. Box 34	Gulfport	MS	39501
2384	MID		Ace Crum	5105 Turtle Creek Ct. #7	Indianapolis	IN	46227
2391	PR		John Woodhams	2630 E. Central	Wichita	KS	67214
2393	CAP		Fred Hazeltine	R.D. 5, Box 260	Georgetown	DE	19947
2410	MID	83	Richard Sayers	2000 Rayner Road	Kirkwood	MO	63122
2413	GNV	24	Walter J. Hatcher	47 Rock Spring Rd., Unit 21	Stamford	CT	06906
2420	CAP		Jerome Ross	3315 Midfield Road	Baltimore	MD	21208
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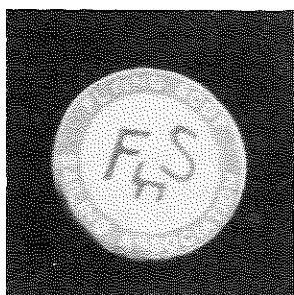
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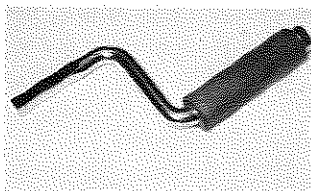
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Schultz' 'Ghost' drifts to win

By E. LYNN

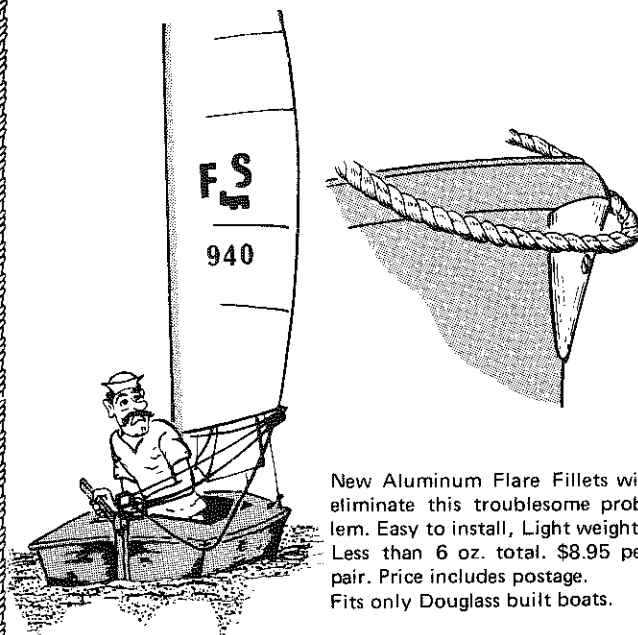
Dick Schultz' Ghost #1885 lived up to her name as she drifted into first place in the annual High Rock Invitational Regatta on Labor Day weekend.

Winds during the four-day regatta were never above 8 m.p.h., and only four races, all over shortened courses, were sailed on High Rock Lake, N.C.

Schultz of Reidsville had two firsts and two seconds. Debbie Peterson of Raleigh won the final race for second in the regatta.

Skipper	Sail No.	First Race	Second Race	Third Race	Fourth Race	Total Points
1. Dick Schultz	1885	1	2	1	2	5½
2. Debbie Peterson	1849	3	3	5	1	11½
3. Bob Lindsay	1048	5	4	2	3	14
4. Ernest Myatt	775	6	1	7	5	18½
5. Macon Singletary	2110	2	6	8	6	22

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Wilson superb in NE Districts

By NORB KLUGA

Bob Wilson of Wellesley, Mass., sailed his Flying Scot superbly in no wind conditions to win the Northeast District Championship. Fleet 58 hosted the regatta at the Squantum Yacht Club on Quincy Bay in Wollaston, Mass., July 21 and 22.

The weather conditions on the first day were very trying; that is, rain, fog and no wind. Eleven contestants from Fleets 57, 58 and 105 came to race. Determined that the regatta "must go on," the Race Committee chairman Ray Regan had all the Scots towed out to the starting area for both races on the first day.

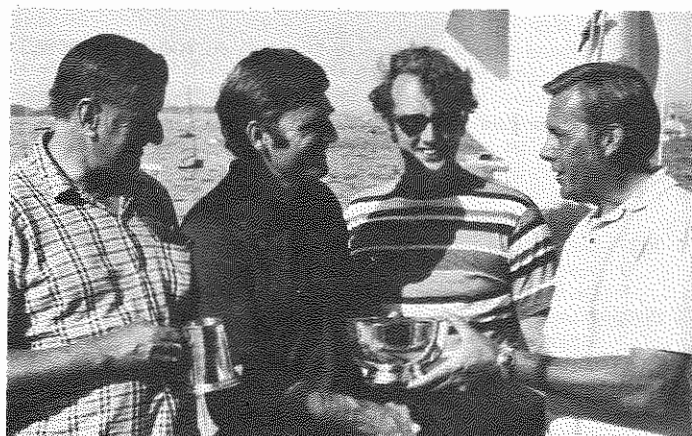
Wilson, formerly of Fleet 37, Westerville, Ohio, made his Scot go in no air to take a commanding lead at the end of the first day with a second and a first. Dan Sheehy, Jr., of Fleet 105, Cohasset, Mass., did a masterful job to win the first race, but fell victim in the second race to the fickle wind and finished eighth.

Jack McCarthy, also of Fleet 105, finished third in the first race, but also succumbed to the wind during the second race and finished seventh.

On Sunday, the sky cleared, but only a light easterly wind came along. Dan Sheehy bounced back to win the third race ahead of Jack McCarthy. Wilson crossed the finish line third to clinch the championship. Sheehy took the second-place trophy, while McCarthy finished in third.

Skipper	Sail No.	First Race	Second Race	Third Race	Total Points
Bob Wilson	1822	2	1	3	5½
Dan Sheehy, Jr.	1879	1	8	1	9½
Jack McCarthy	1126	3	7	2	12*
Gabe Perez	1146	4	6	4	14
Norb Kluga	1377	6	4	5	15

* Note: At Jack McCarthy's request, the third-place trophy has not been awarded pending the outcome of a protest decision appeal.



TO THE CHAMP — Jack Rose, Northeast District governor, presents the championship trophy to Bob Wilson at the Northeast District Championship Regatta held in July at Squantum Yacht Club, Quincy Bay, Wollaston, Mass. From left, crew Jerry MacDonald, Wilson, crew Eric Twickler and Rose. MacDonald holds the crew trophy.

Fleet 59's Joe Becker wins Prairie Districts

Joe Becker of Fleet 59 sailed to the championship of the Prairie District in light, variable winds Sept. 15-16 at Grand Lake Sailing Club, Grove, Okla.

In second was Jo Elyn McDonald, daughter of the district's new alternate governor. She and Becker sail out of the Windy Crest Yacht Club in Tulsa. Third place was won by Preston Pate of Fleet 39, Grand Lake Sailing Club.

A weak stationary cold front stalled in the area of Grand Lake of the Cherokees, where the regatta was held, and was responsible for the light winds.

Wayne Chenevert was elected District Governor during the championship weekend. Alternate District Governor is Joe McDonald.

—William H. Burden, Jr.