

SCOTS

n' water

THIRD CLASS



VOLUME XVII, NUMBER 3

MARCH, 1975



GUSTY WEATHER — Crews and spinnakers get a workout in these breezes on Lake Michigan, north of Chicago. FS 728 is Lochinvar, owned and sailed by Bill

Billington and Wally Mulder of Fleet 3, Wilmette Harbor, Ill. (Photo by Jack Beierwaltes)

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Dunnam, Fairhope's Turner win at Sugar Bowl Regatta

By LARRY TAGGART

Keith Turner sailed out of the fog to win the Gulf Yachting Association's (GYA) Race of Champions for Fairhope, Ala., Yacht Club. The race was part of the Sugar Bowl Regatta at New Orleans in December.

In the Open Scot class at the regatta, Don Dunnam of Buccaneer Yacht Club, Mobile, took first with his crew, Ken Kleinschrodt and Amy Chapman.

There were 21 Flying Scots in the fleet of some 300 one-design and handicap boats which answered the starting cannons. Twelve skippers, representing their GYA clubs, sailed in the Race of Champions, while nine skippers sailed in the Open Scot class.

An unusual fog shrouded the three days of racing on Lake

Ponchartrain, causing two races on the Southern Yacht Club course to be canceled. The New Orleans Yacht Club course, which is slightly closer to shore, was not hampered as severely by the fog.

All races were sailed on the NOYC course, although in the last race, the class that started five minutes ahead could not be seen until the second lap began.

In the Race of Champions, Turner and crew Tony Chavers and Susan Allegri finished ahead of Doug Sansom of Pensacola, Fla., Yacht Club. John Murray of Mobile Yacht Club was third.

Trailing Dunnam in the Open Scot class were Bay-Waveland, Miss., Yacht Club's Marc Eagan in second place and Larry Taggart of host Southern Yacht Club in third.

Regatta Schedule

If your fleet has a major regatta open to Scots from other fleets, we'd like to include it in the Regatta Schedule. Just drop a note or postcard to Joe Harper, Scots n' Water, 2205 Newfield Lane, Austin, TX 78703. (And don't forget to send in the results after the race.)

April 5-6—Punch Bowl Regatta, Lake Martin, Ala.

April 17-18—SAYRA Open Regatta, Columbia, S.C.

April 26-27—Jourdan River Classic Invitational, Bay Waveland, Miss., Yacht Club.

May 3-4—SARA Open Regatta, Lake Norman, N.C.

May 10-11—Great 48 Regatta, Lake Norman, N.C.

May 17-18—Buccaneer Yacht Club Spring Regatta, Mobile, Ala.

May 31-June 1—Carolinas District Championship, High Rock Lake, N.C.

June 7-8—Berlin Regatta, Berlin Lake, Ohio.

June 14-15—Ohio District Championship, Berlin Lake, Ohio.

June 21-22—Governor's Cup, Kerr Lake, N.C.

July 5-6—LNYC Invitational, Lake Norman, N.C.

July 11-13—Midwestern District Championship, Milwaukee Yacht Club.

July 11-13—Red Grant Regatta, Raritan, N.J., Yacht Club.

July 12-13—Oriental, N.C., Sailing Social

Aug. 2-3—SAYRA Open Regatta, Wrightsville, N.C.

Aug. 8-10—South Atlantic YRA Championships, Augusta, S.C.

Aug. 11-15—Flying Scot North American Championships, Southern Yacht Club, New Orleans.

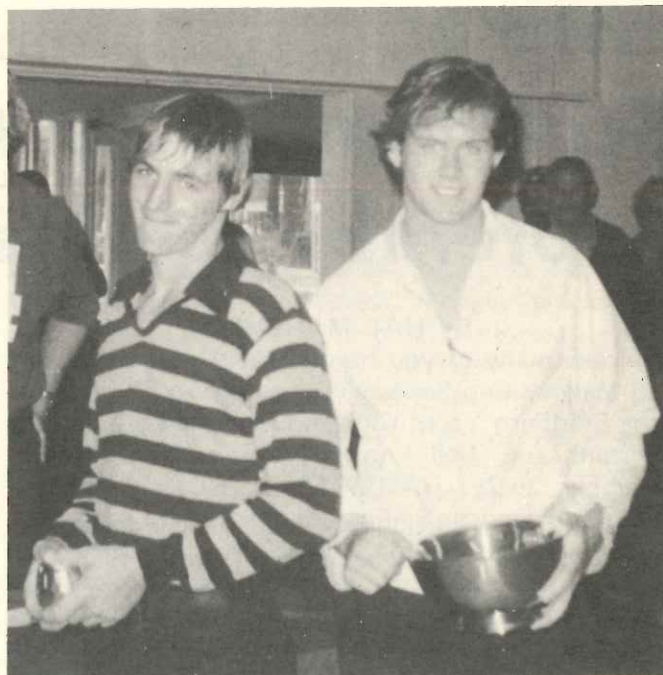
Aug. 30-31—LNYC Invitational, Lake Norman, N.C.

Aug. 30-31—HRYC Invitational, High Rock Lake, N.C.

Oct. 4-5—VISA Invitational, Smith Mountain Lake, Va.



FAMILY AFFAIR — Regatta chairman Tony Chavers looks on as the Johnson family displays their silver. Junior division champion Marylynn Johnson is flanked by her crew, brother Mike and sister Jan. (Photo by Hal Marcus)



SENIOR CHAMPS — Marc Eagan (right) holds the trophy for the winning senior division skipper in the first Flying Scot Junior Midwinter Championships. With Eagan is crew member Ed Turnipseed. (Photo by Hal Marcus)

Eagan, Johnson win championships

A good fleet was on hand. The enthusiasm was high. All conditions were "Go!" for a great inaugural Junior Midwinters; that is, all except for the weather which refused to cooperate.

The lack of wind at Fairhope, Ala., Yacht Club restricted the Junior Midwinters to one race on Jan. 18, and that was sailed in light air. The report on the weather for Sunday was: "Final race cancelled — fog, no wind, heavy rain."

Marc Eagan of New Orleans, a strong contender in the FSSA Midwinters in recent years, captured the senior division (age 16-20) with a victory in the lone race. Eagan sailed with crew member Ed Turnipseed.

In the junior division (age 13-15), Marylynn Johnson of Fort Walton Beach, Fla., captured first place with brother Mike and sister Jan crewing. The Johnsons' father is Gulf District Governor Mike

Johnson.

Finishing behind Johnson in the junior division were Kenny Allen, second, and Mike Douglas, third.

Eagan was trailed in the senior division by Ed Reardon, second; Buzzy Howsler, Third; Keith Turner, fourth; and Bubby Eagan, fifth.

Approximately 25 Scots were entered in the competition. Tony Chavers of Fairhope, chairman of the Junior Midwinters Regatta and originator of the idea, made the trophy presentations.

While the weather put a damper on the sailing, the rest of the weekend's activities went ahead on schedule. Reports on the Saturday night dance indicated that it made up for the sailing disappointments.

Fairhope Yacht Club has offered to be host for the Junior Midwinters again in 1976.

**In next month's SCOTS N' WATER,
full results on:**

**Midwinters Championships
'Race of Champions'
Midwinter Warm-ups**

The April issue of SCOTS N' WATER will carry full coverage on this year's exciting Midwinter Championship Regatta in Panama City, Fla. Scot designer Sandy Douglass will reporting on the 'Race of Champions,' and editor Dick Elam will be reporting on the Midwinter Championships.

Scot named '75 Mallory Cup boat; September series in New Orleans

By HAL MARCUS

By now many of you have heard the big news. The 1975 Mallory Cup Series will be sailed in Flying Scots at the Southern Yacht Club in New Orleans. This very important and well known series will be held on September 25-28. HAMILTON FORD, chairman of the North American Sailing Championship Committee, which is responsible for the Mallory Cup Series, has been given a list of all of our Flying Scot fleet captains and secretaries to contact between now and September. All of the elimination races will be held in Flying Scots this year, and the committee will need fleets of six Scots for each of these events.

Those of you who attended our 1973 North American Championships at Riverside, Conn. remember Ham Ford as Riverside Yacht Club's Race Committee chairman. Ford reports that GENE WALET, a former Mallory Cup winner and one of our recent Midwinters invited Champions, was most responsible for having the Flying Scot selected as the 1975 Mallory Cup boat.

Ford also reports that the North American Yacht Racing Union (NAYRU) has been changed to the United States Yacht Racing Union (USYRU) and will be working for the United States exclusively in future Olympics. Canada will be represented by the Canadian Yachting Association (CYA).

SPRINGTIME IS MYSTERY SCOT TIME

With the start of the sailing season, we expect your reports in the Mystery Scots Contest. With each issue, we will list three new Mystery Scots, which are yachts we have no current ownership records on. All you have to do is meet the owner and send his name and address to the FSSA office. When we receive this information, we immediately send you an official pocket emblem (\$2.00 value), and we solicit the owner's membership.

MYSTERY SCOTS

21	425	1419
35	432	1457
106	644	1501
131	651	1547
146	1021	1573
212	1028	1707
327	1321	1716
421	1324	1723

If the owner joins FSSA, we will send you an official lapel pin (\$5.00 value). The old Mystery Scot numbers are carried in the contest until the boat is "discovered," and as our list of numbers gets larger, your chance of being a winner improves.

This month's new MYSTERY SCOTS are 1707, 1716 and 1723. Add these to your list.

SAIL HONOR AWARDS FOR SALE

Your FSSA office is now stocking chevrons to be used for honor awards for winners to place on their sails. The chevrons are self-adhesive, meaning they can be put on the sails at home. We would like for all regatta chairmen to order the proper chevrons to be awarded with the trophies so that the winners may receive the proper recognition. We are going to repeat this message periodically to keep the idea alive.

The proper chevrons are:

North American Championships—Gold
Sanctioned Regional & National Championships—Blue
District Championships—Red

The first-place yacht wears three chevrons, second-place wears two and third place wears one. Also, each fleet champion is entitled to wear a single black chevron on his sails. Evidently not many members know this as we have not seen many chevrons on sails so far.

This is why your FSSA office is now stocking chevrons. We want to make it as easy as possible for everyone to get hold of the proper honor awards. Also, your office has the proper blue and red stars for the officers and governors to use on their sails. District governors should have one red star, national officers are entitled to use one blue star and the class president should use two blue stars. Our commodore should have three blue stars on his sails.

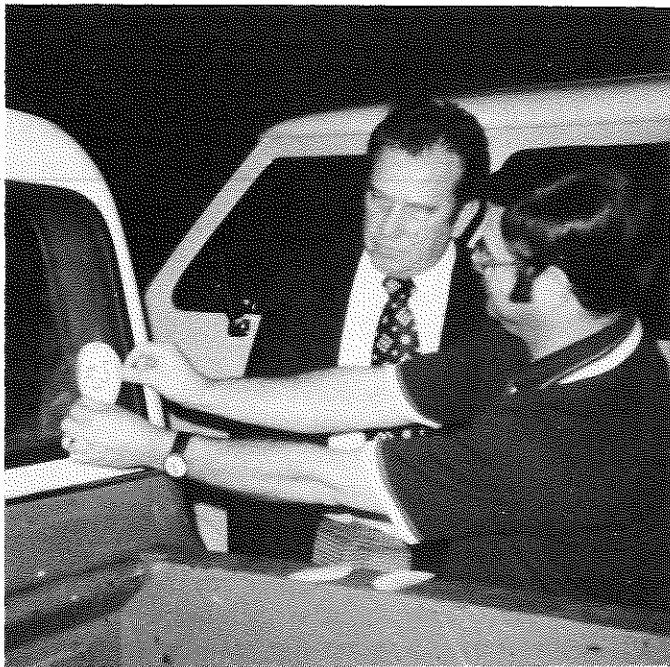
We also have official Flying Scot flags 2-feet by 3-feet that are to be used on the host yacht club's mast or flagstaff when regattas are being held. They are made of nylon in the reverse colors of sail royalty paid labels.

The prices of these items are: Chevrons, \$1.50 each; Stars, \$2.00 each; and Flags, \$25.00 each.

Many of you have asked how you can get these items. Now you know, so do not be bashful.

HOW DO YOU LIKE THE NEW DECALS?

All of our members who have paid their 1975 fiscal year dues—which includes a record-breaking 1,250



COMMODORE'S DECAL — Flying Scot President Lewis (Buddy) Pollak places a new FSSA decal on the truck window of Pensacola Yacht Club Commodore Billy Daughdrill. (Photo by Hal Marcus)

active members at the time of this writing—received one of our new FSSA decals. We hope that you will enjoy using it and more are available as you need them. Please use the handy order form sent with your decal. These decals are made out of an extremely durable material and will hold up on any surface you put them on. They are easy to remove if you should ever need to.

1975 NAC DATES

So that you will be able to schedule your vacations and time off to attend our 1975 North American Championships, the dates are Aug. 11-15, with registration starting Aug. 9. Our 1975 NAC will be held at Southern Yacht Club in New Orleans on the same course as the 1975 Mallory Cup Series the following month.

TROPHIES FOR NON-RACERS

Impossible, you say? On the contrary, it is not only possible, but it is going to happen. Trophies are going to be awarded in this "series" for your photographic skill, not your sailing skill. Yes, we are going to have a photography contest for FSSA members including active, associate, family, sustaining and sponsoring classifications who are NOT professional photographers.

All you have to do to enter is to submit 8 x 10 black and white glossy prints to your FSSA office by July 1, 1975. The photographs must be of subjects related to Flying Scot activity including, but not limited to, action sailing shots, awards presentations and "trials and tribulations." Creativity and quality will be the

Trophies, decals and next month-- Midwinters report

primary factors used in judging and you may submit as many photographs as you wish. Please mark each entry with your name and address, the area and date the picture was taken and some general information about the subject, including names.

All photographs submitted will become the property of FSSA, and we reserve the right to use them in future FSSA publications and publicity. We will have a panel of qualified judges including a college photographer instructor and known art critics. Awards will be given for first, second and third places plus honorable mentions. The awards will be presented at the Awards Banquet at our 1975 NAC on Friday evening, Aug. 15. If the winners are not present, their trophies will be sent to them following the banquet.

If your sailing has never won any "silver," here is your chance to start your collection.

ON PUBLICITY

ROLF KROTSING (FS1408) writes that the Flying Scot is receiving much more publicity in national boating publications and wants this fact mentioned. He feels that many of our members have given up reading these magazines and suggests that you would like to read about our class in the "big mags" to give you a feeling of pride and help further close the communications gap.

MEMBERSHIP CARDS AND REGISTRATION DESKS

There are two things we hope you have noticed on your 1975 FSSA membership cards. The first is that this year they will fit into your wallets when cut along the dotted line. Last year they would not and did you tell us about it!

The second thing is the important fact and the real reason for this mention. The address label on the back of your card contains your boat number, district and fleet (if applicable) and your name and address. It is placed on the card so that when you cut it out, the label remains on the back of your card.

This is done to serve a purpose. Regatta Registration Committee people working the registration desks can quickly and easily turn your card over to see that it actually was issued by your FSSA office to you. This need would arise if they could not find your name in the roster or the membership list they are working with. Registration committees, please note this item.

Next month, we will tell you all about our 1975 "BEAT THE CHAMPS" Midwinter regatta. See you then.

'No substitute for sailing the boat'

By SANDY DOUGLASS

Dick Elam and Joe Harper have sent me a couple of letters-to-the-editor with the suggestion that the answers to the questions might serve as the basis for an article for SCOTS n' WATER. Such letters come rather frequently. How should I do this or that, how much rake should the mast have, how tight the shrouds, etc.? Or perhaps I'm told that Bill won the fleet championship because his mast was raked forward, or that Ed won because his mast raked aft and his rigging was loose. So what is correct?

What is correct is that in sailing there are few absolutes. In my 50-odd years of sailing I've come to realize that theories come and go, ideas change, fads have short lives, and that there still is no substitute for sailing the boat. Fifteen years ago, for example, one couldn't hope to compete without zippers, but today they are almost forgotten.

Or consider the story we like to tell about Fred Tears who was very busily working on his boat at Houston a few years ago when his crew came along and we overheard their conversation:

"What're you doing Fred?"

"Raking the mast aft."

"Raking it aft? Last year at Detroit the deal was to rake it forward!"

Paul Schreck sails well with his aft rake and loose

rigging, but he also sailed well before he made the change. I've tried the mast forward, aft and in the middle, and couldn't see any real difference, so I give it a little rake aft because it looks better. What is important is to have the rigging snug so that when the boat is on her mooring the mast won't shake around and fatigue the shroud and jibstay fittings.

How should the Flying Scot be rigged? Our standard rigging and hardware are good. And yet I suspect that of any group of a dozen Scot sailors, eleven would find fault, but no two would agree on just how it should be done.

Tom Ehman has an excellent article about rigging in the January-February, 1975 SCOTS n' WATER. It is interesting to me both for what it says and for what it does not say. There is little difference between us because he is saying much the same as I, that these little changes are not really important but, rather, are a matter of personal convenience.

This is an idea I have tried to put across to our membership, that the extra bits of hardware they may see on some other boats don't really make those boats go a bit faster and may even be a hindrance.

I tell about a Thistle owner who complained about his poor performance even though, in his opinion, he had equipped his boat with EVERYTHING. But after

(Please see NO SUBSTITUTE, Page 16)

New FSSA members

New FSSA members

FS#	Fleet	Dist.	Name	Address	City	ST	Zip
37		CAR	Rufus C. Allen	1605 Ridge RD	Raleigh	NC	27607
142	48	CAR	William Reinke	1230 Morningside DR	Charlotte	NC	28205
188		NE	John E. Callinan	107 Franklin ST	Framingham	MA	01701
225	6	CAP	Elmer H. Hoff, Jr.	#3 Ellen DR	McKees Rocks	PA	15136
634	32	TX	Robert D. Montgomery	2416 Violet	Pasadena	TX	77503
717		CAP	William Burke	4408 Westbrook Lane	Kensington	MD	20795
929		OH	George Murphy	1587 Lewis DR	Lakewood	OH	44107
944		NYL	W. G. Hansen	1013 Hector ST	Ithaca	NY	14850
987	59	PR	Ronald Carlson	7029 E. 60th ST	Tulsa	OK	74145
1027	23	TX	Ralph E. Herndon	6025 Lands End Circle	Dallas	TX	75231
1201	65	OH	Erwin M. Lauffer	24647 Nobottom RD	Olmsted Falls	OH	44138
1224		TX	Mary I. Farr	7602 Skyline DR	Houston	TX	77042
1224		TX	David A. Wyatt	1932 Bissonnett	Houston	TX	77005
1348		GNV	Christopher Weir	W. Meetinghouse RD	S. Kent	CT	06785
1390	32	TX	Charles Donaldson	9033 Almeda Genoa	Houston	TX	77034
1484	73	GNV	Fred Chaslow	104 Woodland Hills	White Plains	NY	10603
1934		M-O	Steve Stasinos	28055 Hawberry	Farmington	MI	48024
2186		MID	Robert G. Isom	112 Stoney Beach RD	Oshkosh	WI	54901
2196	34	MID	David L. North	1 Arbor Trail	Fort Wayne	IN	46804
2324		CAR	John R. Hooten	1902 Eleanor DR	Kinston	NC	28501
2341		CAP	James F. Feeney, Jr.	Baldon RD	Trappe	MD	21673
2418		CAP	Andrew R. Williams	7315 Cloverdale DR	Oxon Hill	MD	20021
2491	38	GF	W. H. Jernigan, Jr.	336 Brawood DR	Mobile	AL	36608
2548	20	M-O	Thomas A. Terhune	10602 JoAnn Lane	Plymouth	MI	48170
2574		MID	Charles H. Manlove	961 Osceola AVE	St. Paul	MN	55105
2626		GF	William F. Cassidy	1848 River Shore DR	Indianapolis	FL	32903

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SOUTH SCENIC DRIVE

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Did you know that 9 of the first 12 boats in the North American Championships had Paul Schreck sails — and that one of the remaining 3 has recently purchased our main, jib and spinnaker. That leaves 2, and one of these has stated he will buy our sails before spring.

How about that!

To: PAUL SCHRECK & CO. SAILMAKERS
S. SCENIC DRIVE
LILLIAN, ALABAMA 36549 (TELEPHONE: 205 — 962-4345)

Please ship _____ suit(s). Scot # _____

Velocities where I sail most are _____ to _____ knots.

I prefer the all-weather suit.

Please mark colors on spinnaker sketch.

I am enclosing check in full.

You will pay freight.

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

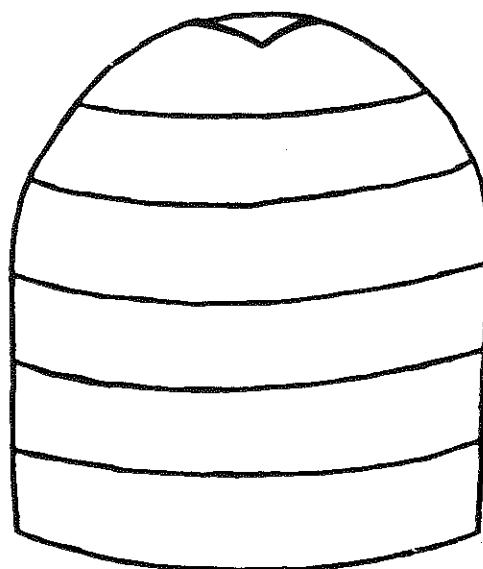
Suit — 5 oz. Dacron — \$345.00
Jib — 5 oz. Dacron — \$109.25
Main — 5 oz. Dacron — \$247.25
Spinnaker — $\frac{3}{4}$ oz. Nylon — \$161.00
Spinnaker — $\frac{1}{2}$ oz. Nylon — \$172.50
Combination Spinnaker — $\frac{1}{2}$ & $\frac{3}{4}$ oz. — \$172.50
Windows — \$10.00 each
Tell Tale Windows — \$5.00 each
Brummels — set \$7.00

Name _____

Address _____

City _____ State _____ Zip _____

Signature _____



SWAGING — SMALL BOAT HARDWARE — COVERS
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'Look how well these kids can manage with just a little assistance'

NEW CREW — Students from the Governor Morehead School for the Blind in Raleigh, N.C., get the feel of the Flying Scot as skipper Bill Myatt takes Annette Glenn, Brenda Johnson and Eric Dixon for a cruise on Lake Wheeler. (Photo by Scott Stewart, The News and Observer, Raleigh)



A cruiser's picnic: go to the regatta just

By ROLF KROTSENG

An often-asked question by Flying Scot owners who don't race and don't want to race is, "Why don't we have more stuff on cruising?" Perhaps there isn't too much to say. The Scot is, after all, an open cockpit day-sailor, so long-distance cruising is not a practical venture.

But, the Flying Scot is also a very forgiving, comfortable, easily-trailored centerboarder. Now that makes it neat for "gunk-holing," which is one of the best parts of cruising, anyway.

Over the past six years, our family has participated in all kinds of Scot activities, and we have done limited cruising in a small keel boat we own. We have come to realize the one element that definitely makes each event fun is the people we meet.

If you're like us—and we're like a lot of people—you are hesitant about where to go, what to do when you get there and how you'll be received. In so many cases

we have found the answer to our hesitation has been to attend a regatta!

If you're not familiar with a regatta, ask some friends what happens at regattas they attend. Then face it! Go to the next regatta where Scots are sailed, register even though you don't intend to race (I'll tell you why shortly) and go gunk-holing.

You'll find the regatta setting provides everything you've been looking for in a home base of "limited" cruising in a Flying Scot:

- 1) A protected launching area rather than public facilities;
- 2) The company of people you know;
- 3) A sure-fire opportunity to meet other Flying Scot sailors, including Scot sailors at the club you are visiting who don't race their Scots either;
- 4) Through conversation, good ideas on how to handle your Scot in all kinds of weather;
- 5) A skipper's meeting where weather reports are

Blind youths discover sailing and Scot skippers get a thrill

Editor's Note: This is a different type of sailing story which we thought you would enjoy. From all accounts, the idea of introducing sailing to blind youngsters provided an exciting day for both skippers and guests last summer. The story was sent to us by Debbie Peterson of Raleigh, N.C., who crewed for the day. She reports that the 13 boats included five Flying Scots. The Scot skippers, members of Fleet 27, were Sam Tova, Rodney Linnekin, Ernie Douglass, Don Wynne and Bill Myatt. Following the cruise, the skippers were guests of Governor Morehead School for the Blind in Raleigh for a fried chicken picnic. The story and photo are reprinted with permission of The News and Observer, Raleigh.

By NADINE COHODAS

The skipper asked his crewman to pull the jib sheet, hoping to catch a fresh gust of wind in the small sail.

The sailor groped for the line, found it and gave a sturdy yank.

"Much obliged to you, Matthew," the skipper said as his 19-foot "Flying Scot" curved around Raleigh's Lake Wheeler.

That was one of many routine sailing maneuvers

performed during an outing Saturday morning. What made it unusual was the fact that skipper Bill Myatt's crewman, 14-year-old Matthew Whittington, is almost totally blind.

Matthews and his three companions aboard the boat were not hampered, however, from assisting Myatt nor from enjoying the sensations and sounds of the two-hour sail. The four teenagers were among 60 students from the Governor Morehead School for the Blind who went on the outing, courtesy of the Carolina Sailing Club.

Fifteen club members, who sail mostly as a hobby, were recruited by club "commodore" Walt Van Giesen, and donated their time, boats and sailing expertise for the school's third sail outing. This one was in conjunction with the annual Gov. Morehead picnic.

The event was largely coordinated by Pat Sprunt, a volunteer worker at the school who is, herself, an avid sailor. "There is very little fear among the students — they are all taught to swim; they're trusting, good listeners; they remember," she said, sitting on shore and watching a group of teenagers don puffy orange life jackets.

Before entering the boats, each skipper told his crew how the boats work, what parts are important and how to tell what the wind and water are doing.

Matthew and his mates, 13-year-old Annette Glenn, 14-year-old Eric Dixon and 16-year-old Brenda Johnson seemed at ease as the boat moved through the water. Occasionally Matthew fingered the main sheet and jib sheet lines, the ropes that control the sails.

Annette giggled as she heard the water slap against the boat's fiberglass bottom. All four chuckled often and teased each other with threats of being pushed overboard.

Fourteen-year-old Doris James, who sailed on another boat, said on shore later that her favorite experience was "turning corners. I pulled the ropes and steered," she added with a broad smile.

At times the skippers may have been more excited than their crews. As each group of students came in, Van Giesen shook their hands or gently hugged them, then inducted them into "The Club of King Neptune," a mythical association of sailors.

"Emphasize the positive," the commodore said. "Look how well these kids can manage with just a little assistance."

"I'll tell you," said Curt Elmer, another skipper, "it's as much a thrill for us as it is for them."

for the fun of it

given and adverse local conditions such as sand bars, submerged rocks and other hazards are identified;

6) (This is an important one) The opportunity to sail in the company of other Scot sailors who, along with race patrol boats, can offer help fast if you need it.

I had mentioned that you should register for the regatta even though you don't intend to race, and there are a couple of good reasons for this. First, after all, you will be taking advantage of the regatta facilities for a weekend, and second, quite often the sponsors will offer meals at reduced rates or parties for those who are registered. And we have found these parties to be well worth the registration fees.

Regattas are, by definition, racing events, but more frequently for Flying Scot owners they are fun events, and we think they can be as much fun for cruising Scot owners as for anyone else.

'Be Calm' Takes a trip

Flying Scot a capable cruiser but-- there are some lessons to be learned

By THEODORE H. RIDER

Since most of the contents of Scots n' Water is devoted to racing, and there has been some recent interest in Scot-related activities of a non-racing nature, I thought that it might be interesting to describe a cruise taken in my boat, FS 793, on the weekend of August 17-19. The trip itself was something of an adventure, there being a variety of weather and water, some minor problems, some lessons learned, and evidence, again, that the Scot can be a very capable cruising boat.

The "Be Calm" is kept at the Sandy Bay Yacht Club in Rockport, Mass., with Fleet 11. On this occasion we decided to sail to Kennebunkport, Maine, a distance of about 45 nautical miles, almost directly north from Cape Ann. My crew was Robert Hosking, also of Bedford, Mass. We decided to arrange the cruise as a one-way affair, our wives taking the trailer with them, so that we might bring the boat back to Rockport in a speedier, though less efficient manner.

In preparation for the trip, the Coast Guard was notified, and the cooler was filled with the usual necessities, along with a few sandwiches. The boat is equipped with the usual compliment of racing items, including spinmaker, compass and other goodies, but does not have an outboard motor. We carried an AM-FM radio to track the weather, which for Aug. 17 was forecast to be 13-mile winds, generally from the south, water calm to two-foot waves, with scattered showers in the afternoon. This forecast turned out to be conservative, since both the wind and waves reached at least twice the predicted limits.

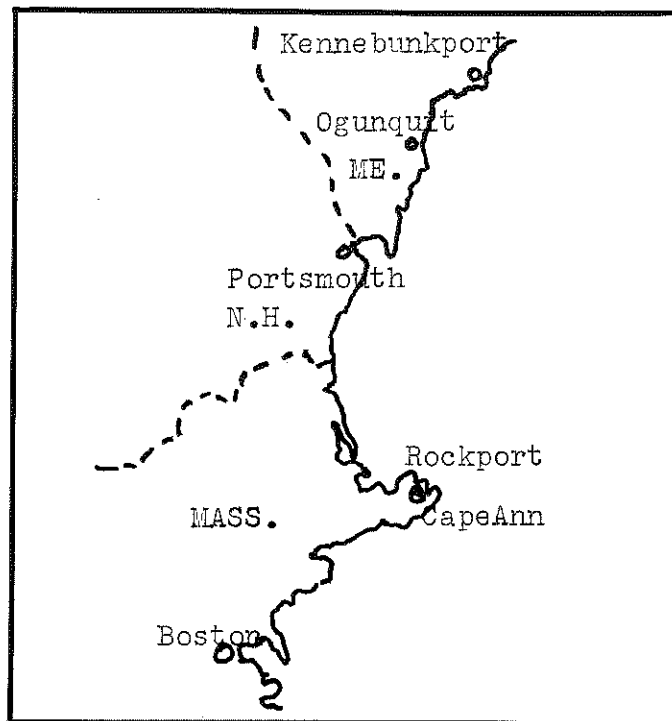
We started at about 0900, setting the spinmaker just outside Rockport Harbor. For about the next hour, all it did was dry thoroughly, as it flopped in the sun, while we went nowhere. Until about 10 to 11 o'clock, we could have made very good use of an outboard motor, and not having one probably cost an hour to an hour-and-a-half of total trip time.

Toward noon, however, things started to pick up, and we had steady 5 to 10-mile winds, which, with the spinnaker, made for good speed, but no planing. During this time, we had long since lost sight of land, and the sky was becoming more and more overcast, bringing decreasing visibility, now down to about one to two miles, judging from other boat traffic.

By shortly after noon, we were steadily planing, still with the spinnaker, and were being carried by

following waves of about three feet. Great sailing! Everything going in the right direction!

A little later, with no sight of land for several hours, however, conditions continued to build, and a wind shift to the southeast made it seem wise to take down



the spinnaker, since the boat was beginning to steer heavily in the following sea, once or twice tending to broach to the starboard.

At this point we were very much alone, with no other traffic visible, wind building to at least 15 to 20 miles per hour, and the promised rain not only visible, but darkly ominous to the south. An added factor was the regular evidence of lightning heard as static on the radio. With the weather picture growing uncertain, we decided to alter course to the northwest, to intercept land sooner than otherwise, so that if conditions got much worse, we would at least be able to get to a harbor sooner than from our present position, about ten nautical miles offshore.

After about another hour, we spotted the coast, finding ourselves south of Portsmouth, N.H. We again continued on a heading of 015 degrees magnetic, and timed our speed with the bouys outside Portsmouth Harbor. Holding a steady 8.75 knots!

We now proceeded to make the only real error of

the trip. It soon became apparent that the wind was abating a little, and we decided to put the spinmaker back up. This worked well, but became a problem because we were now within a mile or so of the shore, and the coast of Maine offers some sizable rock hazards within that range.

We shortly noticed some steady breakers, intermixed with the random whitecaps, that were offshore from us. The situation immediately became obvious! We now had to change to a broad reach — soon.

Without time to take the spinnaker down, and still have a comfortable margin around the rocks, it was necessary to simply let the spinnaker sheets loose, allowing it to luff completely, in order to be able to make the reach. During this maneuver the spinnaker pole fitting to the mast became bent, making it extremely difficult to remove later.

Towards two p.m., the wind again started to pick up, and we were really moving again. The waves increased in size, however, to the point where they were around four to six feet, and were making steering difficult, even without the spinmaker, which was now down.

The peak waves would make it necessary to hold the tiller hard over, even to maintain heading to about 30 degrees. On one occasion, while planing down one of the big ones, the bow actually buried itself up to deck level in green water, bringing us to a quick stop, and nearly spilling the boat. (The marginal control under these circumstances is such that I would be very reluctant to remove any rudder surface in order to make the boat any faster, for racing purposes.)

We were now about six hours out, and as we proceeded further north, conditions abated somewhat, winds coming back to about 10 to 15 miles per hour, and visibility dropping to about one mile in haze. These conditions held steady for the rest of the afternoon, with the exception of about 20 minutes spent in a moderate rainshower.

Our first objective of the trip was Perkins Cove, at Ogunquit, Maine, where, by prior arrangement, we met our wives, intending to sail the rest of the trip the next day. We arrived at the happy hour of 5:30 and headed to the motel in Kennebunkport.

The next morning we sailed the final 10 miles to Kennebunkport, under the finest sailing conditions that I have ever seen! Clear skies, calm seas, steady winds. It was a beautiful hour-and-a-half. Upon arriving, we sailed into the river, to a spot within 20 feet of the motel, anchored, and continued with a perfect weekend.

Since our wives had brought the trailer, the trip back to Rockport, although faster, was not filled with quite the same sense of adventure and self satisfaction. Would we do it again? Definitely! In fact, this cruising trip was so successful that it has somewhat dampened

my racing interests, even though until now the boat has done nothing but race, with the exception of one or two day sails.

What should be done differently?

1. Stay farther at sea if there is even a remote chance that navigational hazards exist closer to shore.
2. Get a simple tube-type speedometer, for better dead reckoning.
3. Consider getting a motor.
4. Not wait so long for the next trip!

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- ☐ **FAMILY MEMBER** \$25.00
(Combination of one ACTIVE MEMBER and unlimited ASSOCIATE MEMBERS who are all members of the ACTIVE MEMBER's immediate family and are all residing at the same address. There is one vote per FAMILY MEMBERSHIP and only one member of the family may hold office. The ACTIVE MEMBER is the only member to get FSSA mailings with this classification.)

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Here's a look at 'metric' Scot

By CHRISTOPHER KELLY

The United States will soon be using the metric system. The FSSA in a few years probably will need to change the Flying Scot into the metric system. To give one an idea of the Flying Scot in the metric system here are some of the parts that have been put into the metric system:

LENGTHS

hull w/o rudder	19 ft.	5.8	meters
beam	7 ft.	2.13	meters
mast	307 in.	780.	cm.
boom	150 in.	381.	cm.
battenmain long	40 in.	101.6	cm.
main short	30 in.	76.2	cm.
jib	8 in.	20.38	cm.
Spinnaker pole	7 ft.	2.13	meters

DRAFT

w/o centerboard	8 in.	20.3	cm.
with centerboard	4 ft.	1.239	meters

SAIL AREA

main	138 ft. ²	12.8	meters ²
jib	53 ft. ²	4.92	meters ²
total	191 ft. ²	17.72	meters ²

WEIGHT

hull	675 lbs.	306.5	kilograms
centerboard	105 lbs.	47.7	kg;
rudder	—	—	
mast	39 lbs.	17.8	kg.
boom	11 lbs.	5.0	kg.
sails	—	—	
total	830 lbs.	377.0	kg.

FSSA Fleets and Districts

MIDWESTERN DISTRICT

Governor: ROBERT K. TURNER JR.
2101 E. Olive St.
Milwaukee, WI 53211

- 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 (s)
- 54-FREMONT, INDIANA—Lake George
- 60-CHICAGO, ILLINOIS—Burnham Harbor, Lake Mich.
- 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
- 107-NEENAH, WISCONSIN—Lake Winnebago
- 110-ROCHESTER, MINNESOTA—Lake Pepin

PRAIRIE DISTRICT

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5801 N W 31st ST
Oklahoma City, OK 73122

- 39-PORT GROVE, OKLA.—Grand Lake of the Cherokees
- 50-OKLAHOMA CITY, OKLA.—Lake Hefner
- 59-TULSA, OKLA.—Keystone Lake
- 89-TOPEKA, KANSAS—Lake Perry
- 93-LAWTON, OKLA.—Fort Sill, Lake Lawtonka (s)
- 106-NORTH PLATTE, NEBRASKA—Lake Maloney

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8626 Inwood RD
Dallas, TX 75209
214-352-8626

- 23-DALLAS, TEXAS—White Rock Lake
- 32-HOUSTON, TEXAS—Galveston Bay
- 49-HOUSTON, TEXAS—Houston YC—Galveston Bay (s)
- 51-SEABROOK, TEXAS—Galveston Bay
- 62-DALLAS, TEXAS—Lake Ray Hubbard (s)
- 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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- (s)—Charter Suspended

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Pinckney, MI 48169

- 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

OHIO DISTRICT

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Cleveland, OH 44118

- 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
- 37-WESTERVILLE, OHIO—Hoover Reservoir
- 65-DELLROY, OHIO—Atwood Lake
- 101-AKRON, OHIO—Turkey Foot Lake (s)

GULF DISTRICT

Governor: MICHAEL S. JOHNSON
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Ft. Walton Beach, FL 32548

- 28-FORT WALTON BEACH, FLORIDA—Choctawhatchee Bay
- 38-MOBILE, ALABAMA (MYC)—Mobile Bay
- 45-JACKSON, MISS.—Ross Barnett Reservoir
- 55-MOBILE, ALABAMA (BYC)—Mobile Bay
- 75-PANAMA CITY, FLORIDA—St. Andres 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 SYC—Lake Pontchartrain
- 98-BAY ST. LOUIS, MISSISSIPPI—Bay St. Louis
- 99-NEW ORLEANS, LOUISIANA NOYC—Lake Pontchartrain
- 102-FAIRHOPE, ALABAMA F.Y.C.—Mobile Bay
- 111-MARIETTA, GA.—Lake Lanier

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- 35-CHAUTAUQUA, NEW YORK—Chautauqua Lake
- 43-SYRACUSE, NEW YORK—Skaneateles Lake

- 53-CAYUGA, NEW YORK—Cayuga Lake
- 104-OLD FORGE, NEW YORK—Fourth Lake
- 109-COOPERSTOWN, NEW YORK—Otsego Lake

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Bedford, Massachusetts 01730
617-275-7463

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- 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-MENAHANT, MASS.—Vineyard Sound
- 105-COHASSET, MASSACHUSETTS—Cohasset Harbor

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144 Raymond Street
Rockville Center, New York 11570
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
- 31-SHORE ACRES, NEW JERSEY—Upper Barnegat Bay
- 46-ISLAND PARK, N.Y.—Hempstead Bay
- 72-AMITYVILLE, N.Y.—Great South Bay
- 74-NYACK, NEW YORK—Hudson River (s)
- 94-LAKE HIAWATHA, NEW JERSEY—Western L.I. Sound

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Chevy Chase, MD 20015

- 6-OAKLAND, MARYLAND—Deep Creek Lake
- 42-WASHINGTON, D.C.—Potomac River
- 63-HAVRE 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
- 97-BETHESDA, MARYLAND—Chesapeake Bay
- 103-YORKTOWN, VIRGINIA—York River at Chesapeake Bay (s)

CAROLINAS DISTRICT

Governor: DR. HALLAM WALKER
P.O. Box 2185
Davidson, NC 28036

- 27-HENDERSON, N.C.—Kerr Lake Reservoir
- 48-CHARLOTTE, N.C.—Lake Norman
- 71-ROANOKE, VIRGINIA—Smith Mountain Lake
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- 108-SOUTHMONT, N.C.—High Rock Lake

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THIRD CLASS



'No substitute for sailing the boat'

(Continued from Page 6)

having sailed his boat I told him he deserved congratulations for performing as well as he did in spite of all the junk, the impossible way his boat was rigged.

Tom Ehman is an excellent skipper. Although he still is young he already is a veteran of many years, having grown up in sailing under the tutelage of a fine skipper, his father. I had the same advantage about 50 years earlier and was already an expert at the age of 18.

Some may attribute Tom's winning the North Americans twice to his equipment and his special rigging, and I will not deny that his sails and equipment are topnotch. But Tom's success in the strictly one-design Sunfish and in collegiate competition proves that he is first of all a top skipper, one who does not have to rely on gadgets.

Of Tom's comments about the changes he has made for convenience, only two I judge might have a bearing on actual performance, and here Tom agrees with me that convenience outweighs theoretical advantage. In spite of theory which says the spinnaker sheet blocks should be as far aft as possible, convenience suggests moving them forward. In spite of the current theory that the jib sheet blocks should be inboard as far as possible, sheeting directly across the cockpit to close the slot as much as possible (until recently theory was that the slot should be open!), Tom finds—and demonstrates for all to see—that the slight change in angle is not important and that, to quote him, the "inconvenience far outweighs the slight pointing advantage," if there really is an advantage.

However, there is another side to this question of Flying Scot rigging other than the purely academic. We all know there are countless little changes which could be made to the Scot, each of which might make her a trifle faster but which, together, would change her from being the clean and simple one-design boat we all like. She would lose that quality which most of us think is most important.

As individuals we can be selfish, each going his own way; or, to keep the Scot one-design we can work as members of the FSSA for the common good, perhaps foregoing some of the convenience changes which we find, after all, are not really important.

From the very beginning I have made it my policy to sail my boat "just as she comes," proving my point that no changes are needed, well knowing that if I, in my position, add anything for my convenience I will be setting a precedent because everyone else will expect the same.

During World War II, a famous cartoon appeared in an English publication at the time of the blockade and acute meat shortage. It showed an irate diner in a fashionable London restaurant, under which was the caption: DINER—"Waiter! There's a mouse in my soup!" WAITER—"Please, sir, not so loud. All the other diners will want one, too!"

We talk about the one-design Flying Scot, and we acknowledge that her one-design quality is one of her great assets. We may believe, sincerely, that the little convenience items we add to not really change the one-design quality of the Scot. But what is the impression given to the public by a class, by a fleet, in which hardly any two boats are rigged alike?

I think Tom's last paragraph sums it up in great fashion, saying "It is easy to lose sight of the goal (of convenience), though and get into gadgeteering. There comes a point where the time and energy is much better spent practicing on the water than devising new ways to adjust the outhaul."

P.S. I'd like to correct Tom's erroneous statement about the Scot's rudder blade. I designed the rudder originally to have a 30-inch MINIMUM blade. After a number of years' use, we realized that the blade was deeper than was necessary. After considerable experimentation throughout the class, the FSSA voted to change the specifications to permit a 25-inch minimum. There is no maximum, and if Tom is interested, sheet aluminum is readily available in lengths up to 12 feet. What a blade! What control!