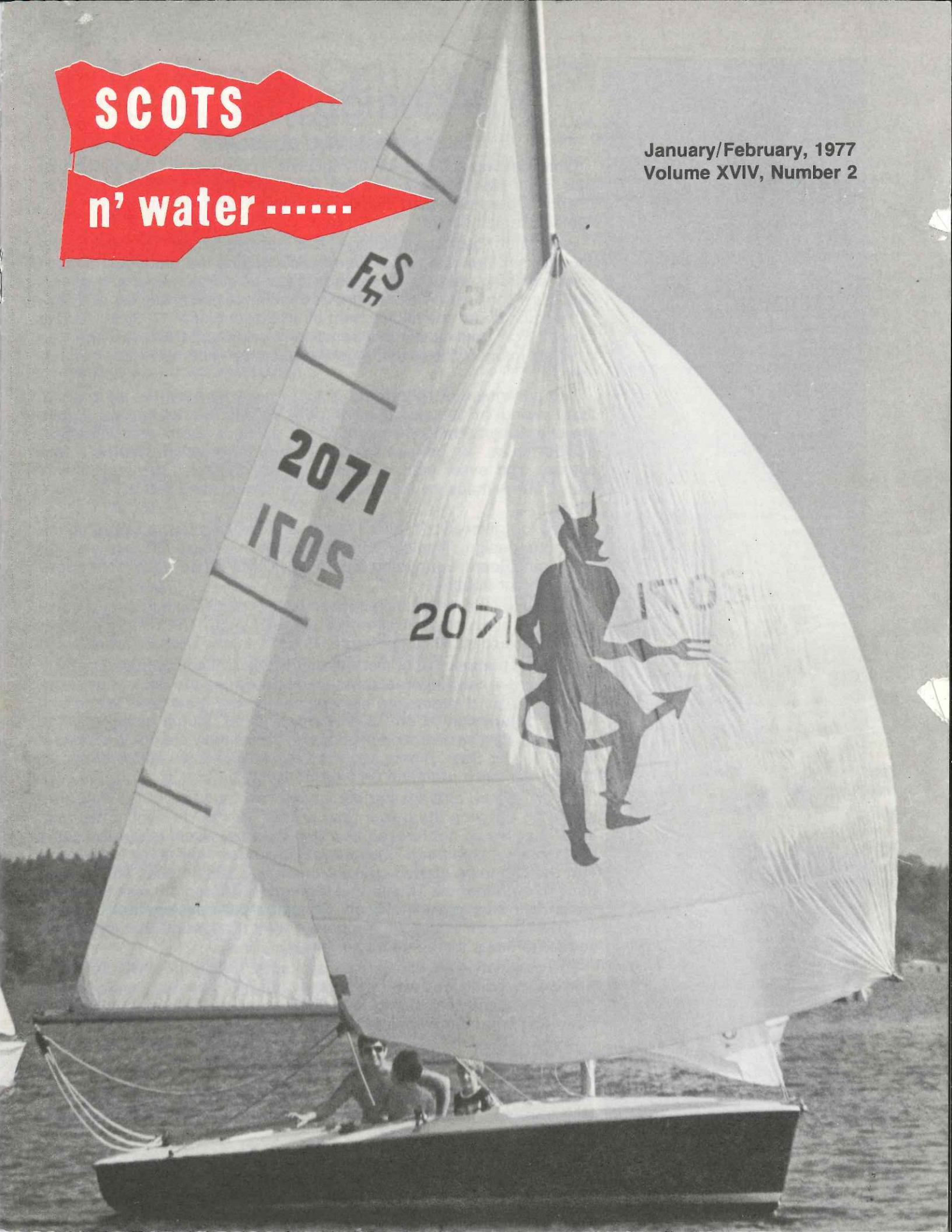


**SCOTS**

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

January/February, 1977  
Volume XIV, Number 2



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Sandy Sez:

# One-design Still Issue

By GORDON K. DOUGLASS

While casting about for an introduction to this essay I find that Editor Dick Elam has provided it in the Nov.-Dec. issue of *Scots n' Water*: "Sandy Douglass—predictably against—slump hiking." Why am I against slump hiking?

Retirement has its advantages and disadvantages. To many of the younger set I am just an old fogey who's behind the times and doesn't know anything about such modern ideas as slump hiking and go-fast gadgets. I don't know? How many of them have had to survive in a blow by hanging *under* the sliding seat of an International 10 Sq.M. Sailing canoe? How many know that some forty years ago I was the one who *invented* many of these same go-fast gadgets—and now I don't understand?

The advantage of retirement is that I have no personal ax to grind, that I cannot be accused of having any selfish, ulterior motive. In fact, I'm even approaching the point of not giving a damn what the FSSA decides to do. My opinion seems to carry little weight. This is a free country, and every man is entitled to his opinion. I am only one of many, but perhaps an informed opinion should carry just a little more weight?

I find that every Scot sailor I talk to is strongly in favor of keeping the Scot one-design. This certainly is true of the Class Officers and the Governing Board. Everything is going well. Why do we need more rules? Why look for trouble?

But the trouble is that the situation is not static. The question is not of where we are today but of where we are going. The history of other classes should show us our future. Read it. Is this what we want?

With the perspective of more than fifty years of competition (many of which were in development classes), of designing the Scot, of developing the Class, of promoting her and seeing her grow as a "clean and simple one-design"; I am "predictably against" slump hiking and the rapidly growing proliferation of gadgets. They simply are not in character for the Flying Scot. (Years ago the Class voted down hiking straps as putting too much premium on athletic ability.)

To my regret, and against my advice, the founders of the FSSA insisted on allowing the owner "just a little leeway" in rigging his boat. What they would not foresee was that the Scot would follow the same course as the Lightning, Thistle and Highlander. How many today know that the Lightning started out as a clean and simple boat, strictly one-design? And that the Thistle and Highlander started out with the same basic rig I later gave the Scot? Shouldn't the development of these classes show us where we are going? Isn't it apparent that unless we set some limits there will be no limit?

The question is not of where we are today, but of where we are going. And we are going, one way or the other. It is my hope that the Governing Board will appoint a committee to give some very serious consideration to setting some limits before it is too late.

... Consider

Dear Tom:

In your last you asked about my stock car racing. I now have a '75  
(Continued on Page 4)



# M. Eagan Continues Winning Ways

By TERRY DEES

Marc Eagan of Southern Yacht Club topped Junior Midwinters competition for the third straight year, finishing 2-1-2 in the three race series sailed on Mobile Bay, out of Fairhope Yacht Club in Fairhope, Ala., Jan. 15-16.

Eagan, his brother Bubby, Bay Waveland YC, and Gregg Reardon, Pontchartrain YC finished one, two, or three in each of the races to claim the top three spots overall in the Senior Division (ages 17-21).

Kelson Elam of Austin, Tex., and Tim Moloney of New Orleans, La., finished fourth and fifth among the eighteen boats competing.

Jerry Dees of Fairhope YC and Mike Johnson of Ft. Walton Beach YC battled for the top two spots among the six boats in the Junior Division (ages 12-16). Dees had a 1-2-1 series for first, and Johnson finished 2-1-2 for second.

In the third race three boats (Paul Strauley, Mike Douglas, and Mac Hadden) were demasted in winds of 15-25 knots. Waves and water action were quite strong, and Hadden capsized at the windward mark. He and his crew remained in the water for 20-25 minutes before rescue. The hull was recovered, but sails and rigging were lost on the capsized boat which was new and belonged to John Heath of Bay Waveland YC

Skipper/Division Total	SENIOR DIVISION Yacht Club	Races			
		#1	#2	#3	
1. Marc Eagan	Southern YC New Orleans, LA	2	1	2	4 3/4
2. Bubby Eagan	Bay Waveland YC Bay StLouis, MISS	1	2	3	5 3/4
3. Gregg Reardon	Pontchartrain YC Mandeville, LA	3	3	1	6 3/4
4. Kelson Elam	Austin YC Austin, Texas	4	4	7	15
5. Tim Moloney	Southern YC New Orleans, LA	5	5	6	16
6. John Cramer	Pontchartrain YC Mandeville, LA	7	11	4	22
7. Randy Santa Cruz	BayWaveland YC Bay StLouis, Miss	8	14	5	27
8. Buzzy Heausler	Southern YC New Orleans, LA	6	7	DNF	32
9. Mac Hadden	BayWaveland YC Bay StLouis, Miss	11	6	DNF	36
10. Ken Kleinschrodt	Buccaneer YC Mobile, AL	9	9	DNS	37
11. Cam Bahn	New Orleans YC New Orleans, LA	16	13	8	37
12. Gordon Bohn	BayWaveland YC Bay StLouis, Miss	13	15	10	38
13. Roland Mestayer	Sing River YC Sing River, Miss	17	10	12	39
14. Chris Wientjes	New Orleans YC New Orleans, LA	15	8	DNF	42
15. Mike Douglas	St. Andrews Bay YC Panama City, FL	12	12	DNF	43
16. Paul Strauley	Fairhope YC Fairhope, AL	14	DNF	11	44
17. Tim Dunnam	Buccaneer YC Mobile, AL	10	DNF	DNS	48
18. Tony Chavers	Mobile YC Mobile, AL	DNF	DNS	DNS	57
JUNIOR DIVISION					
1. Jerry Dees	Fairhope YC Fairhope, AL	1	2	1	3 1/2
2. Mike Johnson	Fort Walton Beach YC Fort Walton Beach, FL	2	1	2	4 3/4
3. Richard Perizzo	Buccaneer YC Mobile, AL	3	4	4	11
4. Dwight LeBlanc	Southern YC New Orleans, LA	DNF	3	3	13
5. P. J. Dayle	Sing River YC Sing River, MISS	DNF	6	5	18
6. John Lindgrew	Sing River YC Sing River, Miss	DSQ	5	DNF	19

## Racing Schedule Set for Midwinters

Register now for the Flying Scot Sailing Asso. 1977 Midwinter Regatta at St. Andrews Bay Yacht Club in Panama City, Fla., Mar. 3-6. Registration fee is \$20.

Midwinter Warm-up series will be sailed Feb. 26-27 at Pensacola Yacht Club.

The Board of Governors' mid-year meeting is scheduled Wednesday evening, Mar. 2.

A three race elimination series will be sailed Thursday and Friday, Mar. 3 and 4 to determine placement in the Championship and Challenger Divisions which will compete Saturday and Sunday, Mar. 5 and 6.

No late registrations will be allowed on Saturday to sail in the Challenger Division. All sailors must compete in the elimination series to sail Saturday and Sunday.

Registration fee covers the presentation of "silver" through the first seven places in each division, and the winner of each race in both divisions will receive a trophy.

Registration fee also includes a cocktail party on Friday evening and a dance Saturday night, featuring the Krazy Kats band.

Included in this issue is your Midwinter Regatta Registration Form which should be sent to Allen M. Douglas, 1977 Midwinter Regatta Chairman, 919 Huntingdon, Panama City, Fla. 32401. Also included is your bedroom reservation form for the Holiday Inn in Panama City which should be sent to the Association office. Sixty rooms have been blocked this year on a first come-first served basis.

(Continued from Page 2)

Honto and race it in the '75 Honto Stock Class. It's a great little car, strictly stock or, as you might say, one-design. To keep the cost down and to give everyone an equal chance, the rules require the wheels, chassis, body and motor to be strictly stock—but we are allowed to make minor changes to make things more convenient. For example, I found a custom steering wheel which gives a better grip, makes the turns easier with less effort—but of course doesn't make the car go any faster.

And the carburetor—same stock carburetor, but I found that by drilling out the jets just a little I could get better acceleration. That in combination with a very special electronic ignition really gives her snap. And I found some special racing tires, same size and everything, just like the regulars, but with a special rubber for better adhesion. That's the great thing about the Honto Stock Class. They're all the same, same wheels, body and engine.

The competition at the top is pretty tough. There are only a few of us who've gone to the trouble and expense of improving our cars (and even these guys haven't caught on to my carburetor deal!)—so we don't have to worry about the rest of the Class.

For next year I'm planning to have the camshaft re-ground for a higher lift. It's an expensive job, but it'll give better acceleration—won't make the car go any faster, of course—and it'll still be the same camshaft under the rules. That's the good thing about stock car racing. They're all alike.

Hoping you're the same—Joe

## Letters to the Editor

### Commodore Speaks Against Controversy

Dear Dick,

Your article in the last Scots n' Water regarding the situation of hiking, I feel is a bad way to begin the new year.

This class has been through controversy after controversy from personalities to Jib tracks.

My personal feelings are that it would be in the best interest of the class to let this alone. We all know how to hike, and we have rules now to govern certain situations.

Please let's not have another issue as we did with the jib tracks.

Sincerely,  
Lewis B. (Buddy) Pollak, FSSA Commodore

## Pro Slump Hiking

Dear Editor,

I fail to see why "slump hiking" should become a question, it poses no threat to the much desired, one design theory of the Scot.

The simple fact that some people can't or won't perform this so called "feat" is no reason to outlaw it. Not everyone can fly a spinnaker on a close reach, want to outlaw that?

While I have had no training in the field of orthopedics, only athletic conditioning and training, I don't feel it endangers me physically. It is actually a very relaxed position. The real effort comes when you come back into the boat to tack, but this takes only the minimum of time and effort in physical conditioning.

To those who can't or don't want to "slump hike" and feel they need more hiking power, I strongly suggest that they push for the hiking strap.

Concerned Scot sailor,  
Bill Davis, Jr.  
Fleet Captain, Fleet 55

P.S. Ask Sandy Douglass to talk about why he won't allow hiking straps.

Dear Dick,

To show interested Scot sailors why I am in favor of allowing "slump," "mini," and "butt" hiking, whichever name you prefer, I would like to relate this experience.

In 1975, the first race of the Gulf Districts was sailed in 20 knots-plus. Out of the 32 boats entered, there were 7 boats ahead of us with only the last beat remaining. In those winds, the 550 pounds of crew weight that we carried was just not enough to hold us down. My jib man went on over in the "slump" position as soon as we rounded the leeward mark. Still not satisfied, I sent the middle man down. With three boats ahead now and distance running short, I went over the edge. To this day I hardly believe that we managed to triple "slump" hike, but we did and won the race also. We out pointed and out footed the entire fleet.

Knowing that I am 19 years old and somewhat apish, "slump" hiking comes easy. To great skip-pers like Marc Eagan and Doug Sansom "slump" hiking is important because it allows greater utilization of weight for two man crews. Outlawing this form of hiking would make the Flying Scot sloop a less rewarding boat. This is why I am all for letting crews place their rears on the waterline.

Sincerely,  
Ken Kleinschordt

# Secretary Sez: Submit Design Now For Bumper Stickers

By HAL MARCUS

Many members have asked if the Flying Scot Association has bumper stickers available. We do not, and we think it's high time we do. For several years, many members have used our FSSA decals for bumper stickers. We need an attractive bumper sticker that explains who and what we are. The entire membership should get in on the fun.

So, we announce a "Bumper Sticker Design Contest." Please submit as many ideas and designs as you wish. Include your name and address with your design.

Finished art work is not needed. We will translate your ideas and suggestions into a finished product.

Impartial judges, including a sales promotion specialist, will decide the winning entry. The winner will receive a shiny, brand-new 100 per cent brass Flying Scot belt buckle.

Send us your entries as soon as possible; deadline is April 1, 1977.

## EHMAN SELECTED FOR OAK REGATTA

YACHTING magazine informs Tom Ehman has been entered in their "One-of-a-Kind Regatta" to be held at Lake Carlyle, Ill., May 18-22, 1977. Tom will sail in Division III, centerboard one-design sloops. This will be the first time in many years that the Flying Scot has been entered in a "One-of-a-Kind Regatta," and we look forward to seeing our 1977 results under the skillful helmsmanship of Tom Ehman.

Ehman will be no stranger on Lake Carlyle. This regatta follows his sound victory in the second annual USYRU "Championship of Champions." Ehman scored 12.4 points. The second contestant in this regatta scored 27 points, over twice Ehman's score.

## YACHTING'S 1977 JUNIOR CONTEST

For the eleventh year, the editors of YACHTING are holding a *Junior Article Contest* open to anyone who has not reached his or her 18th birthday by April 15, 1977.

### Contest Rules

1. Articles should be approximately 1,000-1,500 words long.
2. Subject matter may be general or technical and should be concerned with some phase of the author's boating experience and interest and must be his/her own work.
3. Articles may be accompanied by photographs and drawings, with drawings made only in fine

ink or dark pencil lines. Both the drawings and photos should be the work of the author.

4. Neatness is very important, and all articles should be typed and double-spaced.
5. All articles should be accompanied by a letter telling the author's age, birthday, school, grade, and interest, and should include a recent photograph with identification on the back.

Mail to: JUNIOR ARTICLE CONTEST, YACHTING PUBLISHING CORPORATION, 50 W. 44th STREET, NEW YORK, NEW YORK 10036, with a stamped self-addressed envelope big enough for the return of the material.

Entries must be received before April 15, 1977.

The prizes are terrific—1st—\$100; 2nd—\$50; 3rd—\$25.

## FLEET 127 LAUNCHED

Fleet 127 has been chartered in Nashville, Tennessee. The Fleet sails on both Percy Priest Lake and Barren River Reservoir. Charter Captain is James L. Morrison (FS 2898) and Charter Secretary is Robert J. Petrie (FS 2709). They report that they are actively searching for Nashville area members. We remember when Ed Morrison had the only Flying Scot (852) in Nashville, Tennessee, and was desperately looking for a fleet.

## MYSTERY SCOT 546 DISCOVERED

F. Arthur Simpson, Secretary of Fleet 40, California, reports that Dr. C. D. Thornwall of 215 Clark Drive, San Mateo, California, owns Mystery Scot 546. Dr. Thornwall joined FSSA, and Mr. Simpson received his pocket patch, lapel pin, and our congratulations.

Marilyn Simpson reports for Arthur that they learned from the Department of Motor Vehicles, Vessel Registration Section, that Mr. Robert Ruthrauff was the owner of 546. As they were about to contact Mr. Ruthrauff, they discovered that the boat was sold to Dr. Thornwall.

This whole episode shows dedication. It also shows the value of state registration sections where, in the case of California, the hull number is the identification number for the vessel. In this case, the Simpsons, once sighting Mystery Scot 546, could go to the registration office and secure the owner's name and address.

(Continued on Next Page)

(Continued from Page 5)

For several months, we have not given you new Mystery Scots to discover. With our list getting smaller, we are adding the following Mystery Scots to our list: 902, 904, and 911.

We are removing FS 644 from our "Official Mystery Scot List" as this was reported discovered last July. Our new list, now totaling 40 Mystery Scots, follows:

#### OFFICIAL MYSTERY SCOT LIST

131	421	651	812	904	1321	1634	1740	1902	2216
146	425	720	814	911	1419	1707	1741	1952	2223
212	508	747	842	1021	1547	1716	1809	2124	2443
327	527	766	902	1028	1573	1723	1821	2131	2446

#### 1977 SPONSORING MEMBERS

We are happy to announce the first four Sponsoring Members for 1977. A Sponsoring Member is a company or individual who provides products and/or services to the Membership or who has a special or unusual interest in FSSA.

Charles Ulmer, Inc. of Maryland, 1610 Whitehall Road, Annapolis, Maryland 21401

Sailboats, Inc., Post Office Box 4012, Excelsior, Minnesota 55331

Chris Dale Bredlow, 1115 N. Shore Drive, Detroit Lakes, Minnesota 56501

Hard Sails, Inc., 204 Main Street, Islip, New York 11751

We thank these Sponsoring Members for their support of FSSA.

#### 1976 "HIGHLIGHTS" AT PRINTERS

The new edition of "HIGHLIGHTS OF SCOTS N' WATER—1959-1976," edited by Sandy Douglass, is at the printer.

Please watch for future announcements when publication is ready and we have copies available. Undoubtedly, there will be a price increase due to inflation and the increased size of the new book. However, all orders received at the old price of \$3 will be honored until April 1, 1977.

#### MORE NEWS FROM PANAMA CITY

Floyd Davis of Panama City reports that he sailed with Paul Schreck on the West Florida Tour. Davis reports that he won the Barefoot Regatta in Atlanta, a first, third, and a first. He also won the Invitational Regatta in Montgomery, Alabama, with a first, second, and a first.

And speaking of Paul Schreck, he is the proud new owner of Flying Scot 3001. The main purpose of this announcement is to let everybody know that Flying Scots are now in the 3000's. A total of 127 Fleets and 3000 boats is not a bad record to start 1977.

#### ODCC EXECUTIVE COMMITTEE

Commodore Buddy Pollak was elected to the One-Design Class Council's Executive Committee. The ODCC is now a recognized committee of the United States Yacht Racing Union.

#### 1977 DUES ARE DUE

1977 Dues have been arriving briskly. We are working hard to make sure that your membership application is processed as quickly as possible.

Please check the address label on the reverse side of your membership card. Make sure that your name, address, boat number, fleet number, and district are correct. This information will be the same information that is entered in our 1977-1978 Roster. If there is an error on your address label, please advise us as soon as possible to eliminate the same error showing up in the Roster.

Remember, our 1977-1978 Roster will go to print no later than March 1, 1977. We must receive your dues by that time if you want to be listed in the Membership Roster.

If you have sold your Flying Scot, please complete the information on the dues notice with the new owner's name and address. We will contact the new owner about FSSA membership.

#### IN MEMORIAM

JOHN CLARK JONES, III of Brookline, Massachusetts, died December 18, 1976.

JOHN JONES was a foremost promoter and one of the hardest workers for Flying Scots and FSSA.

JONES was a dealer for Flying Scots for many, many years. He introduced many neophyte sailors to sailing through the years. He started several Flying Scot Fleets, the most recent of which is 124, Duxbury, Massachusetts. He had been the long-time Captain of Fleet 77.

JONES also served as FSSA's advertising agent during the past year and worked diligently coordinating the advertising campaign of both the Gordon Douglass Boat Company and Customflex, Inc. with the Flying Scot Sailing Association.

Also, during the past year, JOHN C. JONES, III had dedicated the JOHN C. JONES, JR. MEMORIAL TROPHY, in honor of his father, to the winner of the newly designed "FSSA Junior North American Championship Series".

The record of JOHN C. JONES, III's contributions to FSSA and the Flying Scot go on and on. His loss will be felt, and FSSA has lost a valuable friend.

JONES is survived by his mother, MRS. TERESA R. JONES of Brookline, his sister, MRS. ROBERT C. TAYLOR of Plymouth, niece LOUISE TAYLOR (FS 903) of Lincoln, and nephew RICHARD S. TAYLOR of Burnt Hills, New York.

# 1977 Midwinters Registration Form

MARCH 3-6

Help us plan better for the 1977 Midwinters Regatta and help yourself avoid the struggle of having to register at the same time you are trying to rig and launch your boat. Please send in the registration form below with small \$20 registration fee. Silver for 7 places—both divisions. Plus, each race.  
\$20 check enclosed [ ]

FLYING SCOT 1977 MIDWINTER REGATTA  
St. Andrews Bay Yacht Club, Panama City, Florida

1977 FSSA DUES PAID ☐ YES  
☐ NO

Skipper \_\_\_\_\_ Crew \_\_\_\_\_  
Address \_\_\_\_\_ Crew \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip, \_\_\_\_\_  
Fleet # \_\_\_\_\_ Sail # \_\_\_\_\_ Hull # \_\_\_\_\_ \$20 check enclosed [ ]

Make your check payable to "St. Andrews Bay Yacht Club" and mail with this form

TO: Allen M. Douglas, 1977 Midwinter Regatta Chairman  
919 Huntingdon  
Panama City, FL 32401

## Room Reservation Form

For your room reservations at the HOLIDAY INN—Downtown in Panama City, Florida for the 1977 Midwinter Regatta, please fill out this form and mail to:

Flying Scot Sailing Association  
P.O. Box 2488  
Pensacola, FL 32503

Please reserve \_\_\_\_\_ single rooms at \$12.50 each + tax and \_\_\_\_\_ double rooms at \$16.50 each plus tax.

Name \_\_\_\_\_ Arrival on \_\_\_\_\_  
(day) (date)

Address \_\_\_\_\_ Departure on \_\_\_\_\_  
(day) (date)

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Phone # \_\_\_\_\_

[ ] This reservation is guaranteed for late arrival (after 4:00 p.m.)

NOTE: Make your room reservations thru your FSSA office to get these low group rates. We have a limit of 60 rooms at these prices—FIRST COME—FIRST SERVED.

No confirmation will be sent from Holiday Inn. FSSA office will advise you if your form arrived too late.

### ADVERTISING RATES

Following are the advertising space rates for SCOTS N' WATER:

CAVEAT EMPTOR (Maximum 50 words) — \$5.

FULL PAGE — One time, \$85; three issues in one year, \$70; nine issues in one year, \$50.

HALF-PAGE — One time, \$45; three issues, \$35; nine issues, \$30.

QUARTER-PAGE — One time, \$25; three times or more, \$20.

SIGNATURE ADS — (Maximum size, 3½ inches by 2 inches; 30-word limit) — \$15.

COLOR AND BACK PAGE, EXTRA.

## Regatta Schedule

Feb. 26-27—Flying Scot Midwinter Warm-Up series,  
Pensacola Yacht Club, Pensacola, Fla.

Mar. 3-6—1977 Flying Scot Midwinter Championship,  
St. Andrews Bay Yacht Club, Panama City, Fla.

Aug. 13-14—FSSA Junior NAC, Lake Charlevoix,  
Michigan

Aug. 15-19—FSSA North American Championship,  
Lake Charlevoix, Michigan

# Governors Approve Insurance Plan

## Wally Lineburgh's Insurance Is Different

1. Every Flying Scot is insured for \$4100 regardless of age.
2. Every Trailer insured for actual cash value up to \$250.
3. Hull, spars, sails, covers and all miscellaneous equipment is included except personal effects.
4. Coverage is "all risk" while racing, day sailing, trailing and ashore year round anywhere in the U.S. and Canada.
5. Reimbursement for loss is "New for Old" with a \$100 deductible. No depreciation taken even on sails and covers.
6. Damage to another boat up to \$4100 applies.
7. Medical payments provided up to \$2,000.

This policy is available in most states where Flying Scots are sailed. Send your Name, address, class sail number, age of boat & trailer, and Home Port. Your premium depends on your Home port location. Select your area. Make your check payable to Lineburgh & Company.

Area 1: \$61.00 per year. Inland lakes and rivers of the U.S. including the Great Lakes and Chesapeake Bay.

Area 2: \$120.00 per year. South Atlantic Coastal and tributary inland waters below the North Carolina/South Carolina state line including Gulf coast.

Area 3: \$89.00 per year. North Atlantic Coastal and tributary inland waters above the N.C./S.C. state line.

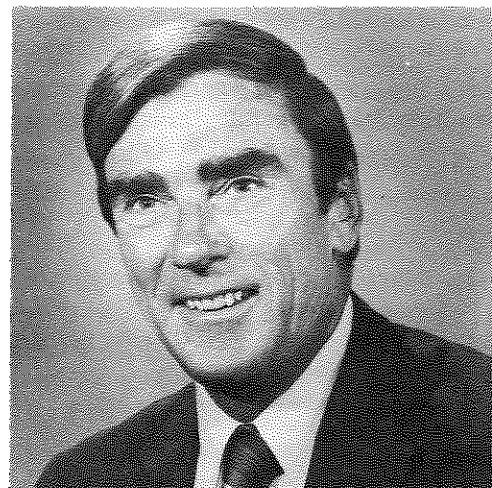
Area 4: \$71.00 per year. Pacific coastal waters and inland waters for the states of California, Oregon, and Washington.

### LINEBURGH & COMPANY

P.O. Box 3312, Bridgeport, Conn., 06605  
(203) 334-3151

BRIDGEPORT'S OLDEST AGENCY ESTABLISHED 1866

The Flying Scot Sailing Asso. Board of Governors endorsed the Lineburgh Insurance Company's Group Program at their August meeting in North Carolina. The policy replaces new for old, insuring all Flying Scots (regardless of age) for \$4,100.



### MEET WALLY LINEBURGH

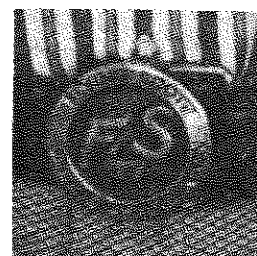
Wally Lineburgh's mass marketing efforts on behalf of one-design sailing associations has resulted in a new concept with a very comprehensive insurance policy. The business interest obviously stems from his sailing background. Wally started sailing at age eight, joined the United States Power Squadron at age fourteen and has been on the water ever since. After sailing dinghys at Brown University, he raced and sailed in cruising boats on the east coast. He then raced thistles for several years until his four daughters started in junior sailing programs. A Lightning then solved the family racing activities. Wally's racing involved local, regional, and national championships in both classes. He is currently racing a 470 and a quarter ton boat.

Wally's firm is one of Connecticut's oldest, now operating in its 110th year.

## Here It Is!!! A BRAND NEW 4 OZ. SOLID BRASS OFFICIAL FSSA BELT BUCKLE FOR ONLY \$15

That's Less Than \$4 per oz.

Gold Bullion is \$175 per oz.



Order yours today on this handy order form. Send to FSSA, P.O. Box 2488, Pensacola, FL 32503

Please send me \_\_\_\_\_ FSSA Brass Belt Buckles @ \$15 each.

\$\_\_\_\_\_ is enclosed.

Name \_\_\_\_\_ Boat # \_\_\_\_\_

Mailing Address \_\_\_\_\_

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



# Ehman Comments on C of C Race

By TOM EHMAN

While the national yachting press has done a very adequate job of covering this year's C. of C., I have been asked to submit this report for Scots 'n' Water and the FSSA membership.

The undersized (1/16 inch diameter) jib halyard parted at the first mark of race one, with us leading by almost 100 yards. We were forced to retire. It was quite a mental letdown, but the Judges later awarded breakdown points on an average finish basis.

We came right back the next morning with a first place finish, in a very hard fought contest. Our boat speed was again very good, and we managed to stay in phase with the wildly oscillating wind.

We had the dog boat in race three. However, our fifth place finish started to look awfully good by the end of the series—the boat, otherwise, never placed in the top ten. Breakdowns plagued the heavy air series, with several masts folding up, a split hull, and other equipment failures. The host club, Carlyle Sailing Assn., did a marvelous job putting the series on, and keeping the boats together.

As the competition got hotter, the weather and competitors got colder. Races four and five were sailed in moderate winds with the temperature in the mid forties. The shifty conditions prevailed, giving us small lake sailors a continued advantage in the tactical department. We completed the day with another first and a third.

The final day dawned cold (upper twenties) and blustery (lower twenties). The wind had swung to the north, and at the south end of the 15 mile reservoir, the "surf was up." Gordie Bowers, E Scow Champ and noted Flying Dutchman sailor (and third overall in the series), took the race in convincing style in spite of his rather light total crew weight. We needed only to stay within a few places of eventual runner-up Paul Wells (Contender Champ) to take the series. We managed a third while covering Wells loosely, who finished with a fifth.

My crew, Major Hall, Senior Editor of *Yacht Racing* Magazine, deserves a large share of the credit for our successful showing. A former Sunfish North American Champ, Maj is an excellent skipper in his own right. This series marked the first time in my racing experience that I had a crew who could be relied upon to consistently provide accurate and appropriate tactical and boat performance information. I believe that winning at this level strongly depends on this kind of a "team effort."

While the Carlyle series was superlatively run, it lacked a certain amount of "flair" that our F.S.S.A. in

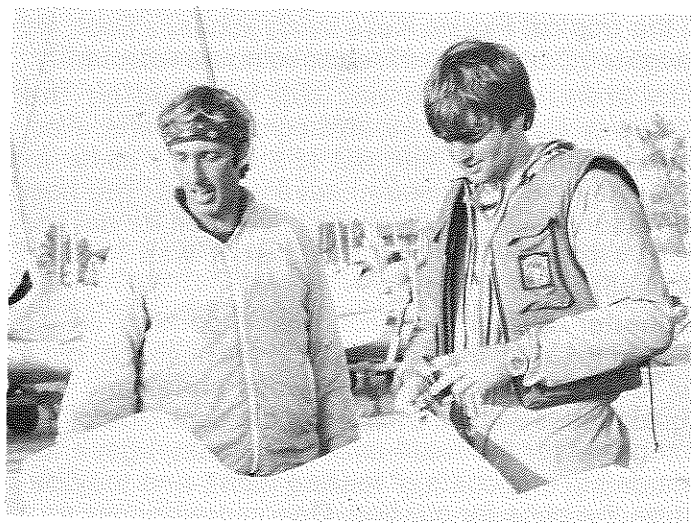
general, and the Pensacola group in particular, lent to the event last year.

The Scot class was well represented both on the water and on shore. Past Commodore Ted Glass again served on the Judges Committee in a truly first class fashion.

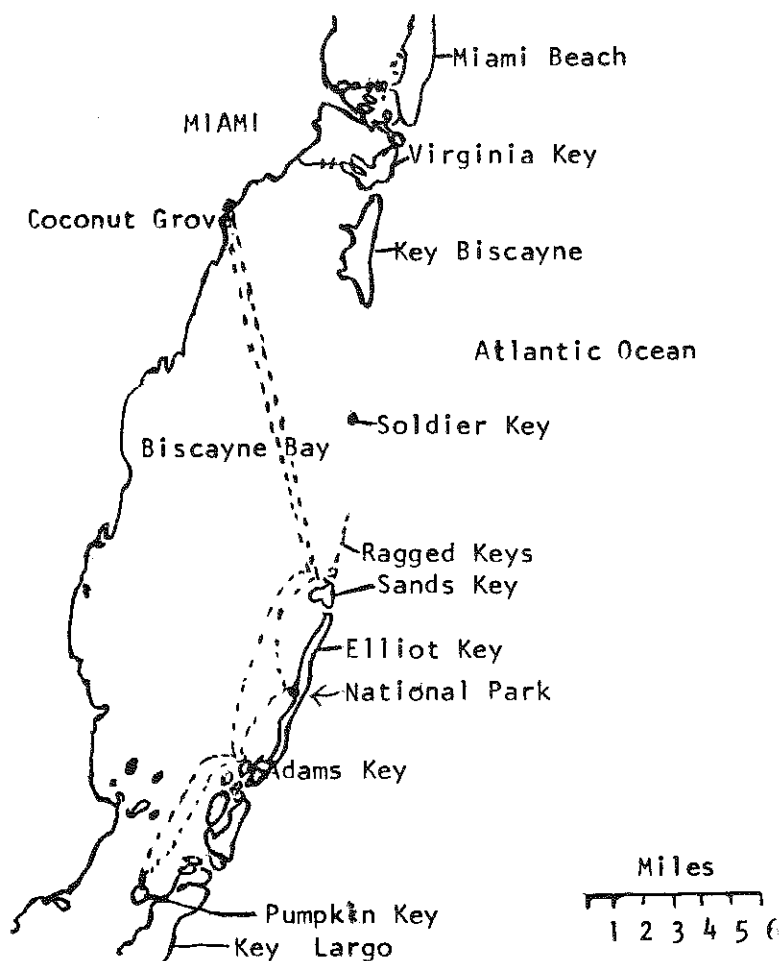
Next year's Scot Champ should seriously consider competing in this event which provides both a chance to learn and to share in the comraderie of sailors from across the country and across "class lines."



Jib halyard parts



Major Hall and Tom Ehman



Canopy gave protection against rain in place for the night. A Coleman reading light in the evenings.

## Mother, Daughter Cruise Florida

BY SALLY RUSSELL

The Flying Scot is good not only for weekend cruising but also for much longer trips. After a week in the tropical Florida Keys living aboard a Scot, my daughter, Barbara, and I returned home reluctantly.

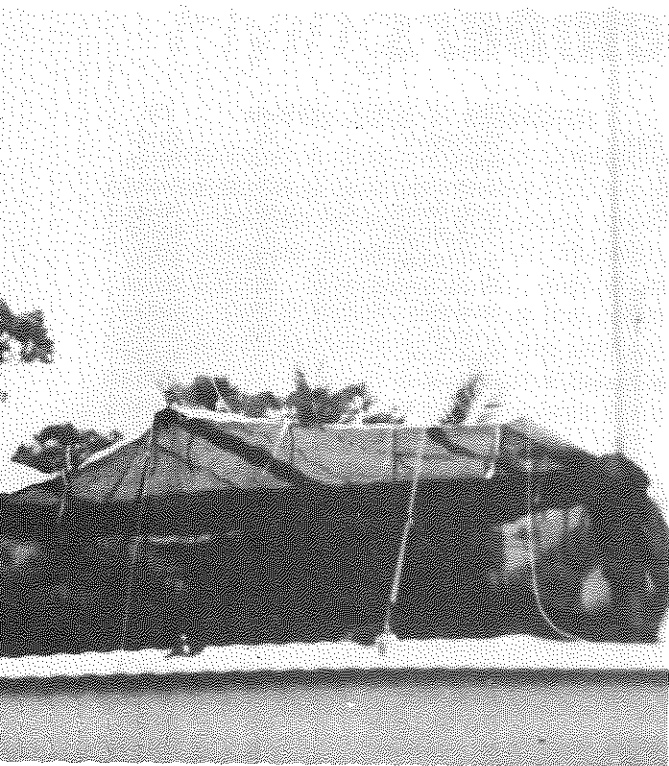
In preparation for our trip we studied the *Waterway Guide* and the hydrographic charts. Also, we had sailed with the rest of the family as far as Elliot Key (18 miles south) several times. The boat had a compass for racing which we used for navigation, although in good weather it was seldom needed.

Shelter aboard the Scot was important, as we wished to sleep in comfort. Dick, my husband, cut a six foot length of  $\frac{5}{8}$  inch plywood sheet into four equal pieces with a notch cut at the back side of the last panel for the main-sheet jam cleat. I gave the boards several coats of marine paint, and they became the base for our bed. One served nicely as a dinner table and another as a wind break behind the Coleman stove.

The sun can really be scalding in the Keys in July; so the next consideration was a canopy. I made a three battened one the size of the cockpit. A line on each corner to the cockpit cover eyes, and one at the center attached to the main halyard kept the canopy in place. To keep the bugs out after dark (mosquitoes are a problem near mangroves in the summer), I sewed netting all around the outside of the canopy. During the day it was rolled and secured with ties.

Our food, mostly canned and enough for two extra days, was stowed in two ice chests. We used two Boy Scout individual mess kits plus a cocoa pot. Our two-burner Coleman stove fit perfectly on a varnished TV tray (attached to suction cup legs from a car top carrier) and offered a flat cooking surface on the curved stern deck.

Three five gallon Rubber Maid garbage cans with tight fitting lids held our clothes, library, cameras, radios (one weather and one AM), and binoculars. Twenty-four plastic one gallon milk jugs contained



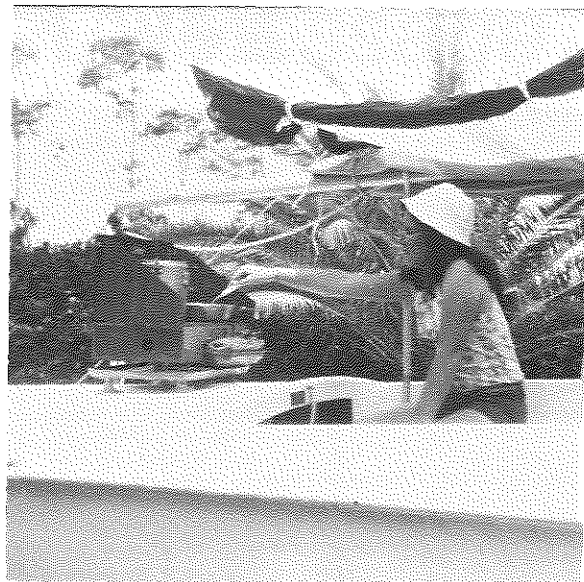
the tropical sun, and here mosquito netting is lantern hung from the boom provided a good

## rida Keys

our water supply which proved to be more than enough. The last night out we each used two gallons to take a fresh water bath.

When the day came at last to start our trip, we headed for the Coconut Grove Sailing Club in Miami with one stop at the local bakery for fresh unsliced bread which is supposed to keep better than grocery store bread. We put the boat in the water and piled all our gear on the dock beside her. Several club members gathered around to watch us load. They were sure the huge pile would never fit in our little boat. But it did.

The fourteen mile sail to Sands Key started out delightfully in east winds, ten to twelve knots. About half way down Biscayne Bay a shower caught up with us. I was watching a cruising boat a mile to windward of us; and when it started having trouble with the wind, we quickly dropped sail—just in the nick of time—and let out the anchor. After a few minutes the storm passed; we hoisted sail and continued on our way at the grand speed of one knot.



Tiller was removed for cooking. Note the cockpit cover (standard size which reaches to the gunwales) rolled along the boom to be dropped in place in case of rain.

Fortunately, a nice breeze returned just as we were wondering if we would have to spend the night in the middle of the bay.

We arrived at Sands Key about 6 p.m. and put out two anchors, Bahamian style, about 90° apart, with plenty of scope; so we could sleep peacefully through changing tidal currents and wind shifts. The sails were carefully folded and bagged. Then we put up the canopy and went for a swim with snorkeling gear to be sure the anchor lines weren't chafing on a sharp coral head. Dinner that first night was a feast of fresh food: steak, green beans, mushrooms, buttered bread, milk, wine, and tea. Towards twilight we put the bedboards in place, blew up our air mattresses and watched the sun go down while we lay back in luxury.

The first night the mosquito netting didn't stay in place because masking tape does not stick to salty fiberglass; but by the second night we conquered the problem. Clothes pins secured the netting forward around the mast and aft around the boom. The sides were tucked under the bedboards, and silver sea tape (aluminum covered cloth tape) sealed the bow and stern. One short burst of Yardguard and we were mosquito free the whole night.

As the days drifted by, our schedule went something like this:

6:00 a.m.—Crack one eye to watch a gorgeous orange sun come up over the Keys.

8:00 a.m.—Finally crawl out of bed and fix breakfast, after first applying sun blocking cream.

*(Continued on Next Page)*

# New FSSA Members

FS#	Fleet	Dist.	Name	Address	City	State	Zip
233		M-O	Jacques A. Chatain	6083 Old Channel Trail	Montague	MI	49437
243	23	TX	Kosaku Uyeda	6504 Northwood	Dallas	TX	75225
478	4	OH	Joseph Fishburn	Rhinehart RD, RD 3	Belleville	OH	44813
528	52	M-O	Joe Schnur	523 S. Bellevue AVE	Lake Orion	MI	48035
541		M-O	Gary Wiers	4106 Blair ST	Hudsonville	MI	49426
546		PAC	C. D. Thornwall	525 Dorchester RD	San Mateo	CA	94402
740		CAP	Harold A. Greenberg	15300 Baughman DR	Silver Spring	MD	20906
852	127	GF	Joe W. Sisson	5510 Country DR, #128	Nashville	TN	37211
903	77	NE	Louise Taylor	Beaver Pond RD	Lincoln	MA	01773
1412		GNV	Michael Singer	180 East End AVE	New York	NY	10028
1414		OH	Alfred C. Body	20th Floor, Terminal Tower	Cleveland	OH	44113
1643	65	OH	William E. Rhinehart	White Oaks DR	Steubenville	OH	43952
1772	24	GNV	Suzanne D. Malloy	5 Fir DR	Danbury	CT	06810
1794		GNV	Jerry Keenan	331 Sunset Blvd.	Massapequa	NY	11758
1925	52	M-O	Earl Stevens	135 Grove ST	Lake Orion	MI	48035
1991	27	CAR	John J. Nichols	401-A Middleton AVE	Cary	NC	27511
2023	71	CAR	Gregory H. Baker	250 Winding Way RD	Lynchburg	VA	24502
2036	96	GF	John A. Gordon, Jr.	1521 Octavia ST	New Orleans	LA	70115
2089	16	M-O	Gregory F. Bednark	11375 Roxbury	Detroit	MI	48224
2337		TX	Oliver C. McBryde, Jr.	526 Hallie	Houston	TX	77024
2513	107	MID	John A. Anderla	118 Lynn DR	Appleton	WI	54911
2850		MID	Marvin T. Colyer	629 W. Columbia	Farmington	MO	62640
2854	65	OH	R. W. Bell	3161 Lynwood DR, NW	Warren	OH	44485
2904	83	MID	Michael G. Murphy	6401 W. Main	Belleville	IL	62223
2905		GF	John Heath	101 Felicity ST	Bay St. Louis	MS	39520
2960	80	OH	Thomas Schuerger	217 Rush Valley	Monroeville	PA	15146

(Continued from Page 11)

9:00 a.m.—Refreshing swim to snorkel and fish watch in the crystal clear waters. I took fishing tackle but wasn't patient enough to catch anything.

10:00 a.m.—Hoist sail and meander down the bay to the next cove.

2:00 to 3:00 p.m.—Anchor for the night, swim, read, relax.

5:30 p.m.—Bath time. We lathered with Joy (which is a good inexpensive salt water soap), jumped in to swim and rinse, quickly towel dried ourselves before the salt dried on our skin, and then rinsed our faces with fresh water.

8:30 p.m.—Put down the mosquito netting, watch a flaming tropical sunset over the Everglades and then read, talk, relax till

We didn't travel far—two nights at Sands Key, one at Elliot Key, two at Adams, and back to Sands Key for our last night out.

At Elliot Key, which is the only national park accessible only by boat, we tied up in the marina. The only thunder squall of the week passed over while we were there. We felt much safer docked where the trees and flagpole were taller than our mast, but it was much noisier than anchoring out. The diesel powered generator kept kicking on and off all night, and the water gurgled loudly against the sea wall as the tide came and went.

## N. Michigan's Lake Charlevoix Site of 1977 North Americans

FSSA Fleet 20 of Pinckney, Mich, on Portage Lake will host the 1977 Flying Scot North American Championships on Lake Charlevoix in Northern Michigan's beautiful lake and resort country in August.

Lake Charlevoix opens out to the northeast shore of Lake Michigan and offers some of the finest sailing in the Midwest. The NAC site will be the south end of the lake near Boyne City.

Registration will begin Friday, Aug. 12, with a full schedule of activities planned through the following week including Junior NAC competition, Aug. 13-14.

Regatta chairman is Robert Welty.

Fleet captain Perry Saunders reports, "Bob, Fleet 20 members, and I look forward to a fine NAC turnout. We realize we have a difficult act to follow on the heels of the exceptional work done by the people from Lake Norman and accept the challenge with enthusiasm."

By the end of the week we were quite brown, had read half a dozen books, spotted over fifty different kinds of fish, coral, and sponges, collected a large bag of sea shells, viewed some of the most beautiful sunrises and sunsets that I have ever seen, and enjoyed some great sailing.



# Flying Scot Carries A Message

By JUDITH EINHORN

Anchored in a quiet lagoon in Loveladies Harbor, New Jersey is a sailboat named LECH-LEHA, stenciled in Hebrew letters. Our sailboat helped make a dream become a reality for two Russian activists. LECH-LEHA, Genesis 12:12, literally translated means, "GO FORTH." This was the commandment God gave to Abraham to leave the land of his father and go to the land that was promised. Just how did the name of our Flying Scot become a message of hope and encouragement?

It all began over two and a half years ago with a phone call to Moscow and a conversation with Moisei Belfor, a Russian engineer denied permission to emigrate to Israel. At the end of the call we asked what we could do to help. The answer, "Just tell the world my story."

I hung up the phone and wondered how I, as an ordinary individual, could influence the Russian government to grant an exit visa to Moisei, Nina and Tsvi Belfor. They had been waiting more than two years for permission to join relatives in their homeland. Moisei had been in prison five times as a punishment for participating in demonstrations outside the passport office in Moscow. He was determined to tell the world his story, and so was I.

I started to correspond with the Belfor family. I became chairman of my synagogue, Congregation Adath Jeshurun, Elkins Park, Pennsylvania, Soviet Jewry Committee. At every meeting I asked people to write letters to the Belfors. I encouraged people to sign petitions to Secretary General Leonid Brezhnev asking that he allow the Belfors to leave for Israel. I wrote to my Congressman and Senators asking for their support. Hundreds of strangers became involved in my efforts to win freedom for Moisei and his family. I searched for a way to let Moisei know that I was trying to help him.

It was a beautiful Sunday afternoon on Barnegat Bay, my husband and I were racing along with the other members of the Loveladies Sail Club when someone called over to us, "What is the name of your boat." I answered, "Lech-Leha, Go Forth," and suddenly realized that this was my way. I could write to Moisei all about our races and sailboat. I knew he had taught himself Hebrew and would understand the meaning of Lech-Leha. I began to write about our racing and sailing. I wrote how hard we were trying to win and emphasized that although we hadn't won as yet, we would not give up. For months my letters were filled with racing stories.

Of course all this time I wasn't talking about the



Judith Einhorn aboard Lech-Leha

race at Loveladies, but a personal struggle to win freedom. In October 1973 Moisei Belfor was again arrested for holding a sign saying, "Let My People Go." I rallied my congregation and friends, and sent 500 telegrams to Secretary Brezhnev asking that he grant a visa to the Belfors. After a 15 day-prison sentence Moisei, his wife and son were finally allowed to leave for Israel.

In his first letter from Israel Mr. Belfor wrote to ask me to help his friend Valery Krizhak. The two men had shared prison cells and were close friends. I started the whole process over again this time for the Krizhaks. A friend traveling to Moscow took a small leather bound Hebrew bible to Valery. I turned down the section beginning with LECH LEHA. How excited I was when my friend told me the beautiful story of Valery opening the bible and exclaiming, "It's all about Judy's yacht."

He didn't know that the yacht was a 19' Flying Scot. It really didn't matter, because he had the message loud and clear. To Valery and his family our boat was bigger than life. To them it meant freedom in the promised land.

My husband and I have just returned from a trip to Israel to meet the Belfor and Krizhak families. They greeted us in Jerusalem with flowers and great joy. Our boat had become a symbol for them, and they assured us that without our support and encouragement they would not have "Gone Forth" to the promised land. LECH-LEHA.

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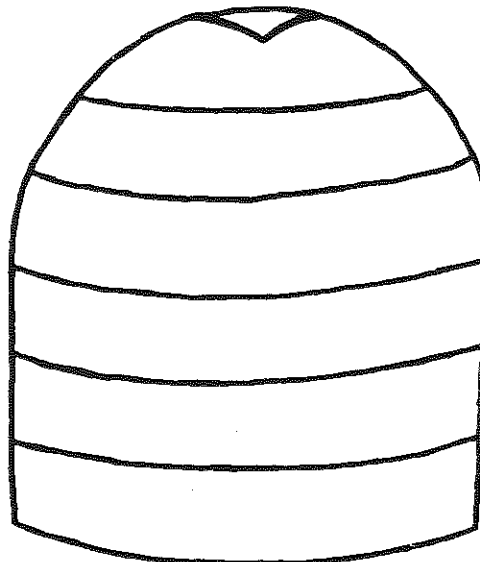
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# The Fleet's In

## 41—Remsburg Elected Captain

Dick Remsburg, past commodore of Crystal Sailing Club, has been elected captain of Flying Scot Fleet 41 with Sam Tellshow, measurer, and Loretta Koch, secretary. The Scot fleet has the largest number of racing boats in the club and has provided the roster with many active commodores, service on committees, organization of regattas and arrangement of the popular yearly "Sail-Around".

Dick Helmbrecht, has been appointed governor of the Michigan-Ontario District, and Scot owner Barb Wright, who represents the Michigan Inland Yachting Asso. (MIYA) in this area, competed in the 1976 Adams Cup elimination, assisted by her daughter and another Scot sailor, Gladys Martineau.

The Fleet hosted the sectional races for the Sears Cup in June, and Scot owners furnished their boats for four entries. These young competitors have been trained in the annual Crystal Sailing Club school.

The 1977 Invitational Regatta on Crystal Lake is tentatively planned for July 9-10, and the fleet hopes to take an active part in the national Championships on Lake Charlevoix.

## 43—Fleet Hosts Autumn Regatta

Fleet 43, Skaneateles Lake, New York, invited all fleets of the New York Lake District to the Autumn Regatta held Oct. 2-3 at the new Skaneateles Sailing Club.

The weather was sunny, unusually warm for autumn. Winds were light to moderate during the two races on Saturday and one on Sunday. The course was five legs—triangle plus windward, leeward—each leg well over a mile long.

### Final Standings

1. Larry Blackhurst .....	FS2067	Fleet 109
Mary Blackhurst crew		
2. Wendell Gallagher .....	FS 1455	Fleet 43
Paul & James Gallagher, crew		
3. Dick Allen .....	FS 1297	Fleet 109
Arn Teachcoat, Alice Jones		
4. Cynthia Rea .....	FS 1875	Fleet 43
Everett Rea		
5. Leroy Jones .....	FS 932	Fleet 104
Thelma Jones		

—CYNTHIA REA

## 57—Haley Top Scot at Marblehead

While Fleet 57 races together quite actively on the weekends between July 1 and Labor Day each year, with 10 to 15 boats on the starting line for each race, very seldom does anyone leave the pic-

turesque and sunny shores of Cape Cod for any "big time" racing. Imagine our surprise and pride to have one of our two participating boats win the Northeast District Regatta held in Marblehead, Mass., July 29-Aug. 1.

Peter Haley, age 18, topped the fleet of 23 Scots participating in the four day event—part of the famous "Marblehead Race Week". Only six of seven scheduled races were run due to extremely windy and rainy conditions.

—CHARLES WINANS

## 67—Tears, Wade Tie at Wursthfest

The first five places for the Scots competing in the 1976 Wursthfest Regatta at the Canyon Yacht Club Nov. 6-7 were:

1. Fred Tears and Richard Wade; 2. Bill Berry; 3. Robert Killian; 4. Tom Sheppard, Jr.; 5. Bob Taylor.

Winds varied from moderate to light, the weather was excellent, and there were 201 boats entered representing 24 classes.

—BOB KILLIAN

## 71—Scots Largest Fleet in VISA Invitational

The 11th annual Invitational Regatta was held at Virginia Inland Sailing Asso. Yacht Club at Smith Mountain Lake, Va., Oct. 2-3. Of the 90 boats registered, 22 were Flying Scots, the largest class. FSSA president Bill Singletary was a participant and a trophy winner.

The first two races were sailed in the rain with good wind. The third race, the following day, was under beautiful sky with a brisk breeze.

Flying Scot trophy winners were: 1. E. Purcell, Fleet 71; 2. H. Crow, Fleet 27; 3. D. Gregory, Fleet 82; 4. E. Myatt, Fleet 108; and 5. M. Singletary, Fleet 27.

At the end of the last race Hap Crow and Earl Purcell were tied with 13 ¾ points with Hap ahead of Earl in two of the three races. Someone between them was DSQed; and Earl, who sails old FS 111, moved up to first place with 12 ¾ points.

—BOB RICHARDS

## 85—Davis Wins Dixie Invitational

Floyd Davis of St. Andrews Bay Yacht Club won the Y-Flyer — Flying Scot Invitational Regatta at Dixie Sailing Club on Nov. 6-7. Lake Martin, Ala., was at its sparkling best with fine weather and good breezes for the three race series.

(Continued on Next Page)

(Continued from Page 15)

FSSA president William V. Singletary finished second, and Paul Strauley of Fairhope, Ala., finished third. Host Fleet 85 held the remaining positions.

Davis won with a 1-2-1 series and a completely new crew.

—WALTER MILLS

#### **87—New Officers Named**

Gulf District Fleet 87 recently elected new officers: R. V. Baxley, Jr., of Pensacola, Fla. — Captain; Doug Sansom of Pensacola — Secretary-Treasurer and Scots n' Water reporter; and Paul Schreck of Lillian, Ala. — Measurer.

—DOUG SANSOM

#### **104—Fleet Climaxes Season with Annual Cruise**

The summer season for Flying Scot Fleet 104, Fourth Lake, Old Forge, NY, was climaxed with the Annual Cruise to First Lake and a banquet at Eckersons, Eagle Bay, NY, Labor Day weekend.

Final standings were: 1. R. Rettig — 3 ¾ points; 2. T. McCabe — 8 ¾; 3. R. Salisbury — 10 ¾; 4. F. Belknap — 16; 5. G. Griffin — 16 ¾; 6. L. Jones — 19; 7. G. Blakeman — 22 ¾; 8. M. McCabe — 32.

Fleet Captain Tom McCabe, Jr., presented awards and conducted a short business meeting at

which LeRoy Jones and Tom McCabe Jr. were elected 1976-1977 Fleet Captain and Secretary.

At the final meeting of the Central Adirondack Sailing Asso., George Blakeman was elected Commodore, and Marilyn Griffin was elected Secretary. Rich Rettig was thanked for his participation in the CASA sponsored Jr. Races during the summer, and Marge McCabe was given a special award for her help in conducting the regular weekly races.

—LEROY JONES

#### **111—Davis Wins Barefoot Open, Too**

The Barefoot Sailing Club (home of FS Fleet 111 in Atlanta) held its annual Open Regatta, Oct. 16-17. Twelve Scots and over 100 "other sailing craft" participated.

Racing as a separate fleet, the Scots finished: 1. Floyd Davis; 2. Pete Condo; 3. Kent Hassell; 4. John Henderson; 5. Guy Collins.

—JOHN HENDERSON

#### **115—Awards Banquet Marks First Year**

The Fleet concluded its first year with an awards banquet honoring: 1. Jack Fassnacht; 2. Roger Sekera, and 3. Austin Dickering.

Sandy Douglass was the featured speaker, and several members from Fleet 23 attended.

—ROGER SEKERA

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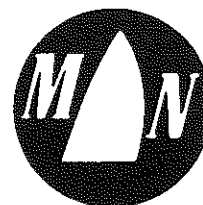


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COLOR PREFERENCE FOR NUMBERS AND INSIGNIA ( ) RED ( ) BLACK ( ) BLUE ( ) GREEN

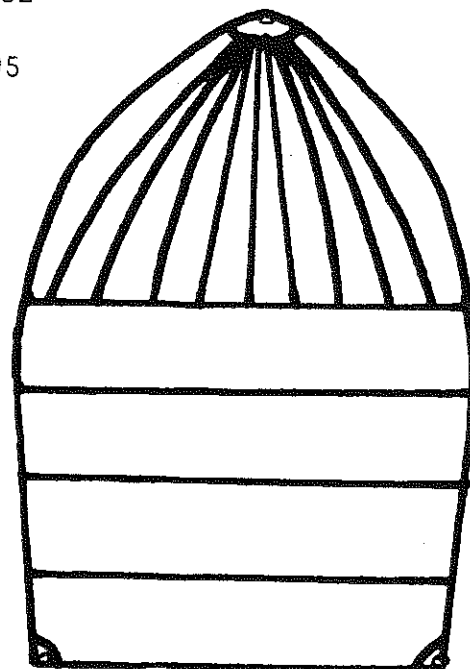
- ( ) ALL-WEATHER MAIN - 4.5 oz, medium-finish dacron with window and cunningham ring. Designed for use in all winds. \$285
- ( ) ALL-WEATHER JIB - 4.5 oz, yarn tempered dacron with window, luff tell tales and wire luff. Recommended for 0-25 knots. First choice for the one-jib boat. \$135
- ( ) POND POUNDER JIB - 4.75 oz, medium-finish dacron with window, luff tell tales, wire luff, full cut. Recommended for 0-8 knots. Great for inland lake drifting conditions. \$135
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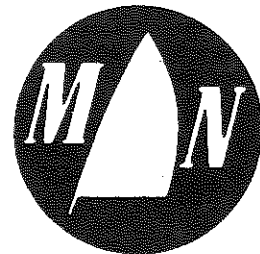
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January 1977

Dear Flying Scot Sailor:

Every one design class has peculiarities that require a broad sailing understanding to get consistent winning speed. I'm proud of the Murphy & Nye One Design sail-making team that has used this understanding to develop fine sails in more classes than any other sailmaker.

Due to the straight forward nature (and lack of possible adjustment) of the Flying Scot rig, your boat has two major factors involved in boat speed. The first is, of course, skipper and crew skill which is tough to buy and we're not allowed to sell. The second is sails. These you can buy, and, we're in business to sell them to you. To keep providing the best possible sails for your class, our design team constantly works and consults with your officers, builders, dealers and sailing "heavies". In Tom Ehman, you have a truly fine sailor who has chosen Murphy & Nye main, jib and spinnaker to win three of the last four North American championships including 1976. Even after these victories we felt our mainsail would be a more versatile sail if we tightened the leech slightly. Our suspicions were correct and Fall speed shows were even more devastating as a result of this change for our 1977 All-weather Main. The 1977 All-weather Jib has more roach at the upper batten. Slightly more draft was necessary to make this unmeasured area set properly.

For you small lake sailors we have added the Pond Pounder Jib for 1977. Basically, it is designed as a light air jib and specifically for the doldrums of those inland lakes in July and August. It is easy to read and trim because of the softer finish 4.75 oz genoa type dacron. It is the right second jib for the less experienced club sailor and/or overweight crews.

SPINNAKERS - For years we have been making a Stabikote nylon crosscut spinnaker. Last summer we put a lot of effort into developing a radial cut spinnaker that would reach higher, hold its shape, last longer and still be easy to fly. The new chute is available in 13 colors of nylon Stabikote III or white Dynac. The White Lightnin', as we have nicknamed the Dynac version, is highly recommended as the best all around spinnaker available. You may even put one panel of color right below the radials without hurting performance. It takes away the white blahs, is easier to trim and even acts like a shock absorber panel, reducing the tendency for Dynac to tear easier.

We hope you will join many fine Flying Scot sailors who are winning with Murphy & Nye sails. Please use the order form on the reverse side or call us at (312) 384-2828 to discuss or order your 1977 Flying Scot sails.

Cheers and good sailing in 1977,

*Bruce Goldsmith*

Bruce Goldsmith  
Vice President  
Murphy & Nye Sailmakers

# Caveat Emptor

(If you've got a Flying Scot or Scot equipment to sell, we'll be glad to advertise it in SCOTS N' WATER. The charge is \$5 for each insertion, and the deadline is the 15th of the month prior to the month of publication. Send copy to Cathy Quinn, SCOTS N' WATER, 8721 Silverhill Lane, Austin, Tx. 78759 and checks to Hal Marcus, P.O. Box 2488, Pensacola, Fla. 32503.)

**FS 2318**—Douglass—Light blue hull/white deck. Top condition, dry sailed only one season. Shreck sails including spinnaker. Full race equipped with compasses, Harken blocks, etc. Trailer and full cover. Price: \$3800. C. B. Park, 2035 Wendover Rd., Charlotte, N.C. 28211  
Telephone: 704/366-1352

**FS 2196**—Customflex—Main, jib and spinnaker—Tangerine hull—Gator trailer. Price: \$3400  
David North, 10219 Arbor Trail, Ft. Wayne, Ind. 46804. Telephone: 219/461-2557 (office), 219/432-4917 (home).

**FS SAILS**—One suit of Hild light-to-medium air sails. One suit of Hard all weather sails. Good condition—each used two years. Bag and battens. \$150 per suit.  
Lou Goldman, 563 Links Dr. South, Oceanside, N.Y. 11572  
Telephone: 516/536-5380

**FS 1198**—Douglass—White hull, oyster deck, three suits of sails (Boston, North and brand new Ulmer)—Sterling trailer—will sell immediately following Midwinters. Has placed high in North American championships and Midwinters. Worth \$3,600. Dick and Kelson Elam, 1801 Lavaca 14K, Austin, TX 78701.  
Phone: 512/478-3534.

## Scot Fleet 4's Upham Tops in Class in Ohio

David Upham of Fleet 4, Clear Fork Lake topped a field of 29 Flying Scots at Atwood Yacht Clubs Harvest Moon Regatta held Sept. 11-12 at Atwood Lake, Ohio.

Flying Scots comprised the largest fleet entry of the 111 boats participating. Conditions for the first race kept the rescue boats busy when 15-25 mph winds gusting to 35 caused many DNFs in the Thistle, Highlander, Lightning and Lazer Fleets. All of the Flying Scots finished the race.

The second and third races were sailed back to back on Sunday under light and variable winds. Finishing behind Upham were Richard Schwartz from Chautauqua Yacht Club, John Uling from Hoover Yacht Club, Nate Dreyer also from Chautauqua, and William Kobel from Berlin Yacht Club.

### Flying Scot Builders

Customflex, Inc.  
1817 Palmwood Ave.  
Toledo, Ohio 43607

Ranger Boat Company  
25802 Pacific Hwy., South  
Kent, Washington 98031

Gordon Douglass Boat Co. Inc.  
Route 4, Drawer AB  
Cemetery Lane  
Oakland, Maryland 21550

**BATTENS**—Floater — Unbreakable, tapered, floating, flexible, 1" wide smooth butyrate cover, glass rod core, set for main — \$12.75 delivered.

Wood — same quality you've always received, sanded \$4.75, varnished \$7.50, del. Send check to Don Blythe, Battens, 804 Euclid Ave., Jackson, MS 39202, if you can't find what you want at your favorite sailboat dealer.

**STAINLESS STEEL HALYARD CRANK**—Hardwood, roller handle is fitted on a machined stainless steel crank — Used successfully by hundreds of Scot and Thistle sailors — \$6.75. Postpaid. Send check to Curt Meissner, 2511 Drexel Ave., Racine, Wis. 53403.

## Light Wins in NY

By LEROY JONES

New York Lakes Districts were held in conjunction with the 9th Annual Glimmerglass Invitational on September 18 and 19 at Otsego Lake, Cooperstown, N.Y. under the sponsorship of the Otsego Sailing Club.

Rain and no wind held up the Saturday races until 2 p.m. when finally the rain let up and light and variable winds came. Sunday race was sailed in near perfect weather.

### Final Standings

1.	J. Light, Fleet 109	1 - 1 - 2	3½ points
2.	L. Blackhurst, Fleet 109	2 - 3 - 1	5¾ points
3.	T. McCabe, Fleet 104	4 - 2 - 4	10 points
4.	R. Allen, Fleet 109	3 - 5 - 3	11 points
5.	F. Belknap, Fleet 104	5 - 4 - 7	16 points
6.	L. Jones, Fleet 104	6 - 6 - 5	17 points
7.	W. Brunig, Fleet 109	7 - 7 - 6	20 points

## Capitol Regatta to Drury

Bruce and Claire Drury of host Fleet 42 with near perfect finishes of 1-2-1 (87½ pts.) dominated a field of 31 Flying Scots in winning the President's Cup and Capitol District Championship Regatta Sept. 18-19 at Washington, D.C.

Jody Stevens of Fleet 42 finessed the fresh Potomac River breezes of 12 to 15 knots to a second place overall finish 3-7-2 (79 pts.). N.Y. District Governor Robert Rich 9-1-3 (78¼ pts.) finished third followed by Eddie Sharp 2-9-5 (75 pts.) 4th; and Dave Bell 7-6-6 (72 pts.) 5th.

During a post awards meeting convened by Governor John Barnes, Bruce Drury was elected to succeed Barnes as the new Capitol District Governor with Richard Newell of Fleet 97 as Alternate.

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# FSSA Fleets and Districts

## MIDWESTERN DISTRICT

Governor: TERRY R. SCHROEDER  
1044 S. Park Ave.  
Neenah, WI 54956  
414/722-5645

- 2—LAFAYETTE, IN—Lake Freeman  
3—WILMETTE, IL—Lake Michigan  
9—STURGIS, MI—Klinger Lake  
25—MILWAUKEE, WI—Lake Michigan  
29—MUNCIE, IN—Prairie Creek Reservoir  
30—CARBONDALE, IL—Crab Orchard Lake  
44—EPHRAIM, WI—Eagle Harbor, Green Bay  
47—EGG HARBOR, WI—Green Bay (s)  
54—FREMONT, IN—Lake George  
60—CHICAGO, IL—Burnham Harbor, Lake Mich.  
68—MADISON, WI—Lake Monona  
70—ROCHERT, MN—Cotton Lake  
83—CARLYLE, IL—Lake Carlyle  
88—IOWA CITY, IA—Lake MacBride  
95—MINNEAPOLIS, MN—Lake Minnetonka  
107—NEENAH, WI—Lake Winnebago  
110—ROCHESTER, MN—Lake Pepin  
114—JANESVILLE, WI—Delevan Lake  
115—RACINE, WI—Lake Michigan  
120—OSHKOSH, WI—Lake Winnebago  
123—BOTTINEAU, ND—Lake Metigoshe

## PRAIRIE DISTRICT

Governor: JOHN E. RUTLEDGE  
6004 North Quapah  
Oklahoma City, OK 73112  
405/942-7260

- 39—PORT GROVE, OK—Grand Lake of the Cherokee  
50—OKLAHOMA CITY, OK—Lake Hefner  
59—TULSA, OK—Keystone Lake  
89—TOPEKA, KS—Lake Perry  
106—NORTH PLATTE, NE—Lake Maloney  
119—HAYS, KS—Cedar Bluff Reservoir

## TEXAS DISTRICT

Governor: CHARLES BRAD DAVIS  
5916 Sandhurst, Apt. 125  
Dallas, TX 75206  
214/745-4787

- 23—DALLAS, TX—White Rock Lake  
32—HOUSTON, TX—Galveston Bay  
51—SEABROOK, TX—Galveston Bay  
66—PORT ARTHUR, TX—Lake Sabine  
67—SAN ANTONIO, TX—Canyon Lake  
69—AUSTIN, TX—Lake Travis  
84—LAKE CHARLES, LA—Lake Charles

## PACIFIC DISTRICT

Governor: JACKSON T. WITHERSPOON  
1255 Hamilton Avenue  
Palo Alto, CA 94301  
415/321-4497

- 40—INVERNESS, CA—Tomas Bay  
100—SEATTLE, WA—Lake Washington

## MICHIGAN—ONTARIO DISTRICT

Governor: RICHARD HELMBRECHT  
4168 Wabaninbo  
Okemos, MI 48864  
517/349-3204

- 8—DETROIT, MI—Edison, BC—Lake St. Clair  
15—KALAMAZOO, MI—Gull Lake  
16—DETROIT, MI—Detroit YC—Lake St. Clair  
17—GROSSE POINT SHORES, MI—G. Pt YC—Lake St. Clair

- 18—DETROIT, MI—Detroit, BC—Lake St. Clair  
20—PINCKNEY, MI—Portage Lake  
33—LONDON, ONTARIO, CAN—Fanshawe Lake  
41—CRYSTAL, MI—Crystal Lake  
52—LAKE ORION, MI—Lake Orion  
113—TRAVERSE CITY, MI—Elk Lake

## OHIO DISTRICT

Governor: HAROLD E. FORREST  
1602 Dunkeith Dr., NW  
Canton, OH 44708  
216/477-6322

- 1—WILMINGTON, OH—Cowan Lake  
4—MANSFIELD, OH—Clear Fork Lake  
12—CLEVELAND, OH—Edgewater YC—Lake Erie  
14—SPRINGFIELD, OH—Kiser Lake  
19—CANFIELD, OH—Berlin Lake  
26—TOLEDO, OH—Maumee River  
34—RAY, IN—Clear Lake  
37—WESTERVILLE, OH—Hoover Reservoir  
65—DELLROY, OH—Atwood Lake  
80—PITTSBURGH, PA—Lake Arthur

## GULF DISTRICT

Governor: CHARLES L. DEES  
930 Sea Cliff Dr.  
Fairhope, AL 36532  
205/928-8942

- 28—FORT WALTON BEACH, FL—Choctawhatchee Bay  
38—MOBILE, AL (BYC)—Mobile Bay  
45—JACKSON, MS—Ross Barnett Reservoir  
55—MOBILE, AL (BYC)—Mobile Bay  
75—PANAMA CITY, FL—St. Andrew Bay  
79—GULFPORT, MS—GYC—Mississippi Sound  
85—MONTGOMERY, AL—Lake Martin  
87—PENSACOLA, FL—Pensacola Bay  
90—MIAMI, FL—Biscayne Bay  
91—ALEXANDRIA, LA—Lake Cottle and St. John  
92—PASCAGOULA, MS—Mississippi Sound  
96—NEW ORLEANS, LA SYC—Lake Pontchartrain  
98—BAY ST. LOUIS, MS—Bay St. Louis  
99—NEW ORLEANS, LA NOYC—Lake Pontchartrain  
102—FAIRHOPE, AL FYC—Mobile Bay  
111—ATLANTA, GA—Lake Lanier  
112—RIVER CITY SAILING ASSO.—Arkabutla Lake, MS.  
118—BIRMINGHAM, AL—Lake Logan Morgan  
121—TUSCALOOSA, AL—Lake Tuscaloosa

## NEW YORK LAKE DISTRICT

Governor: LEROY JONES  
35 Prospect St.  
Utica, NY 13501  
315/724-1964

- 35—CHAUTAUQUA, NY—Chautauqua Lake  
43—SYRACUSE, NY—Skaneateles Lake  
53—CAYUGA, NY—Cayuga Lake

- 104—OLD FORGE, NY—Fourth Lake  
109—COOPERSTOWN, NY—Otsego Lake  
122—HADLEY, NY—Great Sacandaga Lake

## NORTHEAST DISTRICT

Governor: JAMES G. BEATON  
5 Kristin Lane  
Canton, MA 02021  
617/828-6239

- 5—BURLINGTON, VT—Mallet's Bay  
11—ROCKPORT, MA—Sandy Bay  
36—MONTREAL, QUEBEC, CAN—Lake St. Louis  
57—HARWICH PORT, MA—Nantucket Sound  
58—WOLLASTON, MA—Boston Harbor  
76—SHARON, MA—Lake Massapoag  
77—MENAUAHANT, MA—Vineyard Sound  
105—COHASSET, MA—Cohasset Harbor  
116—MANCHESTER, NH—Lake Massabesic  
117—SHELBURNE, VT—Lake Champlain YC  
124—DUXBURY, MA—Duxbury Bay

## GREATER NEW YORK DISTRICT

Governor: ROBERT E. RICH  
114 Raymond Street  
Rockville Center, NY 11570  
516/536-6905

- 7—RIVERSIDE, CT—Long Island Sound  
10—MORICHES, L.I. NY—Moriches Bay  
21—LOVELADIES' HARBOR, NJ—Barnegat Bay  
22—SPRAY BEACH, NJ—Little Egg Harbor  
24—NEW FAIRFIELD, CT—Candlewood Lake  
31—SHORE ACRES, NJ—Upper Barnegat Bay  
46—ISLAND PARK, NY—Hempstead Bay  
72—AMITYVILLE, NY—Great South Bay  
73—PERTH AMBOY, NJ—Raritan Bay  
94—LAKE HIAWATHA, NJ—Western L.I. Sound  
125—LIVINGSTON, NJ—Lake Hopatcong

## CAPITOL DISTRICT

Governor: BRUCE B. DRURY  
619 Greenbriar DR  
Silver Spring, MD 20910  
301/585-1261

- 6—OAKLAND, MD—Deep Creek Lake  
42—WASHINGTON, DC—Potomac River  
63—HAVRE DE GRACE, MD—Susquehanna River  
64—BALTIMORE, MD—Middle River  
81—WRIGHTSVILLE, PA—Lake Clarke  
82—PRINCE GALLITZIN STATE PARK, PA—Lake Glendale  
86—BALTIMORE, MD—Magothy River  
97—BETHESDA, MD—Chesapeake Bay

## CAROLINAS DISTRICT

Governor: DR. HALLAM WALKER  
P.O. Box 2185  
Davidson, NC 28036  
704/892-1276

- 27—HENDERSON, NC—Kerr Lake Reservoir  
48—CHARLOTTE, NC—Lake Norman  
71—ROANOKE, VA—Smith Mountain Lake  
78—MOREHEAD CITY, NC—Bogue Sound  
108—SOUTHMONT, NC—High Rock Lake  
126—HIGH POINT, NC—Oak Hollow Lake

