

**SCOTS**

**n' water .....**

JULY, 1976  
VOLUME XVIII  
NUMBER 7



Lake Norman Yacht Club

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**SCOTS N' WATER®**

Registered Trademark  
Published monthly except Oct.,  
Dec. and Feb. by the FSSA  
at 8721 Silverhill Lane  
Austin, Tex. 78759  
Second-Class Postage  
Paid at Pensacola, FL 32503  
and additional mailing offices.  
Advertising rates upon request  
Subscription \$4.00 per year  
Postmaster: Please send form  
3579 to FSSA, P.O. Box 2488  
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## Letters to Editor

# Four Steps to Mark Jib

**You've heard from the Midwest, the South, the South East,  
North East—and now from Sachnoff.**

I just can't let this jib track thing go without adding my own two cents. As Ted Wells sez in his book "Scientific Sail Boat Racing," "Too many people know too many things that are not true."

If we cut the track to minimum of say 4'', then we won't be able to adjust for one of the most critical of sail adjustments—namely, leach tension.

For the benefit of some of the newer sailors, here is the way I go about it.

1. Attach woolies (6'' nylon wool tufts taped on each side of sail) at 1/4, 1/2, 3/4 of the way up the luff of jib and 6'' back from the luff.
2. Hoist main & jib.
3. Sail to windward and adjust jib fairlead till *all* tufts line up (flow evenly on both sides of sail). Do this on a day when you have 5-10 knots.
4. Mark jib sheet with marker—your leach tension is now set for average wind conditions.

Too much leach tension acts as a brake, too little and the sail loses drive. If you don't have an adjustable fairlead, the only way to adjust the jib is with your sheet and that only controls in and out of sail. Leach tension is particularly important in both light or heavy air.

To adjust for heavy weather, move fairlead back until top woolie begins to lift—this opens top of the leach and automatically dumps wind just where you need it the *least*, at the top of your sail, reducing healing lets the boat sail faster on its lines.

As the wind drops, move fairlead forward, as this puts more fullness back in the top of the sail (hence more drive). Ease sheets in and out to maintain maximum flow of wind off of sail. If the lead is too far forward you get excessive backwinding of the mainsail and a case of the "slows."

The fore & aft positioning is really critical for proper leach tension, and no two jibs are built exactly the same. Putting the fairlead forward all the time is just a lot of bull. As for the saving of weight by cutting the track—well, it gets replaced by a turning block and cleat. Trade off.

The only thing I think we all agree on is that it is uncomfortable to sit on the track. Here I suggest you glue a strip of 1/2'' round poly foam on the deck parallel to the track; it's soft and holds up well. The winches I took off years ago and replaced with Harkin blocks turned around to use for the spinnaker sheets.

I use a rope eater mounted on the center board trunk cap and find that no one tacks faster than I do. The jib is off and on before we are full and bye on the next tack. I have 3 marks on the jib sheet for light, medium and heavy weather (red, green, black).

So you see, this track thing is really important and to cut it down takes away a valuable sail adjustment device.

All this helps us sail faster, and still stay a strictly one design boat, and that is what it's all about.

Leave the Scot alone—keep its uniqueness, a rather uncomplicated, proper yacht, and a joy to sail.

Good Sailing,  
JERRY SACHNOFF





## Annual Meeting

# Singletary Nominated To Extend Presidency

### BILL SINGLETARY

Dr. William V. Singletary of Durham, NC has been nominated to continue as president of the Flying Scot Sailing Association for 1976-77.

Election of officers, as well as other business, will be conducted during the North American Championships at Lake Norman Yacht Club, near Charlotte, NC at the annual meeting, Tuesday, Aug. 17 at 8 p.m.

Others nominated to continue in their present positions as Association officers include: First Vice President Robert F. Vance of Riverside, CT; Second Vice President John M. Seifrick of Westerville, OH; Commodore Lewis B. Pollak, Sr. of Gulf Breeze, FL; Immediate Past Commodore Theodore G. Glass of Mt. Vernon, IL; Measurer Donald C. Hott of Keyser, WV; and Editor A. Richard Elam of Austin, TX.

Thomas Ehman, Jr. of Pinckney, MI, has been nominated for Secretary and Michael S. Johnson of Ft. Walton Beach, FL, for Treasurer. Paul Blonski of Lakewood, OH, has been nominated to serve both as

assistant measurer and elective member of the nominating committee.

In other business, the membership will vote on revoking the charters of two fleets suspended last year for not maintaining the minimum number of three Active members and for not having done so this year. The fleets are: #39, Prairie District, Port Grove, OK; and #51, Texas District, Seabrook, TX.

Also to be considered are suspension of charters for Fleets #47 - Green Bay, WI; #50 - Oklahoma City, OK; #54 - Fremont, IN; #84 - Lake Charles, LA; and #94 - Lake Hiawatha, NJ.

At press time it was not known if Measurer Hott would have a proposal on Jib Track Leads for the membership's consideration.

If you will not be attending the annual meeting, be sure your fleet proxy has been sent to the FSSA office in Pensacola.

## Charter Boats Available for NAC

Two or three boats will be available for charter at the 1976 NAC Aug. 16-20, according to host Fleet 48 Captain Bill Ritter.

Anyone desiring to charter a boat should contact him: Wm. J. Ritter, Fleet #48 Captain, Route 2, Box 360, Denver, NC 28037, telephone 704/483-2566.

Charter fee is \$50.

The following rules, taken from the FSSA bylaws, Article B-IX,d.,(1), govern the chartering of boats for the regatta.

(c) Prospective charters will write to the Chairman requesting a charter. This letter must be accompanied by a check for \$50, payable to the Flying Scot Sailing Association. No requests will be considered without a check or money order. This money will go to the owner of the boat. A prospective char-

ter must be a qualified Flying Scot owner (or an Active Member who is a member of a recognized yacht club which is a Flying Scot owner), and must reside at least 400 miles from the site of the North American Championships except at the discretion of the International Race Committee.

(d) The closing date shall be 15 days prior to the regatta or August 1, which ever is earlier. On this day the Chartering Committee will apportion boats available and promptly thereafter will mail notices of acceptance to successful applicants. If there are more applicants than available boats, checks of the unsuccessful applicants will be returned. If boats are still available, requests received after the closing date will be filled on a "first come, first served" basis. Charters may cancel a charter within 10 days of the

*(continued, page 10)*

# MURPHY & NYE SCOT SAILS

## Why settle for less?

There is no reason why you can't have the best Scot sails made—Murphy & Nye, of course. Over the years our tradition of winning is unsurpassed and we continue to gather top honors in District and National events.

Now we have available our Mallory Cup sails. Built to exact specification, you know they're fast. (To such a well publicized sailing forum we sent only our best sails). We offer these sails, once used, at a 20% discount.

If you prefer, we will be happy to make new sails for you from our Mallory Cup pattern. Call collect to any of our lofts.

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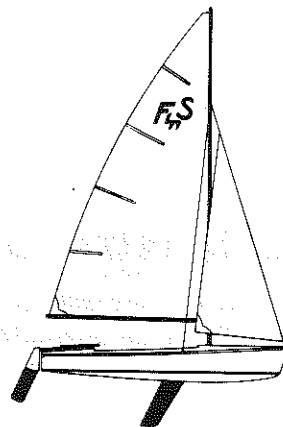
## CHARTER (continued from page 3)

mailing of notice of acceptance thereof. If the cancellation notice is not received within the 10 day period, the \$50 will be forfeited if the owner has brought his boat to the site; otherwise, the \$50 will go to the Association.

(e) Boat owners shall be responsible for bringing their boats to the site of the North American Championship. Boats shall be fully found with all equipment required by the rules. Bottoms shall be cleaned and unfouled. Running and standing rigging shall be sound and able to withstand normal racing conditions.

(f) Charterers must use their own sails. They shall be responsible for all damages to the boat and spars and shall pay the boat owner for same. They will not be responsible for breakages of running or standing rigging except in cases of collision or abnormal racing conditions. In the event of a dispute, the International Race Committee shall be the sole and final judge of responsibility. Charterers may not drill holes in the boat or do anything else that may be construed as defacing without permission of the boat owner. A boat will be returned to its owner in exactly the same condition and arrangement as it was received, including unrigging and replacing on trailer.

## TROPHIES



Martingale trophies feature the engraving of the Flying Scot sailplan in sharp and crisp detail. A large selection is available - pewter, silverplate, plaques, half models, glassware. Write for 1976 catalog and sample.

### MARTINGALE CO.

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Phone (617) 631-4250

# Sandy Sez:

By GORDON K. DOUGLASS

To us who sail her, the Flying Scot may be a delightful boat, but to the Race Committee rescue boat crew faced with the dismal job of towing in a semi-submerged 19-footer she may seem an unruly brute. She's heavy and holds a lot of water. Her bow doesn't want to lift up, she sometimes takes notions of heading in some other direction and her top speed is two or three miles per hour. She's little different in these respects from other boats.

Much of a boat's perversity when she's full of water comes from the fact that the tow line, attached at deck level, does little to lift the bow, and, worse yet, the boat tends to yaw and roll because the point of attachment is above the center of resistance of the hull. The cure, obviously, is to tow from a point underneath, under the keel, and this can be accomplished by the use of a towing bridle.

A towing bridle - see Fig. 1 - can be improvised from the tow line by passing the line aft under the bow to make a loop around the boat abaft the chainplates, using a bowline knot to complete the loop, after which the knot is worked around the hull until it is directly under the keel.

Better than this is a special bridle, and fleets which sail on open water, such as those at Wilmette, Milwaukee and Cape Cod, should have one or two ready for emergency use. As I show in Fig. 2 such a bridle requires a length of 1/2" nylon line long enough to make a loop twenty feet (20'0") from end of eye to end of eye, with a towing bight in the center held by a husky whipping. To join together the two eyes, a 24-inch length of 1/4" line, spliced into one of the eyes, is passed twice through both of the eyes and tied off with half-hitches.

## Scot Easier to Tow With Looped Bridle

Such a bridle will tend to lift the bow, and for this the crew should move well aft to lighten the bow. Needless to say, the tow boat must be ahead of and in line with the Scot when it starts to pull. As the bow comes up a great deal of the water will pour out over the stern.

Transom ports - sizeable apertures through the transom - are not a necessary part of rescue but their use will greatly speed up the operation by letting almost all of the water run out. We have emptied such a Scot in a couple of minutes to the point where her crew could sail her home. Surely this subject deserves further study by the FSSA?

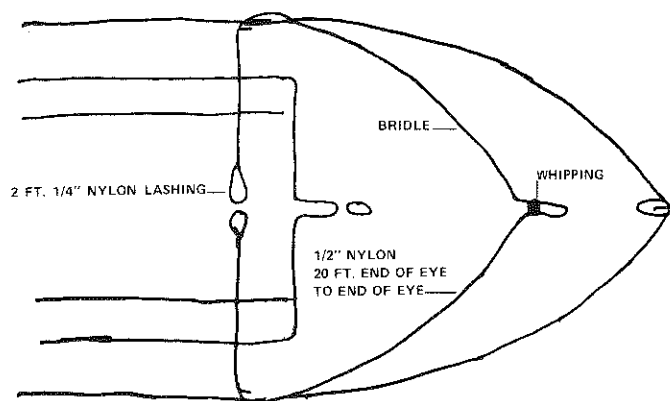


FIG. #2



FIG. #1

## FLYING SCOT SAILING ASSOCIATION — ROOM RESERVATION FORM

Complete this form and return to: Mr. J. B. Holcombe, Innkeeper  
Holiday Inn of Statesville  
U.S. Highway 21 and I-40 and I-77  
Post Office Box 266  
Statesville, N.C. 28677

1976 NORTH AMERICAN CHAMPIONSHIP — AUGUST 16-20

Please Reserve \_\_\_\_\_ single \$9.50 to \$11.00 each and \_\_\_\_\_ double (2 beds) \$13.50 to \$16.00 each for \_\_\_\_\_ persons. Sales tax will be added to rates. Arrival on \_\_\_\_\_ (day) \_\_\_\_\_ (date) Departure on \_\_\_\_\_ (day) \_\_\_\_\_ (date)

Please issue room(s) from our block reservation and send my confirmation to:

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

☐ This reservation is guaranteed for Late Arrival (after 6:00 p.m.) by:

Signature \_\_\_\_\_ Date \_\_\_\_\_

**WHEN THE GOING GETS TOUGH,  
THE WINNERS GO  
NORTH!**



**1975 Midwinter Championship — 1st**

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

or write North Sails

1111 Anchorage Lane

San Diego, Ca. 92106

# Secretary Sez: More Fleets, Scots Signal Good Year

By HAL MARCUS

Our 1976 Active Membership already has pulled ahead of our record breaking 1974. We have over 1500 paid active members for 1976, well ahead of our 1975 membership figure, which dipped due to the recession and fewer Flying Scots being built.

All former FSSA members who have not joined for 1976 have been contacted. Many of these have sold their Flying Scot, and we are contacting the new owners asking them to join FSSA. This final drive and the Flying Scots currently being built, will hopefully bring our 1976 Active Membership well over 1600.

This has been a very good year for the Flying Scot and FSSA. Our builders expect to build over 200 Flying Scots this year, and we have added 12 new fleets with another coming.

## SOME BAD WITH THE GOOD

Each year at this time we find several fleets not maintaining the minimum three active memberships required by FSSA. While this year's figure is low, we wish it were "zero."

The following fleets need one or two more members before our Annual Meeting at Lake Norman, August 17, or they will be put on suspension.

Once on suspension, they have until the Annual Meeting, August, 1977, to again secure three members and avoid having their fleet charter revoked. If any of you are not members of a fleet and reside near one on this list, please contact them as soon as possible for membership.

These fleets are:

Fleet 47—Midwestern District—Egg Harbor, Wis.

Fleet 50—Prairie District—Oklahoma City, Okla.

Fleet 84—Texas District—Lake Charles, La.

Fleet 94—Greater New York District—Lake Hiawatha, N.J.

Fleet 54—Midwestern District—Fremont, Indiana had nine active members in 1975 and none this year. Former members report no more Scots in their area. If there are any Scot owners near them, please contact the office as soon as possible so that we may help reactivate the fleet.

Fleet 51—Texas District—Seabrook, Texas was put on suspension last year, and has no members. If it is not reactivated by the time of our Annual Meeting, the fleet charter will be revoked.

Finally, our Prairie District Governor, PRESTON PATE, is the sole member of Fleet 39 in Port Grove, Oklahoma. PRESTON is looking for two FSSA members to save his fleet charter. For more information, please contact him at 615 Jaccard, Joplin, Missouri 64801.

We appreciate everyone helping on these important matters. If you get to work, we might have no "suspensions" or "revocations" to consider at our Annual Meeting.

## LIKE "SANDY SEZ"

LAWRENCE W. BLAKE, JR (FS 1649) writes, "Boy, do I have a weather helm and is the information in the "SANDY SEZ" article of the May "Scots N' Water" sweet music to read. Please send me the "Highlights" referred to in the article."

There you have it, and, yes, we do have "Highlights of Scots N' Water—1959-1973" available in the Association office for \$3.00 per copy.

## NEWS FLASH

GENE JONES (FS 2699) reports that our new Fleet 112, the River City Sailing Association, at Arkabutla Lake, Mississippi, has grown to 10 Flying Scots. We congratulate them.

## "CHAMPIONSHIP OF CHAMPIONS"

Our good friend, DAVE MILLER of the American Y-Flyer Yacht Racing Association, announces that the Y-Flyer Class has been successful in its bid to host the second annual "Championship of Champions." The series will be held on Lake Carlyle in South Illinois, near St. Louis in October of this year.

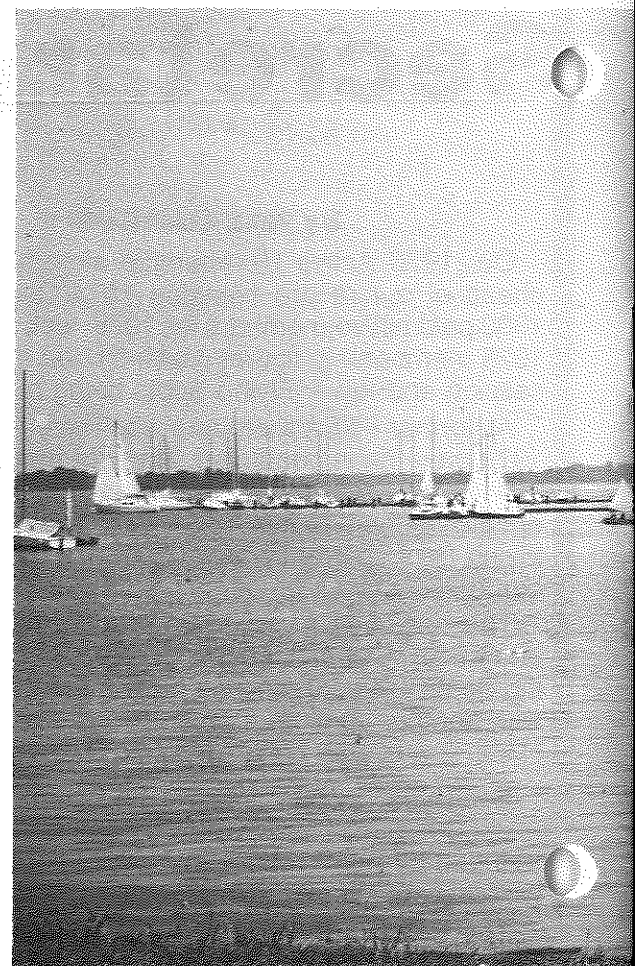
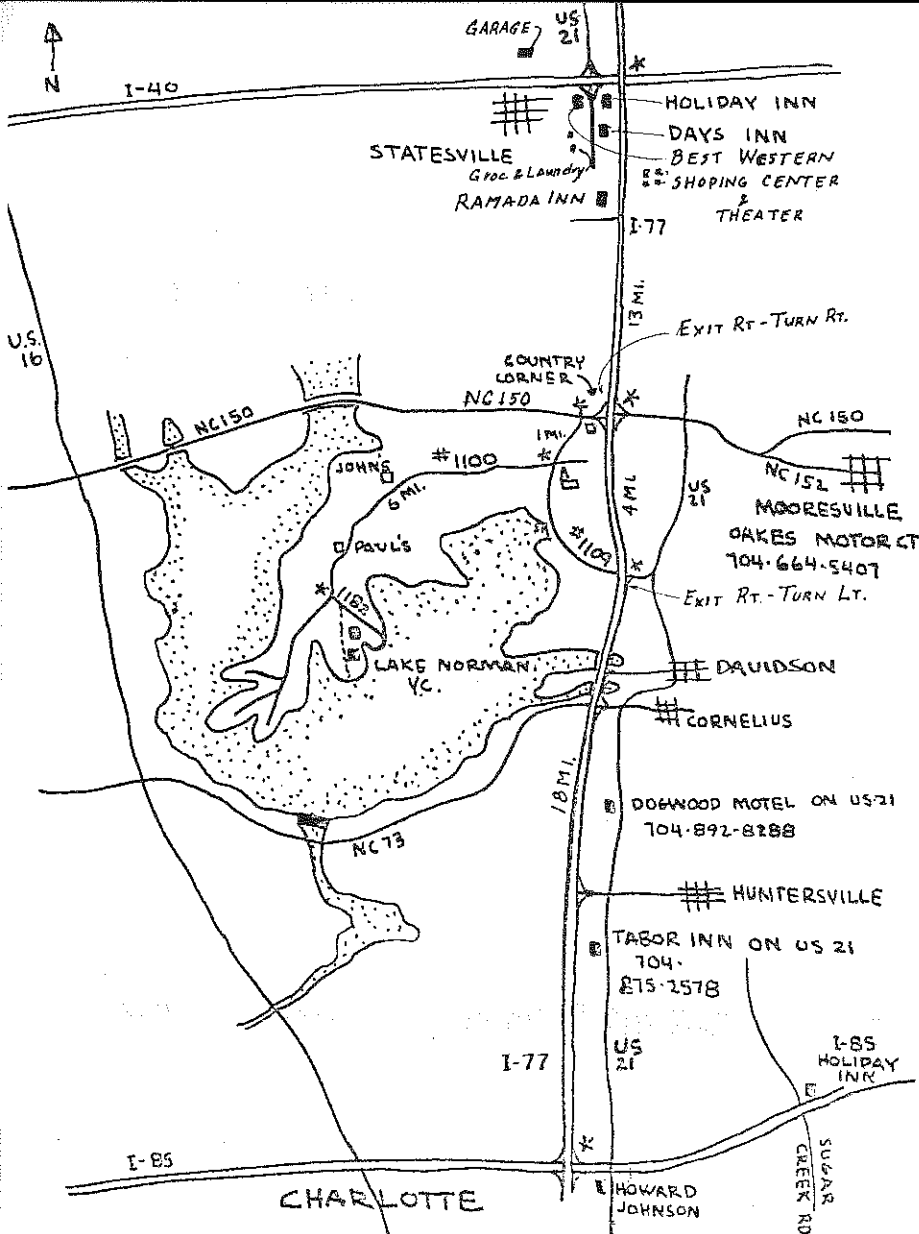
DAVE congratulated us on a fine first "Championship" series, and said the Y-Flyer's are proud to follow the Flying Scots.

We wish the Y-Flyer Class the greatest success. FSSA is helping DAVE in every way possible.

## CREW ROSTER SYSTEM

With the permission of BUZZ LAMB, Executive Secretary of the Snipe Class, we are publishing an article entitled "CREW ROSTER SYSTEM HELPS FLEET GROWTH" by LEIF ZARS, Chairman of the Snipe Junior Sailing Committee.

(continued next page)



1976 NAC race course—looking across

# 1976 NAC Program Set; Register

BY G. JACKSON BURNEY

Lake Norman Club, hosting the FSSA North American Championship, Aug. 16-20, reminds all Scot sailors to register by Aug. 2. An official registration form is included in this issue of SCOTS N' WATER on page 15.

This year's NAC has been months in the planning to give FSSA skippers and crew a special treat. The 23-member host—Fleet 48—and members of Lake Norman Yacht Club are working to provide top accommodations and entertainment.

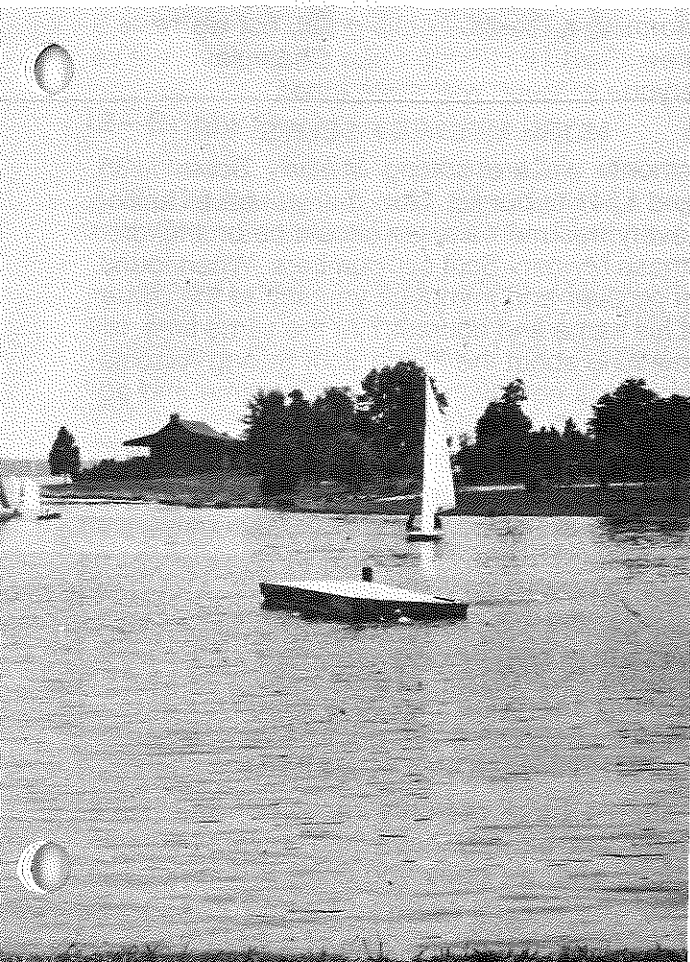
The \$35 registration fee includes the Sunday night social hour and Tuesday evening's dinner for three people. There will be an extra charge for the Awards dinner Friday night.

Lake Norman's 3,000 acres provide ideal inland sailing just 20 miles north of Charlotte, North Carolina on I-77. The large expanse of water within view of the yacht club permits the race committee to set a course where landlocked observers can also enjoy racing festivities. Binoculars are useful.

Lake Norman Yacht Club, founded to promote family and competitive sailing, was organized in 1960 when Duke Power Company announced construction plans for Cowan's Ford Dam on the Catawba River. LNYC was incorporated the next year with 25 charter members. The first invitational regatta and full year handicap racing came in 1964. A year later the club joined the South Atlantic Racing Association (SAYRA) and began class racing.

By 1968, club membership reached 100 at which





the clubhouse at Lake Norman, North Carolina.

## by August 2

time the leased property was increased from eight to 24 acres. The attractive two-story clubhouse was completed a year later . . . just ahead of the SAYRA championships. The club membership, limited at 175, now enjoys parking for 200 boats, two double car launching ramps, ample car parking areas, four floating piers, a swimming area, a large covered pavilion with locker rooms for campers and picnickers, and the clubhouse.

Our host club for the 1976 NAC has concentrated on its founders purpose, and in its relatively short history has become recognized in Southeastern sailing circles. The promotion of family and competitive sailing as founding principles were realized in 1974 when a family that learned to sail on the lake swept the Y-flyer Championships in St. Louis.



### PROGRAM

- Friday, Aug. 13 — Afternoon**  
Grounds open for early arrivals
- Saturday and Sunday, Aug. 14-15**  
Registration and measuring
- Sunday, Aug. 15**  
1830—Welcoming Happy Hour
- Monday, Aug. 16**  
0930—Skippers Meeting  
1030—First Elimination Race  
1900—Board of Governors' Meeting & Dinner
- Tuesday, Aug. 17**  
Elimination Races  
1900—FSSA Annual Meeting & Dinner
- Wednesday, Aug. 18**  
Championship & Challenger Races
- Thursday, Aug. 19**  
Championship & Challenger Races  
1930—Social
- Friday, Aug. 20**  
Championship & Challenger Races  
1900—Awards Banquet

The annual SAYRA regatta, Flying Scot "Great Forty-Eight," Highlander "Pipers and Pluckers," and Thistle "Old Salty" sponsored by Lake Norman YC are popular social and sailing events. Each year sees one or more District and National Championships and AMOS events on Norman waters. The 1976 Highlander National Championship races immediately follow the FSSA NAC.

Race committee Chairman Jack Brown has been sailing for 25 years and has extensive experience officiating during the last 15 years.

Regatta Chairman Curtiss Torrance expects a good turnout for the Aug. 16-20 championship. For further details, contact G. Jackson Burney, 6150 Deveron Dr., Charlotte, NC 28211; telephone: 704/366-9237 (home) or 704/377-6911 (office).

## SECRETARY SEZ:

(continued from page 2)

### REGATTAS GALORE

Everyday we receive notices of Fleet, District and Regional Regattas all over the country.

When regatta hosts order address labels from the FSSA office, we sometimes receive the order for the address labels only one week prior to the regatta. It is impossible for us to produce them, mail them to you, and then have you get them to your invitees in such a short time. We respectfully request that you order these labels at least one month in advance of your regatta.

We want to serve you and by keeping this in mind, we can serve you better.

### ANOTHER MYSTERY SCOT FOUND

E. STANLEY CORNEILLE, JR. of 4 Terrace St., Randolph, VT 05060, writes that he is the proud new owner of FS 644, now knowing that this is one of our original MYSTERY SCOTS. Since Stan "turned himself in" and joined FSSA, he received a F/S pocket emblem and a F/S lapel pin along with his membership package. We can imagine his surprise.

#### Eric's New Jiffy Mast Raising Hinge

New mast raising hinge made by Kenyon Marine. Rugged, strong, all stainless steel. Used by Gordon Douglass Boat Co., mounted as an option on new Scots when requested by buyer. Easily installed on any Douglass Scot with only 4 screws (supplied) on deck behind mast step. Mast butt is NOT cut to accept pin. Simple instructions included. Please send \$16.56 per hinge (\$16/hinge, 56¢ postage). 15% discount for 5 or more units ordered at same time: VIZ; 5 for \$68.00 plus postage. Money back guarantee.

#### Heavy-weather Sails

131 sq. ft. "storm" sails of 5 oz. Bainbridge Dacron are popular with those who hate to roller reef and want easier control in heavy weather, or when they sail alone. Carefully designed to use same sheet blocks and provide same fine balance in handling the Scot as with the full size sails. Ideal for youngsters, too—little sails for little muscles. Main and jib \$255.00 plus postage. Numbers extra. Money back guarantee if returned 7 days after you receive them. \*Battens, bag included, of course.

#### Double-ended Halyard Winch Crank

Made of same aluminum alloy, with same shape and same breaking strength, by same mfg. as Douglass' crank. BUT EACH END is square and longer, thus allowing one to file another full-length square on each end if the original square is broken off. Prices include postage. 1—\$1.99, 2—\$3.92, 3—\$5.70. 15% discount for 25 or more ordered at same time: VIZ; 25 for \$37.20 plus postage. Money back guarantee.\*

#### Douglas Single-End Winch Crank

\*Prices include postage: 1—\$1.24, 2—\$2.34, 3—\$3.45.

#### Beginner's Sailing Primer

Beginners learn to sail quickly and easily with authoritative 16-pg. booklet, "A Minimum Sailing Primer." Camps, clubs, sailing schools, sailboat mfgs buy in quantity year after year. (Over 95,000 sold to date.) 7 sections explain all fundamentals. Easy-to-understand text, simple diagrams. Basic sailing terms all carefully explained. Flying Scot boat nomenclature, a glossary, 15 safety precautions. Quantity prices on request. Single copy 63¢, incl. postage.\*

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

Stan adds "she's a beautiful boat and we are very excited and pleased to own her. We will be sailing and mooring her on Lake Champlain and hope to play a part in forming a Fleet." That's great, but we have a brand new Fleet (#117) on Lake Champlain. We've put everyone in touch with each other.

### MORE MYSTERY SCOTS

This month we are adding Mystery Scots 1735, 1740, and 1741 to our list. Now that we are all sailing during every free moment, we should be on the lookout for these Mystery Scot sail numbers. When found, why not go over and introduce yourself to the owner and get his name and address? At the same time, tell him something about the Flying Scot Sailing Association. Send us a note with the owner's name and address and we will take it from there.

As soon as we hear from you, we will send you a new Flying Scot pocket emblem. When the owner joins, we will send you a Flying Scot lapel pin.

#### OFFICIAL MYSTERY SCOT LIST

106	327	527	720	1028	1547	1716	1741	1902	2216
131	421	546	747	1321	1573	1723	1809	1952	2223
146	425	766	1324	1634	1735	1815	2124	2443	
212	508	651	1021	1419	1707	1740	1821	2131	2446

### 1976 HANDBOOK MAILED

You should have recently received your 1976 Handbook. We already have had several compliments on it, and, we hope you enjoy it and put it to good use.

From ROGER W. BRETT, one of our NAC judges from Sarasota, FL, and a Thistle sailor, came the following:

"Thank you for mailing me the Flying Scot 1976 Handbook. It is a first class job, and you and the Class should be very proud of it.

"I have looked it over, and as I suspected, there are things relating to your North Americans that are different from the usual regulations that are used in National championships.

"By having the Handbook in advance the Judges can study those items that relate to their duties, and thus render correct and faster judgements, than if they had to go back to the "book" after a question comes up.

"It is interesting to me to see how the Flying Scot Association combined the good points of other class championship regulations with USYRU championship regulations. After having read some of the USYRU Appeals from your earlier championship I was a little apprehensive about the job of Judge, but the Handbook set my mind at rest on this matter.

"We are looking forward to our week with all of you again in August. I know it will be a most pleasant affair."

# The Fleet's In

## 12—Bright Fleet Captain

William T. Bright, Westlake, Ohio was recently elected Fleet Captain, and Tom Backman of Cleveland, Ohio, Secretary-Treasurer for Fleet 12.

The sailing season started with a bang on Memorial Day with a race series and fleet picnic. The old fox Paul Blonski showed his winning form again by taking first place, but there were several boats close astern who are ready to give him a tough time this sailing season.

Some of the coming events for our fleet are a Bicentennial race series and special trophies in honor of our country's 200th birthday. The Regatta at Edgewater Yacht Club will be July 17-18. Scots are invited to enjoy the club's fine hospitality, perfectly set courses by Don Emery and his race committee, and keen competition on the course.

Another major sailing event of interest is the ILYA Regatta at Put In Bay, Ohio, Aug. 9-12, in the Lake Erie sailing area.

TOM BACKMAN

## 30—Glass Wins Egyptian Cup

Flying Scot Fleet 30, Crab Orchard Lake, was pleased to have FSSA President Bill Singletary and his charming wife Maye, as guests and participants in the 18th annual Egyptian Cup Regatta, June 4-5.

Mary and Paul McRoy hosted a cocktail-buffet for fifty guests Friday evening.

Two races were sailed on Saturday in light, then moderate airs under cloudy skies. Sunday was bright and beautiful but lack of a steady wind forced abandonment of the third race.

The Singletarys traveled the most miles to sail, with Gunter Glass and crew Randy Sehnk coming from Milwaukee and Chicago. Four boats from Fleet 83 on Carlyle Lake participated in addition to ten boats from Fleet 30.

Skipper	Final Standings	Pts.
1. Ted Glass	.....	23 1/4
2. Leon Triegel	.....	7
3. Don Shoemaker	.....	7 3/4
4. Parks Carpenter	.....	9
5. Paul Moore	.....	10
6. Bill Singletary, Paul McRoy—tie	.....	12
8. Jack Drown	.....	13
9. Clark Ashby, Corky Ott—tie	.....	18

FLORENCE GLASS

## 71—Invitational Regatta, Oct. 2-3

Our fleet at Smith Mountain Lake, Virginia is active and growing and invites all Flying Scots to participate in the Invitational Regatta to be held at VISA, Oct. 2-3.

Five Members from VISA YC participated in the Carolinas District Championship regatta with Baxter Gordon and Earl Purcell finishing fifth and sixth, respectively.

BOB RICHARDS

## 86—Sharp Tops Magothy River Series

Fleet 86 held its three race regatta, May 8. The first races were sailed in a gusty northwester. At the start of one of these W. Sharp capsized but righted in 12 seconds—didn't get his feet wet—and went on to win the race and the series. Over the years he must have learned something from his father, Ed, who finished second.

Skipper	Final Standings	Fleet
1. W. Sharp	.....	42
2. Ed Sharp	.....	42
3. H. D. Logsdon	.....	42
4. J. Andrew	.....	86
5. R. A. Newell	.....	97
6. John Barnes	.....	97
7. B. Solomon	.....	86
8. A. Parfitt	.....	42
9. W. E. Mullinix	.....	86
10. J. Burnside	.....	97
11. W. H. Standiford	.....	42

On Saturday, July 10, 10 a.m., Sandy (Gordon K. Douglass) will conduct a one day sailing seminar at the Grachin Club on the Magothy River (Chesapeake Bay) sponsored by Fleet 86. All neighboring fleets are invited to attend. If you care to make lunch or dinner reservations, call Bill Hoffman at 307/647-4421.

BILL HOFFMAN

## SAILS FOR SALE

We have been advised by BILL YOUNG, Chairman of the Sears Cup Regatta, that nine suits of Schreck Sails will be available for sale after this series in August. Bill adds that in addition to the main, jib and spinnaker, the sails are complete with Brummel hooks, battens and bags, of course.

If any FSSA member is interested in purchasing one or more suits of these sails, please contact Bill in Miami, Florida at his office, 305/651-7191, or the Coconut Grove Sailing Club, 305/444-4571.

# Roster System Promotes Crewing

Editor's note: The following article appeared in the April, 1976 SNIPE BULLETIN, and is reprinted with the class's permission.

BY LEIF ZARS, Chairman  
Snipe Junior Sailing Committee

In studying sailors and sailing to develop a Junior Program, we hit upon one idea that not only caters to Juniors, but to all potential sailors. The system could be used effectively to develop greater participation:

1. Dates should be designated in advance as crew roster dates.

2. All persons (regular crews as well as guests) desiring to crew, place their names on the list.

3. All skippers draw crews from the names at the beginning of each race.

4. Names may be added or removed before each drawing.

5. A record is kept of crew finishes and trophies are awarded to highest places from time to time.

6. No name may be drawn twice before all names have been drawn.

This system has several advantages: First, the ease of extending invitations to potential crews to "Come up next Sunday and put your name on the crew roster—you will be assured of a crew job." Many people—especially children—want to get started in sailing but don't know how. Experienced sailors would like to build participation, but don't take time to bring along a green horn—especially during a hotly contested series. Crew roster days could be deleted from a series, or could be left in, since all skippers would have equal chances for good and bad crews.

Second, it removes the apprehension of a potential crew not being asked to crew. Names are put on the roster and then accorded equal treatment. Many potential sailors are frightened off by the heavy competitive atmosphere generated by sailing — crew roster days would be a little less high tension.

Third, is the tremendous amount of training this would bring about, as each skipper would find himself the instructor. The Crew roster system would force the exchange of information, if only by observation. Visualize the broadening of experience of existing crews as well as the training of the beginner. Then too, the skipper would be exposed to a variety of crewing techniques, perhaps new to him.

Fourth, would be the recognition of crewing talent, and the development of depth of crews. Seldom have we seen an overabundance of crews. From crews come our next skippers, and the growth of the sport.

Finally would be the "get acquainted" atmosphere generated by such a system. Newcomers would be mixed with others aside from their hosts — crews sitting out a race would have time to get to know each other. And, skippers may learn the virtue of patience.

It is suggested that fleets try the system and report the results. If it does half of what it portends to do, it should indeed be beneficial, and could serve as a base for building participation as well as a pool from which to build a strong Junior Program.



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# Regatta Schedule

July 10-11—Greater New York Districts and Northeast Regionals, Red Grant annual one-design Regatta, Raritan Yacht Club, Perth Amboy, NJ

July 10-11—Annual CLYC Open Regatta, Clear Lake Yacht Club, Fremont, Ind.

July 17-18—PAYC Open Regatta, Port Arthur Yacht Club, Lake Sabine, Tex.

July 17-18—Flying Scotch Regatta, Yale Lake, Cougar, Wash.

July 24-25—Deep Creek Invitational, Deep Creek Yacht Club, Deep Creek, Md.

July 29-Aug. 1—Marblehead Race Week, Marblehead, Mass.

July 30-Aug. 1—Fleet Race Weekend, Sheridan Shore Yacht Club, Wilmette, Ill.

Aug. 14-15—Fleet 95 Annual Invitational Regatta, Lake Minnetonka, Minneapolis, Minn.

Aug. 16-20—Flying Scot North American Championships, Lake Norman Yacht Club, Charlotte, N.C.

Aug. 22—Racine Yacht Club Open Regatta, Lake Michigan, Racine, Wis.

Sept. 11-12—Harvest Moon Regatta, Atwood Yacht Club, Atwood Lake, Ohio.

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

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

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

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

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Address \_\_\_\_\_ Crew \_\_\_\_\_

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Fleet # \_\_\_\_\_ Hull # \_\_\_\_\_ (Sail & Hull #'s must be the same)

Hull Color \_\_\_\_\_ Spinnaker Color \_\_\_\_\_

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Please make check payable to: "Fleet 48 — FSSA" and send with this form

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I wish to reserve camping space for the following:

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- 30—CARBONDALE, ILLINOIS—Crab Orchard 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
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- 107—NEENAH, WISCONSIN—Lake Winnebago
- 110—ROCHESTER, MINNESOTA—Lake Pepin
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- 19—CANFIELD, OHIO—Berlin Lake
- 26—TOLEDO, OHIO—Maumee River
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