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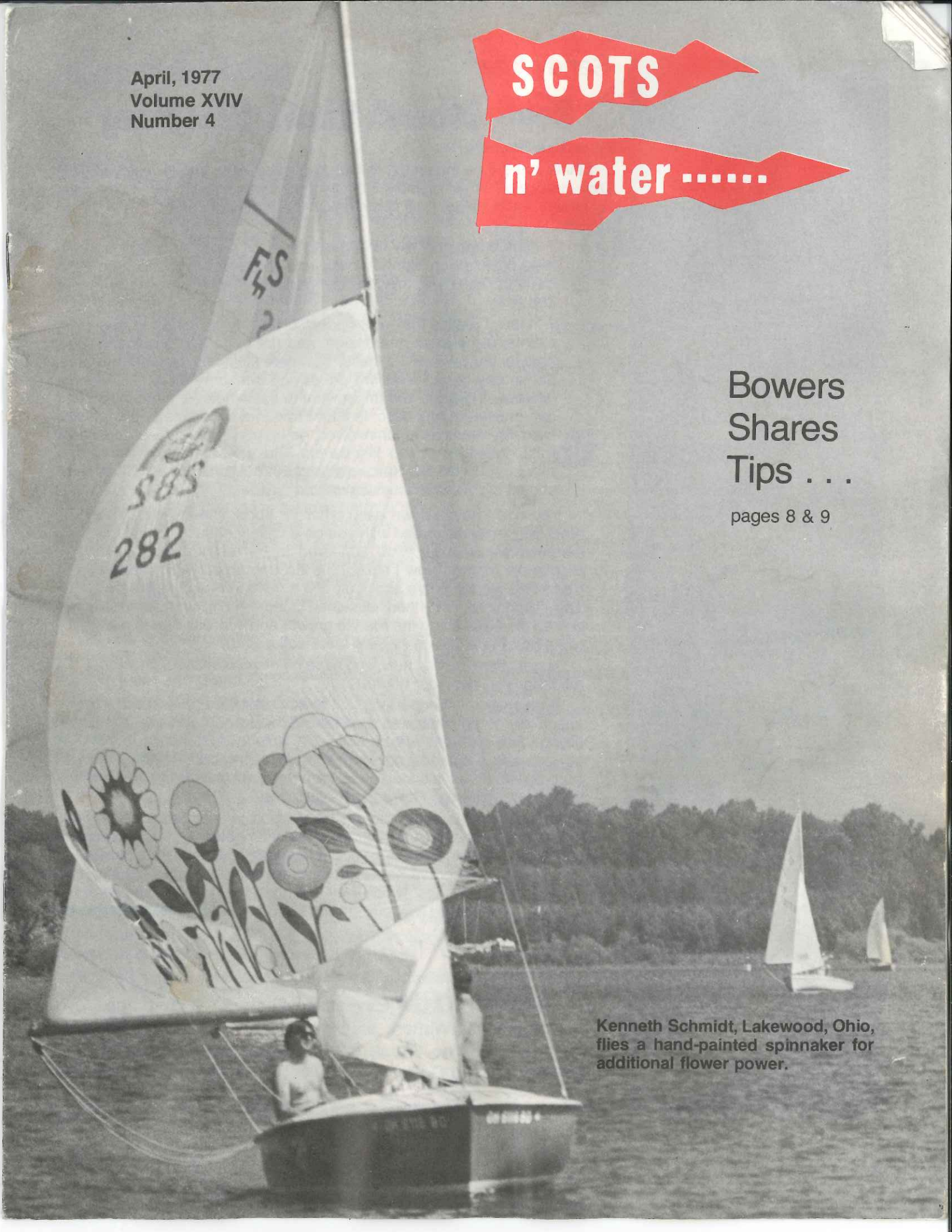
**SCOTS**

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

**Bowers  
Shares  
Tips . . .**

pages 8 & 9

Kenneth Schmidt, Lakewood, Ohio,  
flies a hand-painted spinnaker for  
additional flower power.





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Sandy Sez:

## Read Others' Views On Hiking

Dear Scot Skippers,

I think you will be interested in the unsolicited letter I have received from Dick Bracken, former president of the Highlander Class Int. Association regarding droop hiking. I will quote below the pertinent parts of his letter, as follows:

"The purpose of my writing is to support you in your opposition to what I call "droop hiking." To this end I have enclosed the June 1975 issue of *The Highlander*, the last page of which features my views at that time.

"Now, I realize that your opposition to "slump hiking" is based on maintaining a strict one-design, and not upon any physical advantage for the youth of the class;" . . . (here I think he misread my ideas, and in any case, I think we are saying the same thing) . . . "Sandy, however, I thought you might want to use whatever ammunition you can muster. In any case, feel free to quote my article or letter if you wish. My views as an uninvolved, objective observer, especially as a past president of the Highlander Class Association (1973) and runner-up in the '75 Nationals (and 1976 Atlantic Coast Champion) should stir some discussion in your class.

"You and I have known each other for about fifteen years, and I have frequently disagreed with you on a variety of subjects. I know I resented the Scot for what appeared to be an intrusion into the Highlander market. Now I accept the Scot as a boat which (as Ned Parke told me ten years ago) truly fills a need in one-design sailing. You recognized that need, designed a boat for it, and personally guided the class along the road to growth and success during a time when other one-design classes were collapsing.

"I understand all that now, and have nothing but respect and admiration for you and your efforts.

"Well, back to "slump hiking" . . . to summarize my view, I can see absolutely no advantage to the Flying Scot class in allowing "slump hiking." Not everyone will be physically able to do it, hence it is an obvious and substantial advantage to those who can. Anything that accomplished that is a step away from the strict one-design concept which has made the Flying Scot a success."

Naturally I am pleased to receive his support in this matter. My impressions from Panama City are that only a few youngsters — and the parents and friends from their clubs — give support to the idea. We should ban it — but the problem becomes one of how to define it and police it. We may have only two "hand lines" which may extend to the gunwale. But jib sheet, main sheet, centerboard line, etc., all can become "hand lines" and are used as such.

Gordon K. Douglass

**SCOTS N' WATER May issue will carry full coverage of the Mid-Winters sailing seminar, featuring Tom Ehman, Gene Walet, Paul Schreck, Larry Kline, Al Gooch, and Gordy Bowers.**

## Letters to the Editor

# Favor Discussion, Not Controversy

Dear Dick,

I am in agreement with Buddy regarding controversy ... we've had our fill, at least for a while.

However, there should be a way of discussing the issue of hiking, or any other issue for that matter, without creating controversy.

Furthermore, I think the issue of hiking technique is one which deserves some attention with an eye towards restricting the current "mini," "drop," "butt" or whatever concept in hiking.

It can easily be shown to be dangerous — have you heard of the mini-hiking Soling crew who was struck by another boat, and is paralyzed for life? Does the technique increase the chances of losing a crew overboard?

It can readily be shown that only a few can take advantage of this particular hiking style — can my 17 year old sister, my girlfriend, my mother or father, or me for that matter be expected to be able to "mini" hike at all, let alone for the whole race as can the few "young huskies" who experimented with the technique with unquestionable success at the past NACs and Mid-Winters? Does the class want to bestow this rather significant competitive edge to the few who are physically able to hike in this manner?

These and other questions ought to be pursued by the Board, the Measurement Committee, and through the *Scots 'n Water*, in a noncontroversial way.

By all means, let's not have another ordeal as we did with the jib-track business. But let's continue to explore and resolve issues which are of interest to all of us in the Class, and which are to a degree, relevant to the continued health of the class.

Sincerely, Tom Ehman, Jr.

Dear Editor:

Let me compliment you on your magnificent job as editor. I take great delight in reading each issue the day it arrives.

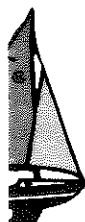
I like the articles by the winners showing how they rig their boats. I also equally enjoy the articles about cruising, such as the recent one by Sally Russell.

As for the hiking controversy, I'm in agreement with Buddy Pollak. Personally, I think droop hiking would be advantageous to younger skippers and those with superior athletic abilities.

I think the winner should be the one that did the best thinking during the race. This doesn't exclude luck.

Sincerely,  
Nelson H. Forbes (FS 2419)

April, 1977



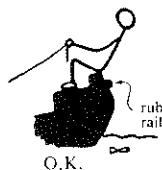
## NEWSLETTER

CALIFORNIA 20 CLASS ASSOCIATION

FEBRUARY, 1977

NUMBER 4

### Measurer's Ruling On National Agenda



In 1972, San Francisco Bay Cal 20 Fleet adopted a rule which states: "Hiking in such a position that any portion of the torso is kept below the rubrail is prohibited."

At the November 1976 Cal 20 Board of Governors meeting the San Francisco Bay Fleet formally requested a ruling on a National basis. In addition, the request urged adoption of the hiking rule for the 1977 Cal 20 Class Championship on San Francisco Bay.



Article VIII of the By-laws "Hiking straps are prohibited," is by its nature a restriction on acrobatics in increasing stability. Cockpit rail or coaming sitting is allowed; hiking assists are limited to the boat's normal sailing equipment.

Thus, for the 1977 Class Championship, for the purpose of hiking, no part of the torso or limbs can extend below the rubrail. This ruling is a 1977 National Meeting agenda item.

The California 20 newsletter reports details of the class's position on hiking for the 1977 Class Championship on San Francisco Bay.

### Scot, Thistle Compared

Dear Editor:

The January/February issue of *Scots n' Water* noted that Flying Scots now number 3000+. For some time I've compared the growth rate of the Scot with that of the Thistle and note, with pleasure, that the Scot should catch up with the Thistle in about 6 years (assuming a linear growth rate for both boats and with Thistle @ #3589 in 1976).

With this very good growth rate for the Scot, I can understand why Sandy D. hits the panic button everytime someone suggests a change to the Boat or to the Rules. I'm with Sandy. Let's not go the way of the Thistle (which cracks along the hull when someone "too" heavy sits on the seats.)

We all bought a simple, strong boat. Let's leave the Scot alone — and concentrate on building up the fleets with new boats and members.

Sincerely,  
E. J. Marcotte (FS 2032)



# Secretary Sez: Caribbean Cruise Details Available

By HAL MARCUS

Bob Vance, FSSA's First Vice President, is working very closely with your FSSA office, planning a 7-day cruise immediately following our 1978 Mid-Winters.

We will sail the Grenadines a full week — Bareboat Sailing in Caribbean Sailing Yachts' new Windward 44's. These yachts accommodate three couples per boat, and we have reserved ten boats for a total of thirty couples. Vance stresses that the Windward 44 is a very comfortable super boat with a center cockpit. There are two full cabins forward and one cabin aft.

Our Mid-Winters are scheduled for March 2-5 at St. Andrews Bay Yacht Club in Panama City. Our Caribbean cruise begins on Monday, March 6, at noon and ends the following Monday at noon for the first five yachts. The second five leave St. Vincent on Tuesday, March 7, to allow enough travel time for everyone in Panama City. The second group returns to St. Vincent on Tuesday, March 14.

The Windward 44's charter for \$253.50 per person with six people on board for seven days including full provisions. Liquor and soft drinks are extra. This rate is a special for FSSA members.

If you are interested in making this very exciting trip and would like to receive a brochure on the boat and

the Grenadines, please fill out the following coupon and return to your FSSA office at your earliest opportunity. If you already know your complete crew of six, please include this information. If you do not have your complete crew assembled, send us the information you have, and we will team you with other compatible couples.

After we receive your reservation form, we will forward to Englewood Travel Service for reservations. We leave for St. Vincent from Barbados, and many may wish to spend some time there.

You will receive a personal resume-questionnaire from Caribbean Sailing Yachts, asking your "blue water skipper" qualifications. We will be required to have at least one "blue water skipper" on each Windward 44 charter.

This event repeats a successful cruise of the Virgin Islands in 1972 when eight Carib 41's were chartered by FSSA. Each night following the first day, Vance reports, at least six cruisers rendezvoused to visit and combine culinary skills. Sailors will visit the beautiful islands of Bequia, Union and Palm as well as the incomparable Tobago Cays in the Grenadines. The Grenadines stretch basically north and south, and we will be sailing on a beam reach most of the time.

## BOSTON SAILS

Anybody who has owned a Boston Sail knows about the durability and quality of our work. Now the same design theories which produced the sails that won '76 Highlander Nationals and were second at the '76 Thistle Nationals have been applied to our Scot sails. Now the longest lasting are also the fastest.

**Boston Yacht Sail Co.**  
38807 Harper Avenue  
Mt. Clemens, Michigan 48043  
313 / 468-1488

**BOSTON**  
MT. CLEMENS, MICH.

*Where Quality is a Tradition*

## BUMPER STICKER CONTEST

As the contest closes, we are daily receiving ideas for our new FSSA Bumper Sticker. Judges are going to have a very hard time selecting the winner.

Most submittals are extremely creative. Everyone who submitted ideas is thanked and congratulated for effort and originality.

We will announce the winner as soon as a decision is made, and we will let you know when bumper stickers are ready for delivery.

## NEW LAPEL PINS AND "HIGHLIGHTS" ARE READY

A new batch of Flying Scot lapel pins has been secured, and we are ready to make delivery again. There will be no price increase for this item.

Send us your check for \$5.00 along with your name and address, and we will send your lapel pin immediately — no charge for postage.

Also, new editions of "Highlights of Scots N' Water: 1959-1977" have been delivered by the printer. The cover is beautiful and the new edition, edited by Sandy Douglass, is excellent reading material. "Highlights" formerly sold for \$3.00 and the price remains unchanged.

Fleets: be sure you order a couple of copies of "Highlights of Scots N' Water: 1959-1977" for distribution to prospective members.

Our 1977-1978 Roster of Members is now at the printers.

## ATTENTION FLEET OFFICERS

On a time-available basis, your FSSA Office can supply a list of Flying Scot owners who are not members of FSSA in your area. These are excellent candidates for recruitment for fleet members. Remember, when they join your fleet, they must also become a national member of FSSA.

## THIS COULD BE YOUR LAST ISSUE

If your FSSA dues have not been paid for 1977, this will be the last issue that you receive until your payment is made.

While 1977 active membership is at a record level, there are still some 1976 members who have not renewed. In keeping with our usual policy, if your 1977 dues have not been paid, you will not be receiving your May issue of *Scots N' Water*.

### 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

## NO MYSTERY SCOTS FOUND THIS MONTH

What's happened? Now that the weather is beautiful and everyone is sailing, we expected several mystery Scots reported this month. We have not received any.

In a spirit of optimism, we are going to add three mystery Scots with this issue . . . 2434, 2450 and 2465. Remember, when you see a mystery Scot, introduce yourself to the owner and get his name and address. Send the information, and we will contact the mystery Scot owner, asking him to join FSSA.

When we receive your information, you will receive an official FSSA pocket emblem. When the mystery Scot owner joins FSSA, you receive an FSSA lapel pin.

### OFFICIAL MYSTERY SCOT LIST

131	651	902	1547	1740	2124	2307
146	720	904	1573	1741	2131	2434
212	747	911	1634	1809	2216	2443
421	766	1021	1707	1821	2223	2446
425	812	1028	1716	1902	2302	2450
508	814	1321	1723	1952	2304	2465
527	842	1419				

## OUTSTANDING FLEET AWARD

Bob Vance, FSSA's Promotion Committee Chairman, has received a nominating letter from one District Governor. Bob stresses that each District Governor must nominate the outstanding fleet from his district.

After all District Governors' nominations are received, Vance's committee will select the national Outstanding Fleet Award. If you wish your fleet to be considered for the Outstanding Fleet Award, contact your District Governor.

A national Outstanding Fleet Award will only be made if a substantial number of District Governors nominate.

The cut-off date for nominations is June 1. Ellen Horan of *Yachting* magazine will cover this award in that publication's May issue.

Please return to: FSSA

P.O. Box 2488

Pensacola, FL 32503

☐ Yes, we are very much interested in this cruise. Please send me a brochure about the Windward 44 and Grenadine sailing.

☐ I am a "blue water skipper," with cruising boat sailing experience.

We have the following people lined up to make our full crew:

- (1) \_\_\_\_\_  
Name Address City, State, Zip
- (2) \_\_\_\_\_
- (3) \_\_\_\_\_
- (4) \_\_\_\_\_
- (5) \_\_\_\_\_

My name and address is:



## SCHRECK SAILS

were used on seven (7) of the top ten (10) boats in the 1976 N.A.C.

Four (4) first place finishes in whole series

Jack Seifrick first in qualifying series

\*\*\*\*\*

To: PAUL SCHRECK & CO. SAILMAKERS  
S. SCENIC DRIVE

LILLIAN, ALABAMA 36549

(TELEPHONE: 205 - 962-4345)

Please ship \_\_\_\_\_ suit(s). Scot # \_\_\_\_\_

Velocities where I sail most are \_\_\_\_\_ to \_\_\_\_\_ knots.

I prefer the all-weather suit.

Please mark colors on spinnaker sketch.

I am enclosing check in full.

You will pay freight.

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

Suit—5 oz. Dacron .....\$397.00

Jib—5 oz. Dacron .....126.00

Main—5 oz. Dacron .....285.00

Spinnaker— $\frac{3}{4}$  oz. ....185.00

Spinnaker— $\frac{1}{2}$  oz. ....198.00

Spinnaker—combination  $\frac{1}{2}$  and  $\frac{3}{4}$  oz. ...198.00

\* Includes royalty tag

Quick reef .....30.00

Windows .....each 10.00

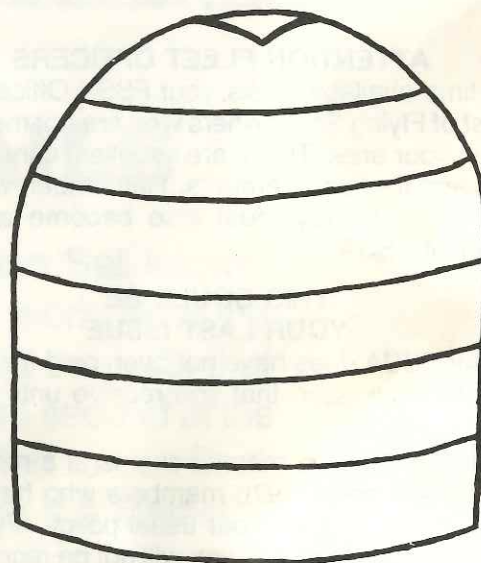
Brummels .....set 7.00

Name \_\_\_\_\_

Address \_\_\_\_\_

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

Signature \_\_\_\_\_



SWAGING — ALL HARDWARE FOR SAILS — COVERS  
RIGGING — ROPE TO WIRE SPLICING

# Make Reservations Early for NAC

Officials for the 1977 Flying Scot North American Championships, scheduled Aug. 15-19, Lake Charlevoix, Michigan, continue to emphasize the need for early lodging reservations, deposits, and confirmations for contestants.

Charlevoix is in prime Northern Michigan tourist and resort country, and housing accommodations could become scarce unless arrangements are made early. Use reservation form on this page to assure your space.

Charter boats will be available for the NAC, and entrants should note their desire to charter on regatta registration forms (to be published at a later date).

Charter fee is \$50. Rules for chartering are set forth in the Flying Scot bylaws, Article B-IX, d., (1). A check or money order must accompany the request. The Scot owner must live at least 400 miles from the site to qualify for charter privilege.

Closing date is Aug. 1. Charterers must use their own sails. Holes cannot be drilled, and boats will be returned to owners in exactly the same condition.

Ken Hendrickson (313/971-6511) has been named as the regatta committee member in charge of charters.

## 1977 NAC Housing Information

Housing reservations should be confirmed by deposit as soon as possible before June 15, 1977. Reservation deposits are refundable on cancellations made no later than two weeks prior to arrival date.

Mail reservation memo to either:

The Lodge (Jack Uhrick)  
Charlevoix, MI 49720  
Call collect 616/547-6565  
\$24-\$32 Double Occupancy

OR

Weathervane Terrace (W. Lenardson)  
111 Pine River Lane  
Charlevoix, MI 49720  
Call collect 616/547-9955  
\$26-\$34 Double Occupancy  
(Specify large or small room)

(Note: A few suites are available at either motel for \$50-\$55.)

## RESERVATION MEMO

Name: \_\_\_\_\_

Address: \_\_\_\_\_

ZIP  
CODE

Adults

Children

Number of Guests: \_\_\_\_\_

Deposit \$30.00      Rate

Date

Time

Arrival: \_\_\_\_\_

Departure \_\_\_\_\_

Firm Name: \_\_\_\_\_

By: \_\_\_\_\_

Ph. No. \_\_\_\_\_

GUARANTEED?

Accommodations

Single

Double

Twins

Twin & Double

2 Double

Other

Required: \_\_\_\_\_

Remarks: Reservation is to be in the block held by Steve Emerson, Flying Scot Association.

# Lessons in Art of Gaining B

BY GORDY BOWERS

Due to high winds, the first day of eliminations for the Flying Scot Mid-winter Championship was cancelled. Mike Johnson, class Treasurer, asked me to participate on an experts panel to field questions on the Flying Scot. The seminar was informative for me and the audience; however, in many cases I had to confess ignorance of many Scot tuning techniques. The following is a brief discussion of the new as well as old lessons in the art of boat speed as applied to the Flying Scot.

## TUNING

We used the "magic" rake of 28' 9½" measured from the mast tip back to the intersection of deck and transom. Only in very light air (0-4 mph) in order to induce some weather helm would I rake further aft to approximately 28' 8". While racing, your time should be spent on the basics of sail trim and steering, not fine tuning the rake. Our sidestays were set up very tight, as this approach has worked well in many other classes using the stationary mast.

## MAIN SHEET TRIM

The main and jib sheet trim, together with steering, are the blocking and tackling of making any boat go fast. In winds of over 8 mph the Scot, even when sailed at a fairly flat angle of heel, starts to get increased weather helm. On the long ride home, I asked John Gluek what stood out in his mind about my sailing. He said it clearly was my aggressive way of trimming the mainsheet.

As a puff hits and we start to heel, I quickly ease the sheet which spills wind, keeps the boat flat and prevents any excessive helm build-up. As the wind decreases and the boat starts to flatten out, I quickly trim the sheet to add power to the rig and maintain a constant degree of slight weather helm.

I was at first reluctant to ease the main much because this causes the forestay to sag off to leeward, thereby reducing your pointing ability. But, I soon learned that because the area of the jib is so small compared to the main, that there is little resulting jib sag. Furthermore, keeping the boat flat and helm light far outweighs any slight forestay sag.

## JIB SHEET TRIM

With our jib, the best land position was all the way forward on the jib tracks. We trim the sheet in medium winds so that the foot just starts to get tight, mark the leeward sheet, tack and mark the other sheet the same way. These marks act merely as a guide. On light

days, the mark might be 2" eased from the block, at the block in medium winds, and 2" past the block in heavy winds.

The next step is to utilize the weather jib sheet trim to bring the jib clew inboard. The outboard position should be used in very light air (0-3) and very heavy air (20 mph and up) regardless of sea conditions. Any wind in between calls for some degree of trim on the weather jib sheet to gain pointing ability. The proper balance between leeward and windward jib sheet tension requires you to look at the shape of the jib foot, the athwartships position of the clew and the leech of the jib.

(1) The leeward jib sheet should be trimmed so that the foot has a slight curve. When it gets pulled tight and wants to curl up, you probably have the leeward sheet too tight.

(2) I also use the seat as a guide to sideways jib trim. Before the race, I sit to leeward and try different amounts of sheet tension on the weather and leeward sheet. The maximum inboard trim places the clew just over the inside edge of the seat. The average inboard trim puts the clew one-half way over the seat. Out of curiosity, after we got back, I measured these jib ang-



Bowers races ice boats, too.



# Boat Speed

les and found the outside track position to be 16 degrees off centerline, one-half way on the seat was 11 degrees out and the inboard position was 8 degrees off centerline.

(3) Lastly, I checked the twist of the leech by comparing the angle of the jib battens with the boat's centerline. For example, in the medium inboard position of 11 degrees, the leeward sheet should be trimmed until the lower batten is just about parallel to the boat's centerline, while the upper batten points slightly outboard. Proper sheet trim for the outboard 16 degree position will cause the lower batten to point away from the centerline and result in quite a wide slot between main and jib. Conversely, the maximum position of 8 degrees will give quite a narrow slot. The lower batten will point in toward the centerline slightly while the top batten will be about parallel with the centerline.

Once you get the feel for the best position, you can reproduce them by marking your sheets. We related the mark and leeward block for leeward sheet trim. For weather sheet trim, we used the mark on the weather sheet and its position relative to the mast. It all sounds much more complicated than it really is. A little practice will work wonders.

## Editor's Note

Gordon Bowers wears some important titles:  
E-Scow National Champion, 1976.

Crew on the Inland Lake Yachting Association C-Boat championships (his brother, Tom, skippered).

Fourth in the U.S. Flying Dutchman Olympic Trials. (Gordon led at the end of five of seven races. Then he served as tune-up skipper for the U.S. entry.)

Partner, with brother Tom, in Bowers Sail company.

Gordon Bowers also sailed Finns. He gave up Finns when his back doctor told him "no more sweat shirts." At 33 years, Gordon was one of the older Finn skippers when he gave up the class.

The Mid-Winters Championship was Bowers first race in the Flying Scot. But he has been interested in the class for three years, he reports. He did sail against other Minneapolis skippers to tune up for the Mid-Winters.

Bowers has been sailing "16 or 17" years.

DICK ELAM

## MAIN VANG

Our approach was to have the vang on maximum hard, if we were at all overpowered, so that upon easing the sheet, the boom would go outboard to spill wind and not up which would cause the sail to get fuller just when flatness is required. To get the vang on this hard, I would go head to wind and trim the sheet really hard. John, my crew, would then take up on the vang. We then marked this position in red marking pen. This tight vang is only good going upwind in a blow. A second eased reaching position was found and marked, so we could go to this position just before rounding the weather mark. Running in the same conditions would require an even looser vang tension.

## CUNNINGHAM FOOT TENSION

We discovered that it is in the middle wind range between 7 and 15 mph that these controls need to be utilized the most. At 7 mph you are not hiking and the cunningham and foot need to be quite loose. At 15 mph you have your hands full holding the boat flat, so the cunningham and foot should be quite tight. At 7 mph we had small horizontal wrinkles coming off the main luff and verticle wrinkles coming off the main boom. Over 16 mph the cunningham and outhaul are both tightened to pull all wrinkles out along the luff and foot respectively. Be sure you have enough mechanical advantage in the luff and foot controls to make tensioning under load easy even in heavy air.

## STEERING

The relatively heavy weight of the Flying Scot makes the boat respond in many ways like a keelboat; yet its underwater shape and centerboard give it many high performance characteristics. I learned two lessons right away . . . when steering, never move the tiller through a very large range because the boat will not respond quickly enough. Second, make sure your speed is really cranked up before you start to point. Because of its relatively high weight, the Flying Scot has great momentum, but she must first be driven at maximum speed.

## SPINNAKER POLE HEIGHT

In close reaching with our spinnaker, we cocked the pole up so that it intersected the forestay at about 90 degrees (and marked our topping lift). Anything short of a close reach requires a progressively lower pole. When running, the pole was almost 90 degrees with the mast (again position was marked). Marking the topping lift will give you a range of adjustment.

## CREW WEIGHT

Total weight of our three crew was just 400 lbs. I felt this was adequate for most conditions, however, we did not race in heavy air with short chop which might have required more meat.

*(Continued next page)*

## HIKING TECHNIQUE

We did not use the "slump hike" technique but rather used a straight leg hiking style which, according to John, was more comfortable and allowed for much greater maneuverability fore and aft and athwartship in the boat. Briefly, hold the jib sheet in your aft hand while crossing the feet around the sheet keeping your legs straight. The forward hand holds the sidestay while your upper body leans back. This style distributes the load evenly on arms and legs, thereby reducing the strength requirements considerably. You can alternately rest the forward arm or the legs and aft arm, but unfortunately not both!

## SPINNAKER TAKEDOWNS

To my knowledge, we were the only boat to take our chute down to weather at the leeward marks. The technique is as follows: steer a little high, so you can bear off to a more downwind course. As you approach the leeward mark the crew will disconnect the pole while the spinnaker is kept flying. Then release the sheet while the crew gathers the foot of the spinnaker from the weather clew to the leeward clews, lowers it into the weather corner of the cockpit and stuffs it under the weather deck leaving the sheets and head attached. No repacking, pulling sheets around or jibing is necessary for the chute to go up on the leeward side. Usually it goes up twist free just as it came down.

# 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
- 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—Tomales Bay
- 100—SEATTLE, WA—Lake Washington

### MICHIGAN—ONTARIO DISTRICT

Governor: RICHARD HELMBRECHT  
4168 Wabanino  
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
- 128—PETOSKEY, MI—Walloon Lake, Lake Charlevoix
- 129—ORCHARD LAKE, MI—Cass & Elizabeth Lakes

### 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 Coteau 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.  
Ulita, 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—SHELBOURNE, 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

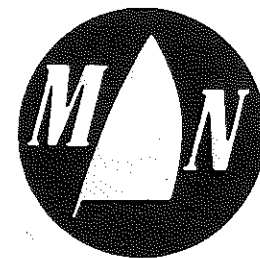
Governor: DR. HALLAM WALKER  
P.O. Box 2185  
Davidson, NC 28036  
704/892-1276

- 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



# MURPHY & NYE SAILMAKERS

2243 N. Elston Ave. • Chicago, Illinois 60614 • Phone 312/384-2828



April 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.

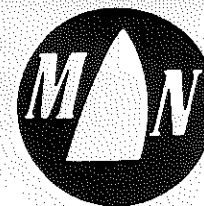
We hope you will join many fine Flying Scot sailors who are winning with Murphy & Nye sails. Please use the order form on the reverse side or call us at (312) 384-2828 to discuss or order your 1977 Flying Scot sails.

Cheers and good sailing in 1977,

*Bruce Goldsmith*

Bruce Goldsmith  
Vice President  
Murphy & Nye Sailmakers

# MURPHY & NYE SAILMAKERS



2243 N. Elston Ave.  
Chicago, Illinois 60614  
Phone 312/384-2828

216 Eastern Ave.  
Annapolis, Maryland 21403  
Phone 301/288-3281

1211 N. Betty Lane  
Clearwater, Florida 33515  
Phone 813/441-4731

## 1977 FLYING SCOT ORDER FORM

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

ZIP \_\_\_\_\_

TELEPHONE NUMBER \_\_\_\_\_

ORDER DATE \_\_\_\_\_

REQUESTED \_\_\_\_\_

DELIVERY DATE \_\_\_\_\_

SHIP VIA \_\_\_\_\_

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

( ) ALL-PURPOSE SPINNAKER - Available in all colors of .75 oz nylon Stabilkote. Radial head design. Reaches and runs equally well. \$195

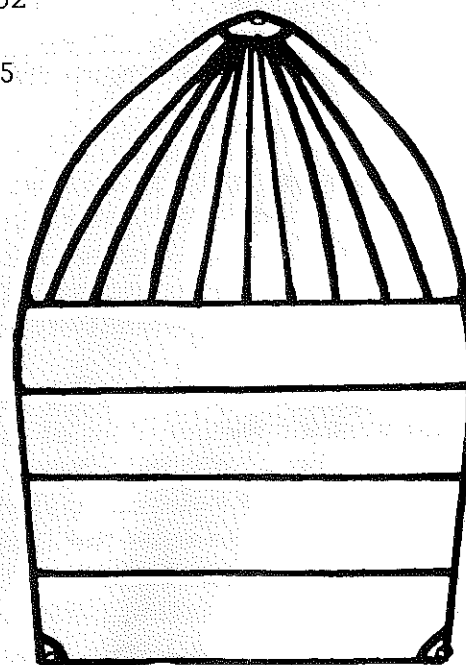
( ) WHITE-LIGHTNIN' ALL-PURPOSE - Same as above but made with .75 oz Dynac. Reaches better but tears slightly easier. \$195

SPINNAKER COLORS: Lt. Blue, Dk. Blue, Gold, Red, White, Black, Orange, Yellow, Turquoise, Hot Pink, West Coast Gold, Green and Purple.

\_\_ 2 clew brummels \$4, \_\_ head swivel brummel \$7

( ) Extra set of Red Arrow battens \$10/set of 4.

DIRECTIONS FOR COLOR CHART: Use crayon or print preferred color in each panel. White-Lightnin' is white Dynac with top horizontal panel in Stabilkote III color of your choice. White numbers are available in this panel.



PRICES INCLUDE: Bags, battens, windows in main and jib, racing numbers and insignia. A Flying Scot Class Royalty Fee of \$3 per sail MUST be added to the above prices. A 50% deposit required with all orders or use:

\_\_ Master Charge or \_\_ BankAmericard

NUMBER \_\_\_\_\_, SIGNATURE \_\_\_\_\_, EXPIRES \_\_\_\_\_

SF \_\_\_\_\_

DEPOSIT \_\_\_\_\_

SHIPPED \_\_\_\_\_

Please Clip On Dotted Line



# 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 2515**—Customflex — Tangerine hull — Boston sails — Main, Jib, Spinnaker — Cover — Pamco trailer. Price: \$3,300.  
Jon Gustafson, 4510 N. Lake Drive, Lee's Summit, Mo. 64063.  
Phone: 816/373-1934

**FS 52**—White deck, yellow hull — 2 sets sails, spinnaker — New spinnaker sheets and running rigging. Harkens blocks, inclinometer safety equipment, Shaeffer main cleat, Gator trailer, spare. Price: \$2,300  
Eugene Pearson, Lexington, Ohio. Phone: 419/884-2207 or 419/756-5886

**FS 2347**—Customflex — Blue hull/white deck — Schreck sails — includes trailer, motor bracket and full boat cover — dry sailed only — like new. Price: \$3,900.  
R. C. Hoefflin, 2345 Kemp Rd., Dayton, Ohio 45431. Phone: 513/426-1301 (evening), 513/426-6181 (days).

**FS 2233**—Customflex — Regatta blue hull/white deck. Schreck main, jib, and spinnaker. Full spinnaker gear. Harken blocks. Boom tent. Cockpit cover. Lifting bridle. Pamco tilt trailer. All excellent condition. Price: \$3,500.  
Ed Elderkin, 340 Collindale, NW, Grand Rapids, Mich. 49504. Phone: 616/453-4901.

## 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 \$400.
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

1960 Bronson Road, Fairfield, Conn. 06430  
(203) 255-1571

ESTABLISHED 1866

**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.

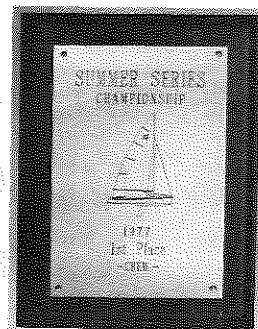
**FS 2387**—Douglass — White hull/off-white deck — Schreck main, jib (used 2 years) and new spinnaker — Full spinnaker gear — Shoreline trailer (spare tire), Danforth (corsair) compass, cockpit cover, motor bracket, lifting bridle. All excellent condition, dry sailed. Price: \$3,800.  
D. L. Bokelman, 81 Wood View Dr., Doylestown, PA 18901. Phone: 215/348-9572.

**FS 764**—Douglass — Used as day sailer. Dry sailed. Red hull in very good condition. Maxi-tox bottom paint. Stored indoors. Boston main and jib, only. Miscellaneous equipment. Sterling trailer to fit. Now stored at Buffalo Canoe Club. Can be purchased duty-free in either Canada or U.S. Best offer.  
Earl J. Obermeyer, P.O. Box 54, Amherst, NY 14226. Phone: 416/485-1532.

**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.



## Trophies

**TROPHY PROBLEMS SOLVED.** Fleets nationwide come to us because of our variety, unusual sailplan engravings, and attractive program discounts. Choose trophies for every event, from under \$5 to over \$100.

**ETCHED CRYSTAL & GLASSWARE,** brass, silver-plate, plaques, pewter, lucite embedments, screened glasses, and much more.

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COLOR CATALOG

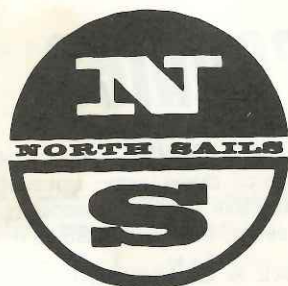
*Martingale*

Box 365  
Marblehead,  
Massachusetts 01945  
Phone (617) 631-4250

# New FSSA Members

FS#	Fleet	Dist.	Name	Address	City	State	Zip
128	M-O	Tom	Walenta	811 E. Mitchell	Petoskey	MI	49770
3	42	CAP	E. William Sharp	1909 Windsor RD	Alexandria	VA	22307
52	4	OH	Eugene Pearson	90 Dartmouth	Lexington	OH	44904
283	69	TX	Richard C. Parish	7333 Bluff Springs RD	Austin	TX	78744
411		PR	Don Gourley	835 E. 4th ST	Cushing	OK	74023
499	80	OH	Douglas Lee	219 Lexington AVE	Pittsburgh	PA	15215
518		TX	Charles W. Thomasson	Hawn Building	Corpus Christi	TX	78401
723		OH	Ed Kyle	416 S. College	Angola	IN	46703
945		CAP	Nancy Ballard	Box 743	Dahlgren	VA	22448
1042		TX	H. M. Losee	3175 Park Lane, Apt 120	Dallas	TX	75220
1174	3	MID	Deane R. Tubbs	228 Laendale AVE	Wilmette	IL	60091
1262		NE	Thomas H. Dunn, Jr.	46 Eustis ST	Arlington	MA	02174
1466		PAC	Stephen B. Giles	9150 Tampa AVE, 218	Northridge	CA	91324
1475	28	GF	William McQuillen	117 Berger Place	Ft. Walton BCH	FL	32548
1569	129	MO	Thomas McPhillips	32167 W. 12 Mile RD	Farmington Hills	MI	48018
1569	129	M-O	M. Theodore Wade	3402 Wards Point	Orchard Lake	MI	48033
1702	16	M-O	Richard A. Armstrong	13600 Woodmont	Detroit	MI	48227
1752	25	MID	Edward A. Porter	4368 N. Alpine	Shorewood	WI	53211
2035	128	M-O	Fletcher Johnson	501 Morgan ST	Petoskey	MI	49770
2061		M-O	John R. Plants	469 Whippers Lane CT	Bloomfield Hills	MI	48013
2552		OH	Richard Johnson	1638 Stanbery CT	Toledo	OH	43612
2595		CAR	John E. Hammond	3321 Mossdale AVE	Durham	NC	27707
2613	28	GF	Charles Nunnery	313 Vaughn ST	Ft. Walton BCH	FL	32548
2622	45	GF	Richard A. Fritz	5945 Baxter DR	Jackson	MS	39211
2682	21	GNV	Martin Zeldin	200 Delancey ST	Philadelphia	PA	19106
2767		GF	Judith R. Gamard	Pass Christian Y.C.	Pass Christian	MS	39571
2832	107	MID	Carlyle L. Schmidt	127 N. Union ST	Appleton	WI	54911
2834		MID	Robert Comstock	800 Willow Lane	Grand Rapids	MN	55744
2923		GNV	Daniel L. Rabinowitz	55 East 9th ST, #T-D	New York	NY	10003
2945		OH	Harry R. Hiss	2753 Osceola AVE	Columbus	OH	43211

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



During the past two seasons we have worked very hard developing a suit of sails which would be the fastest available for the Flying Scot.

**RESULTS—2nd in the 1976 North Americans  
1st in the 1975 Midwinters**

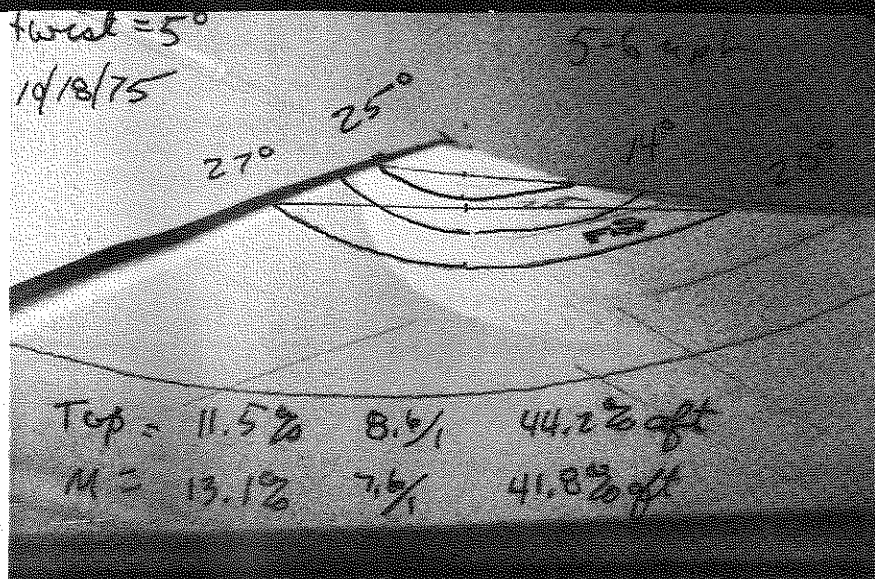
Through extensive analysis of cloth stretch and fatigue characteristics, North Sails can produce identical sails which are not only fast out of the bag, but give superior performance for many seasons' use. To avoid the springtime rush, order today!

Call collect or write North Sails San Diego.

1111 Anchorage Lane  
San Diego, Calif. 92106  
(714)224-2424



# BOWERS SAILS TAKES FIRST AT SCOT MIDWINTERS



HERE'S A SAMPLE of our homework in defining our sail shapes including entry angles, exit angles, percentage of draft position and draft ratios. This data, gleaned from hours on the water, plus staff analysis, using traditional and computer programming, gives us winning sail designs produced by Bowers Sails.

Following a three-year period of exhaustive design research in producing winning Flying Scot sails for local competitors, Gordy Bowers of Minnetonka, entered his first national championship regatta of this class and took a first and second in the two-race series.

According to Bowers, the overall wins at the 1977 Midwinters Regatta, held at the St. Andrews Bay Yacht Club, Panama City, Florida, simply proves the analysis of pictures taken from inside and outside the boat, combined with local fleet racing results, and the

knowledge gained from 10 years of sail making for scows produces winning sail speeds.

The Bowers all-weather, hard finished yarn tempered mains and jibs combined with the all white, low stretch, cross cut Dynac spinaker provides a suit of winning sails for all Flying Scots.

(Competitors, take note:) The picture analysis above is two years old, but now that we have the winning patterns, anyone can sail faster with a suite of Flying Scot sails from Bowers.



YOUR  
RACE  
IS  
IN  
OUR  
BAG

<b>MAIN</b>	All weather, yarn tempered dacron including window, battens, Cunningham grommet numbers and bag.	<b>\$275.00</b>
<b>JIB</b>	All weather, hard finished dacron including window, and bag.	<b>\$125.00</b>
<b>SPINNAKER</b>	All white, low stretch cross cut Dynac including numbers and bag.	<b>\$195.00</b>
	Two claw brummers.	<b>\$4.00</b>

FLYING SCOT ROYALTY TAGS INCLUDED ON ALL SAILS

NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ ZIP \_\_\_\_\_  
PHONE \_\_\_\_\_  
SAIL NUMBERS \_\_\_\_\_

COLORS

(For numbers and insignia check preference)

☐ RED ☐ BLUE ☐ BLACK

TERMS:

One half the cost of sails ordered should accompany the order. When completed, the sails will be shipped C.O.D. for the balance and shipping charges. If you prefer, send the check for full payment with the order and we will send your completed sails prepaid.

WRITE OR CALL COLLECT

## BOWERS SAILS, INC.

14916 MINNETONKA BOULEVARD

MINNETONKA, MN. 55343 PHONE (612) 933-6262

Name \_\_\_\_\_  
 Street \_\_\_\_\_  
 City \_\_\_\_\_  
 State, Zip \_\_\_\_\_  
 Change is: ☐ Temporary ☐ Permanent  
 (send this form with present label to the Executive Secretary)

Send Form 3579 to:  
 P.O. Box 2488  
 Pensacola, Fla. 32503

SECOND CLASS  
 POSTAGE  
**PAID**  
 at Austin, Tex.



## Regatta Schedule

If your fleet has a major regatta open to Scots from other fleets, we'd like to include it in the Regatta Schedule. Just drop a note or postcard to Cathy Quinn, Scots n' Water, 8721 Silverhill Lane, Austin, Tex. 78759. (And don't forget to send in the results after the race.)

- April 30-May 1 — Gulf District Championship Regatta, Bay Waveland Yacht Club, Bay St. Louis, Miss.  
 May 14-15 — Texas District Championships, Austin Yacht Club, Lake Travis, Austin, Texas.  
 May 21-22 — Buckeye Regatta, Hoover Yacht Club, Westerville, Ohio.  
 May 21-22 — Iron Man Regatta, Birmingham Sailing Club, Birmingham, Alabama.  
 May 28-29 — One Design Invitational Regatta, Southern Yacht Club, New Orleans, La.  
 June 18-19 — Ohio District Championship, Atwood Yacht Club, Atwood Lake, Dellroy, Ohio.  
 July 8-10 — Greater New York District Championship, Moriches Yacht Club, Inc., Moriches Bay, New York.  
 July 8-10 — Wisconsin Cup Regatta, Milwaukee Yacht Club, Lake Michigan.  
 July 15-17 — Midwest District Regatta, Lake Winnebago, Neenah, Wisc.  
 July 30-31 — Sandy Douglass Invitational Regatta, Deep Creek Yacht Club, Deep Creek Lake, Oakland, Maryland.  
 Aug. 13-14—FSSA Junior NAC, Lake Charlevoix, Michigan  
 Aug. 15-19—FSSA North American Championship, Lake Charlevoix, Michigan  
 Aug. 28-31 — 1977 North American Women's Sailing Championship, "The Adams Cup," Little Egg Harbor Yacht Club, Beach Haven, N.J.

## The Fleet's In

### 25—Wisconsin Cup Regatta Slated

The annual Wisconsin Cup Regatta will be held July 8-10 at the Milwaukee Yacht Club on Lake Michigan. Fleet 25 will sponsor; Regatta Chairman is Don Polacheck.

Last summer Fleet 25 (through the efforts of Art Bartling, FS 2511) invited members of BOLD (Blind Outdoor Leisure Development) to share a summer evening sail on Lake Michigan. Each blind guest was made familiar with the boat, and one Scot mentioned how well they remembered what they had "seen" and moved in anticipation of course changes, etc. This winter some Fleet 25 members joined BOLD members in cross country and downhill skiing. We hope to continue the relationship this summer and interest other fleets.

CONNIE PFISTER

### 69—Lake Travis Site for Texas Districts

Fleet 69 and Austin Yacht Club will host the Texas District Championships May 14-15 on Lake Travis.

Three races will be sailed Saturday and two races Sunday morning.

For more information contact Jerry or Carol Pearson, P.O. Box 3157, Austin, TX 78704 or 512/442-2313 (daytime).

JERRY PEARSON

### 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.

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