



**SCOTS**

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

May, 1977  
Volume XIV  
Number 5

FSSA First Vice President Robert Vance of Riverside, Connecticut, in action on Lake Norman, North Carolina, during 1976 North Americans competition.



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# What Price Gold Plate?

By Gordon K. Douglass

Many owners feel that the Flying Scot is at a cross-roads and that something needs to be done to tighten our rules before we follow the sad example of so many other classes in letting our boat develop from a simple one-design into a gold-plater racing machine. A special committee is being set up by President Bill Singletary to study the matter.

"The greatest skippers come out of one-design classes. They win because they have proven they have the ability and judgment." No, this is not just my idea. I found it in the March *YACHT RACING*, taken from an interview with Corney Shields who for many years was rated one of the smartest racing skippers in the country. "His solution — solid, strictly regulated one-design classes with a limit on 'extras'." How better could it be presented?

For many years we had no serious problem. The Class grew bigger and stronger. But in recent years, as competition has grown, so has an attitude of wanting to win at any cost. Some individuals, some clubs, seem willing to spend whatever it takes to produce what they think will be a winning boat, willing to stretch our rules — and our basic philosophy of sportsmanship — to and even beyond the breaking point. We are well started on a race toward gold-plating and are beginning to lose the very quality of one-design simplicity on which the success of the FSSA is founded. What is to be gained by adding more and more hardware? Anything but profit to the hardware dealer, if the truth be known?

Let me ask a couple of simple questions: Is there anything really wrong with the original factory hardware? Has anyone developed anything which makes the Scot go any faster? The answer, of course, is no. In the thirteen years I sailed in Flying Scot national competition, with not one thing changed or added, no one was able to demonstrate any superiority in performance in light weather or heavy. Certainly I was under no disadvantage. When I didn't win it was *my* fault. I never before had sailed a boat rigged this way, but after some experiment I found that it seemed to be best for the Flying Scot. While it is not just the way many other boats are rigged, today, the expert sailor should be able to adapt himself to whatever boat he sails. I had to.

What is gained by adding hardware? Nothing but convenience, and by convenience I mean just that. (For example, I would like to have a pair of cam cleats on my aft deck to hold the spinnaker sheets when they're not in use — but that would spoil my record.)

If any gadget or device is successful it will be copied, and then everyone will be even again and only that much worse off. A case in point is cross-sheeting the jib. If, indeed, it is better, the only one to have an advantage was the first one to use it. Now that everyone does it, no one has an advantage — and everyone is out of pocket some \$42.00 for the Harken blocks. What has been gained?

Is slump hiking becoming a problem? Ten years ago the Class voted that "No hiking straps, flying trapezes or other contrivances which achieve the same purpose may be used." (My emphasis). The intent is to keep sailing a test of skill, not one of weight and strength. One young man tells in the *S&W* how he won in heavy weather by having all 550 lbs of crew slump hiking. He'd have done even better if he'd had three trapezes. (And I'm still trying to figure out how under our rules that skipper could have slump hiked.) At the other extreme, Kelson Elam won second place in the heavy-weather 1976 North Americans with a crew of two weighing only 320 lbs *without* slump hiking. Now *that* showed skill. That is something he really can be proud of.

The current situation is serious and a solution may require considerable compromise all around. The ideal, of course, would be to standardize our boats to be all alike. I might even have to add some hardware to mine.

SCOTS N' WATER

# Secretary Sez: No Time Wasted As 129 Organizes

Orchard Lake, Michigan, is the home of new Fleet 129. M. Theodore "Ted" Wade, Fleet 129's charter captain (FS 1569), reports the fleet sails on both Cass and Elizabeth Lakes. Tom McPhillips (FS 1569) is charter secretary, and other members are David G. Hertzberg (FS 1626) and John R. Plants (FS 2061).

We met Ted Wade at our Mid-Winters in March, and he told us he would have a new fleet started very quickly. We congratulate Ted and his charter members for their efforts and wish them every success.

Rumor has a new fleet starting at Chautauqua Lake Yacht Club. If their fleet application arrives next, they will be Fleet 130.

## 1977 ADVERTISING CAMPAIGN ROLLING

As many have already noticed, your Flying Scot Sailing Association, in cooperation with Customflex, Inc. and the Gordon Douglass Boat Company, has been advertising in national sailing magazines this year. Our May advertising schedule includes a quarter-page in *Sail* and a quarter-page in *Yacht Racing*.

We also had an ad in the *New York Times* Sunday supplement, May 1.

When we started advertising, we showed 111 active fleets. Our ad copy now has 129 active fleets, an increase of 18 in less than two years. We congratulate everyone for their efforts in this success story.

## BUMPER STICKER CONTEST HAS ENDED

A panel of impartial judges is making their decision in the bumper sticker contest. Their decision should be difficult due to the excellent ideas submitted.

We thank all who entered the contest for their enthusiasm and support.

Our June column will announce the winner and carry a sketch of the new "official" FSSA bumper sticker which will be printed on vinyl to allow easy removal.

## WHY NOT DEDICATE A TROPHY?

FSSA has several openings for trophy awards in the North American Championship series, in both the Championship and Challenger Divisions. Openings are for overall position places and individual races in both divisions.

Do you have a loved one you would like to memorialize with a perpetual trophy? Perhaps you and your spouse would like to dedicate a trophy in your names to be awarded each year at the North American Championships.

If so, please contact your FSSA office. All communications will be as confidential as you desire.

## MYSTERY SCOT FOUND BY ACCIDENT

Mary Ammann recently sent a list of used Flying Scots purchased from the Gordon Douglass Boat Company. On this list was Mystery Scot 1419 now owned by Richard Stafford of Rockville, Maryland.

Mary was sent her official FSSA pocket emblem and will receive a lapel pin when Mr. Stafford joins FSSA.

Remember, when you see a Mystery Scot, introduce yourself to the owner and get his name and address. Send the information to your FSSA Office, and we will ask him to join FSSA.

This month we add the following Mystery Scots: 2029, 2038, 2040.

### OFFICIAL MYSTERY SCOT LIST

131	527	814	1028	1716	1902	2131	2434
146	651	842	1321	1723	1952	2216	2443
212	720	902	1547	1740	2029	2223	2446
421	747	904	1573	1741	2038	2302	2450
425	766	911	1634	1809	2040	2304	2465
508	812	1021	1707	1821	2124	2307	

## WINDWARD 44's, HO!

As we told you last month, FSSA has reserved ten new, luxurious Windward 44's for a full week of Bareboat sailing in the Grenadines next March. Five yachts will leave St. Vincent on Monday, March 6, at noon, and the second five will leave Tuesday, March 7.

The Windward 44's will charter for \$253.00 per person with six people on board, including full provisioning for the entire seven days. Liquor and soft drinks are extra. This special rate for FSSA members gives you added value for your membership.

For more information on this exciting trip and the Windward 44's, please fill out the coupon.

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:

# Let's Keep Racing Fun

Dear Editor:

I read with great interest about the pros and cons of slump hiking — oops — hunk hiking — no, slump hiking vs. hiking straps, etc.

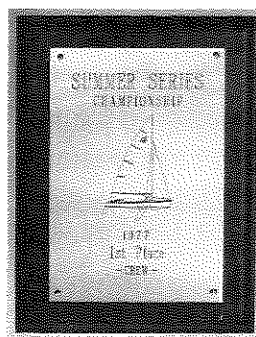
Why argue over this when we can simply follow the example of one Snipe sailor who added a 500 lb. lead keel to his baby so that he could "hold her down" better in heavy winds. She is now for sale.

It is my unscientific calculation that the Scot could easily carry 1000 lbs. of keel which would make her a real Pussy Cat of a boat.

But seriously, I feel that we Scot owners have the finest quality One-Design boat and I heartily agree with Sandy that we should keep her that way. There seems to be no end to the variations and ideas of how to make her still 1/1000 of a second faster by certain ways of hiking or adding a neurotic assortment of go-fasts to match some skippers' temperaments.

Must we take all the fun out of racing by making it ever more physically demanding and/or gadget-complicated at the risk of losing our very fine One-Design Concept (along with a good many people) in order to please a hand full of over-achievers?

Sincerely,  
Irmgard Schildroth  
Fleet Captain, Fleet 116



## 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.

WRITE OR PHONE FOR OUR  
COLOR CATALOG

*Martingale*

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

## 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*

## 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

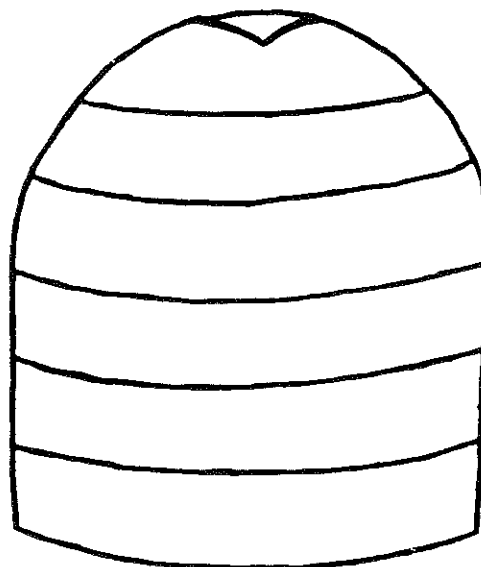
Brummels .....set 7.00

Name \_\_\_\_\_

Address \_\_\_\_\_

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

Signature \_\_\_\_\_



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

## NAC REGISTRATION FORM

Flying Scot North American Championship—1977

August 15-19, 1977

Hosted by Huron Portage Yacht Club  
at Charlevoix Yacht Club, Charlevoix, Michigan

Skipper: \_\_\_\_\_ Crew: \_\_\_\_\_

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

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

Fleet No. \_\_\_\_\_ Hull No. \_\_\_\_\_ (Sail & Hull No. must be same)

Registration fee \$40.00 (before July 4th); \$50.00 (after July 4th)

(REGISTRATION FEE does NOT include Annual Dinner and/or the Awards Dinner)

Make your check payable to FLYING SCOT FLEET 20. Send check and this form to:

Note: Flying Scot to be registered with FSSA and 1977 dues paid.

Ib Bentzen-Bilkvist

3313 Yellowstone Drive

Will attend the Annual Dinner ☐ Awards Dinner ☐ No. of Persons \_\_\_\_\_ Ann Arbor, Michigan 48105

Will want chartered boat ☐

### ROOM 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.

# Charlevoix Hosts Scots, Art Fair

The 1977 Flying Scot North American Championships, Aug. 15-19, will coincide with Charlevoix's 19th Annual Waterfront Art Fair, a major attraction in Michigan and the Midwest and another reason to make early reservations for the NAC.

As previously mentioned, Windmill Farms Campground is available for those interested in recreational vehicle or tent camping. Regatta officials have secured a large portion of the area for NAC

## 1977 NAC SCHEDULE

### Friday, Aug. 12

9:00 am-5:00 pm Registration & Measurements at Irish Boat Shop  
7:30 pm CYC & NAC Race Committee joint meeting  
8:30 pm CYC to host cocktail party for NAC Committee Chairmen

### Saturday, Aug. 13

9:00 am-5:00 pm Registration & Measurements  
9:30 am Jr. NAC Skippers Meeting & 1st Race  
1:30 pm 2nd Jr. NAC Race  
3rd Jr. NAC Race — time & weather permitting (back to back with preceding race)

### Sunday, Aug. 14

9:00 am-5:00 pm Registration & Measurements (start 3rd Jr. NAC Race, if necessary)  
1:30 pm Executive Committee Meeting  
3:00 pm Board of Governors Meeting  
Evening (5:30-7:00 pm) Welcome cocktail party

### Monday, Aug. 15

9:00 am Race Committee Meeting  
9:30 am Skippers Meeting — 1st Race, Elimination Series  
1:30 pm 2nd Race — Elimination Series  
7:00 pm Board of Governors & Ladies Dinner at Weathervane

### Tuesday, Aug. 16

9:30 am 3rd Race — Elimination Series  
Afternoon Open for free sailing, sight seeing, etc.

### Wednesday, Aug. 17

9:30 am Skippers Meeting — 1st Race, Championship/Challenger Division  
1:30 pm 2nd Race — Championship/Challenger Division  
7:30 pm Dinner and FSSA Annual Meeting at the Grey Gables

### Thursday, Aug. 18

9:30 am & 1:30 pm 3rd & 4th Races — Championship/Challenger Division

### Friday, Aug. 19

9:30 am Final (5th) Race — Championship/Challenger Division  
Afternoon Make-up race if necessary — otherwise open  
7:00 pm Awards Banquet at Grey Gables

participants, and those interested should confirm their needs with a \$5.00 deposit before July 1, identify themselves as FSSA members, and note arrival and departure dates.

Windmill Farms Campground is about seven miles from Charlevoix and located on five hundred wooded acres.

In addition, five rooms each have been blocked at: Archway Motel, Junction U.S. 31 & M 66, 1440 S. Bridge St., Charlevoix, Mich. 49720, Phone: 616/547-2096 and

Capri Motel, Junction U.S. 31 & M 66, Charlevoix, Mich. 49720, Phone: 616/547-9224.

Rooms at these two motels will run about \$24 per night for a single. Confirmed reservations must be made prior to **June 15** with a deposit equal to one night's stay. Deposits are refundable on cancellations made no later than two weeks prior to arrival date.

See April issue *SCOTS N' WATER* for addresses of the Lodge and Weathervane motels where larger blocks of rooms are reserved. Send room reservation form on facing page to motel of your choice.



Charlevoix YC and lake view



# Sailing Seminar Panel of Experts

Experts at the Mid-Winter championships answered questions about:

- mast rake and mast bend
- where to trim centerboards
- how to avoid a broach
- when to tack downwind and spinnaker handling.

*Scots 'n Water* transcribed the seminar, and we will present excerpts of the experts' opinions. This issue reports on mast rake. Topics not covered in this issue will be continued next month.

Two North American champions, a Mallory champion, four sailmakers, and champions from two other classes made up the six members of the panel. That totals nine, but Paul Schreck is both sailmaker and North American champion. Larry Kline and Al Gooch make sails and win other classes. Gordon Bowers builds sails, wins other classes, and after participating in the seminar won the Mid-Winters. Gene Walet won the Mallories twice, and Tom Ehman has won the NAC thrice.

Mike Johnson of Fort Walton Beach, Fla., moderated.

**Mast rake**— Experts debated sailing loose and tight rigs. They argued, politely, among themselves about a magic number of feet and inches between the top of the mast and the transom. They differed on inches, but agreed on adjusting the boat to sails and crew. Here's the testimony:

**TOM EHMAN** — Mast rake is interrelated, as is everything else, to crew weight, sails, and sailing conditions . . . You can't put a tape measure to the head of the spar and measure down to the transom and come up with a magic number.

There seems to be a range for the Flying Scot between 28 feet 3 inches and 28 feet 9 inches — which is a big difference at the head of a spar, but, that difference of 4 or 5 inches on the transom seems to be the range in which everyone is sailing.

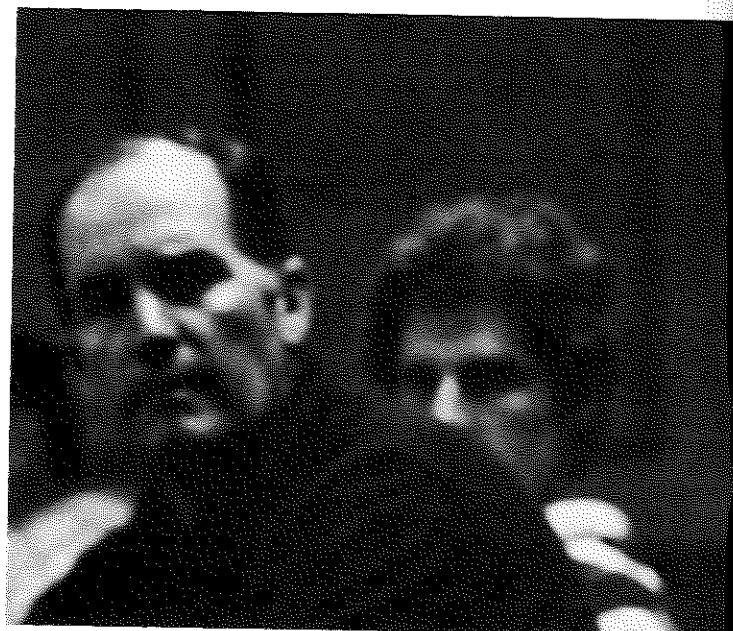
There's no magic saying we're going to sail at 28 feet 6 inches because Doug Sansom does, because Paul Schreck sails at 28 feet 8 inches. It can't be done. Conditions change, sails change, crew weight changes, and what feels good is what's important . . . If the boat drives well to weather and is pointing, then you probably have mast rake right . . . Things about the Scot don't seem to hold true in other classes . . . because the Scot is a basic telephone mast; the mast does bend, and it bends differently on different tacks. The key thing, perhaps, is maintaining the jib-luff tension, so your jib sets properly — probably more important than where the mast is raked.

As you crank forward on the Scot mast you're cranking against the side stays if your rig is at all tight, and you're cranking against the main sheet tension, so you're tending to reduce the amount of jib luff curve . . . which tends to flatten the jib, and may help you point in some conditions.

There're no magic numbers to mast rake. All you have to do is go out there and sail, and I did it Tuesday in Pensacola. I set up a brand new boat, tried everything for an hour. Then my crew put a 5 or 6 inch shroud adjuster on the forestay. We started with the mast forward 29 feet, and we came all the way back to 28 feet. I've sailed Scots at 29 feet 3 inches, and I have mine now set at 28 feet 8 inches or 28 feet 7 inches, and there's no magic number. You have to move around 'till it feels right. And it's going.

**GENE WALET** — I agree with Tom, in full. As a starting point I use 28 feet 7.5 inches, and as the breeze increases I take rake out of the boat. As the breeze decreases, I put rake in the boat. And the reason is that if I don't put some rake in lighter stuff, the boat gets neutral and doesn't have any helm. And I want the boat to always want to go up into the wind and have some weather helm.

Be sure your rudder is all the way down in a heavy breeze, because if your rudder is slightly kicked up, it throws the balance of the boat off completely. With say 10 knots of wind, and the rudder as far down in the vertical position, then you can start moving the rake out of the mast and tighten up the jib halyard, and I find the



Seminar panel listens as Tom Ehman (right) expresses his opinion. Walet, Mike Johnson (moderator), Larry Kline (behind), and Gordon Bowers are not pictured.



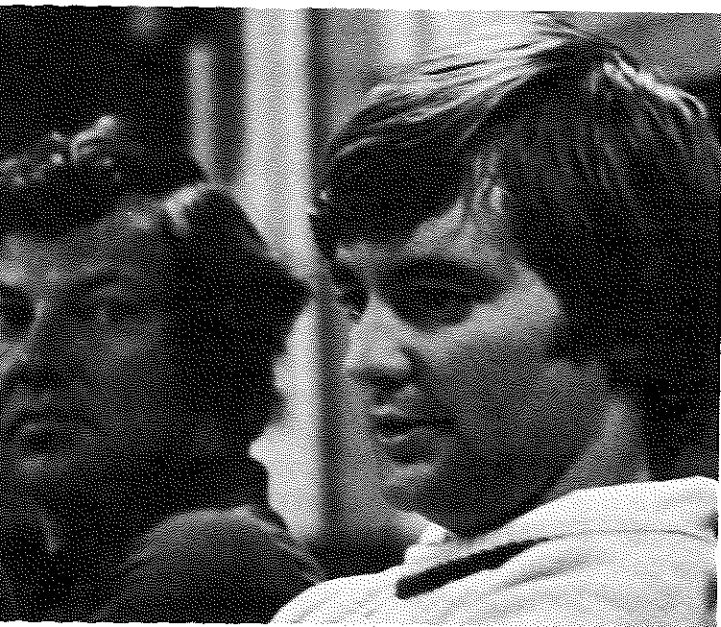
# s Discusses Mast Rake Question

boat will point a little higher.

**PAUL SCHRECK** — I like my boat to sit down by the rudder when the wind is blowing, and I like the mast back in heavy air, and that also gives me a little more forward lead on my jib . . . As long as we can hold the boat on a reasonable angle, we'll sit forward (and reduce the helm further by where we seat ourselves) in a knot, like Tom Ehman and everybody else does — all three crew together right behind the shroud. When it gets unmanageable, that means your bow is digging in and your stern spinning over, regardless of whether your rudder is straight down or otherwise. At that time you have to move aft, get your rudder digging in, lift your bow out, and you have less helm. But in between the unmanageable and the manageable, you slide forward and you slide aft.

What Gene is saying is technically right, but . . . the Scot, as you know, is a big spoon-billed, son-of-a-gun that's going to throw off a big bow wave . . . and that's like running into a brick wall. That's when you have to slide aft, and the reason I put more rake in the mast is to get the boat sitting on a level plane.

As long as you are managing the boat, you can probably do exactly what Gene says: keep your mast further forward as the wind comes up, if you can manage it. But if the wind gets too heavy, you cannot do it because the boat is going to heel by the bow every time. You can sail a Scot without a jib in any kind of breeze . . . which means that you have sail area well forward, more so than most boats.



s views on mast rake. Visible left to right are Gene Johnson), Al Gooch, and Ehman. Paul Schreck and

**BUDDY POLLAK** (the Commodore contributed information from the floor) — If there is a magic number, it is not 28 feet 7.5 inches. Seriously, we rigged these boats for the Champion of Champions last year, but (for an even better example), I'd go back to the Mallory Cup at Southern Yacht Club. Larry Taggart and his crew rigged eight boats, and I gave them the "magic number," and they worked off 28 feet 9.5 inches. Now, you can't set every one of these boats 28 feet 9.5 inches, particularly the Customflex boats will not set up at 28 feet 9.5 inches for some reason, and I don't know why. Larry set up eight brand new boats, never in the water, some sold, some not sold, but never a mast up. We worked off 28 feet 9.5 inches.

At the end of an eight-race round robin series, the top boats were within six points of one another, and it didn't matter who sailed them.

One boat fell about 15 points out, or more, and I said, "Larry, there must be something wrong with that one boat."

Sure enough, we put a tape measure on it, and, somehow, it had slipped. I think it was 3 or 4 inches out of kilter with the other boats as far as rake . . .

I think you can set these boats up . . . I believe there is a magic number you should start with . . . You start somewhere around 28 feet 8 inches or 28 feet 9.5 inches or 10 inches, and then you make the adjustments for the sails you've got, and the conditions you're sailing in. There has got to be a starting point to tune that boat.

**MIKE JOHNSON** — I observe that Doug Sansom, one of our area's better sailors, sails his Flying Scot just as tight as a guitar string. While on the other hand, Paul Schreck sails so loose that I don't see how the mast keeps from falling off. If you think I'm kidding, go shake the mast on (Schreck's) "Duppy Cups." And, yet, it goes to what Tom Ehman said about flying by the seat of your pants and what looks right, and what really makes a boat feel like it's going.

Panel, how do you sail? Tight or loose?

**GORDON BOWERS** — Mine is pretty tight.

**TOM EHMEN** — I've done it both ways. I've sailed as loose as Jack Seifrick, who I think has the best upwind boat speed in the class, and I've sailed tight, not quite as tight as Gordy has his set up . . . I can't seem to tell the difference. I do think having a tight rig in sloppy seas is better. I do think that having a loose rig in flat water helps your off-wind performance. There are tradeoffs . . . whatever feels good.

**AL GOOCH** — I sailed with Gene Walet, and we had a medium rig last week, and we had really good speed.

(Continued on next page)

## Seminar (continued)

LARRY KLINE — I have always set up the Highlander very tight — most people in the class seem to do it that way. If I were sailing a Scot, which I will be, I would set it up very tight.

PAUL SCHRECK — I sail it tight in smooth water, and loose in rough water.

GENE WALET — I'd sail it just the opposite of Paul. I start in the calmer weather with a very loose rig, and, if it is choppy, I tighten the rig by taking mast forward on the halyard tension of the jib. But, again, it has a lot to do with whether your sails are full or flat cut, how much weight you have in the boat, whether you sail with two or three people. I sail with three people, and I average 455 pounds . . . I never sail with two people because I like the extra pair of hands in the boat.

**QUESTION FROM BACK OF ROOM** — Buddy, referring to the boat that was 15 points off the others (in the Southern Yacht Club Mallories), where was the mast set, forward or back of the others?

BUDDY POLLAK — Too far aft.

**QUESTION** — Assuming you have a somewhat loose rig, or medium or loose rig, when you're going downwind — with the wind anywhere aft of beam — is it advantageous to crank your jib halyard forward as tight as you can to move your center of effort forward?

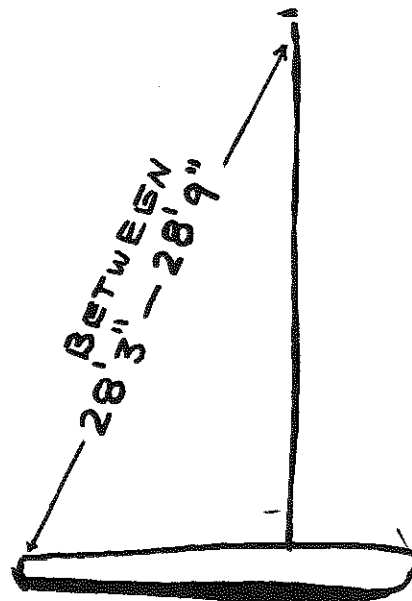
LARRY KLINE — If it is light air, choppy, and the rig is flopping around, that would probably help — but I think that you can't pull the mast much farther forward than the wind is going to blow it. If you are going off the wind, and it is blowing above eight miles, I don't see the point in it.

AL GOOCH — I agree with Larry. That would tighten the jib luff, and at that time you'd want the jib luff sort of eased on broad reaching. So you would want to leave the jib alone, letting the rig go forward on its own. It's an adjustment that is not automatic.

TOM EHMAN — I don't think it's worth (the trouble). You can put somebody on the leeward shroud to keep the shroud from flopping. A waste of time — especially if you've got the boat set up well to go upwind. You start changing mast rake — that's what you're doing when you change the jib — and if you don't have a piece of tape on the jib halyard someplace, you can't be assured you will return to where you set the jib before. I wouldn't mess around with it.

GORDON BOWERS — I agree with Tommy. If you start messing around with a bunch of different settings without an accurate and fast way to control it, I think you're doing yourself a disservice. I've seen more guys throw the boat out of tune. You give yourselves more problems.

GENE WALET — You get to fooling around with the boat too much, and you let your tactics get away from



"Magic" numbers

Buddy Pollak suggests this method for measuring mast rake:

Put the jib on the boat — or tighten your jib halyard to level toggle position. Hoist measuring tape to top of mast with your main halyard, all the way to the top. Measure to mid transom where the top of the deck turns down on the transom.

Gene Walet said that when using this measurement procedure, it is very critical that you measure your toggle in the same place . . . If that toggle is up in the air an inch and a half, or if it is down an inch and a half, it can change the measurement 3 to 4 inches.

you, and you're not thinking about the boat ahead of you. Don't lose sight of the tactics by trying to change the boat too much. The legs are too short, for one thing, when you are talking about a race course about a mile or a mile and a quarter.

PAUL SCHRECK — My crew forgets. The crew is supposed to crank that mast forward every downwind leg, but George Haynie was the only crew who ever remembered to do it. We try to. Downwind, you eliminate the play, and you increase the drive of the chute and the sails if your mast is not flopping all over the place.

You should be following every wave (downwind), and that is much more important than where you have your chute or crew. The waves are the power, and they're downhill, and, if you don't follow them, you are going to lose some ground. And you can follow waves much more readily if you crank your mast forward. It is simple physics to realize that everything should be forward going downwind. There's less steerage way, less work on the rudder, less work on the crew.

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August 13-14, 1977

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

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

Fleet No. \_\_\_\_\_ Hull No. \_\_\_\_\_ (Sail & Hull No. must be same)

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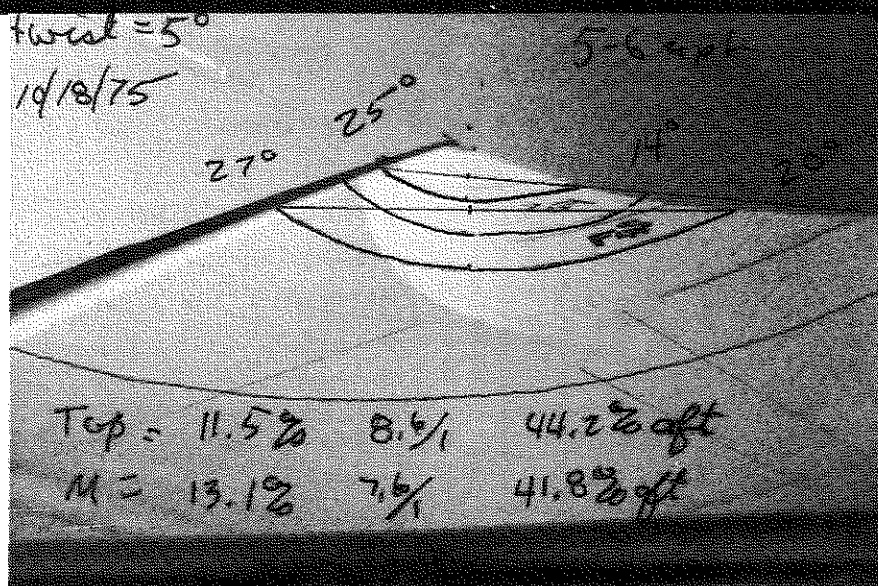
**RESULTS—2nd in the 1976 North Americans  
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# BOWERS SAILS TAKES FIRST AT SCOT MIDWINTERS



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 analyzation, using traditional and computer programming, gives us winning sail designs produced by Bowers Sails.

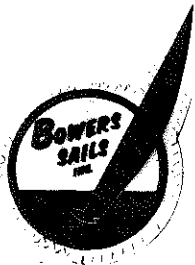
Following a three-year period of exhaustive design research in producing winning Flying Scot sails for local competitors, our sails were aboard for their first national championship regatta of this class and took a first and second in the two-race series.

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 spinnaker 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.



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IS  
IN  
OUR  
BAG

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<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 brummels.	<b>\$4.00</b>

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SAIL NUMBERS \_\_\_\_\_

**COLORS**

(For numbers and insignia check preference)

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**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.

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(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 2293**—Douglass — Yellow hull/off-white deck. Boston main, jib, spinnaker. Schreck main and jib. Race equipped, lifting bridle, Little Dude tilt trailer. Excellent condition. Price: \$3,700.  
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**FS 2051**—Douglass — Very good condition — Winner of fleet and district championships — Two suits of sails — HD Sterling trailer — Motor bracket — Compass — Full cover — Anchor — Lifting bridle — Many more extras. All for \$3,400.  
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**FS 2335**—Customflex — White — Cameron Sails — Complete w/spinnaker, compass, trailer, motor bracket, etc. Excellent condition. Local lake dry. Price: \$3,500.  
George W. Armantrout, Imperial Rt., Garden City, KS 67846. Phone: 316/276-2561.

**FS 1555**—1970 Douglass — White hull — Light blue deck — Two suits sails (North and Murphy & Nye) — Spinnaker and gear — Harken ratchet blocks — Large, heavy duty, Shoreline trailer — Dry sailed, excellent condition. Price \$4,000.  
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**FS 2502**—Customflex — All white, two sets of sails, full spinnaker rigging, outboard motor bracket, anchor, full cover, compass, tilt trailer, lifting bridle. Price: \$4,000. Dan Sundermann, 908 Mallard Circle, Annapolis, MD. Phone: 301/757-2188 or 301/647-7100, ext. 222.

**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.  
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**FS 2318**—Douglass — Light blue hull/white deck — Top condition, dry sailed only one season. Schreck sails, including spinnaker. Full race equipped with compasses, Harken blocks, etc. Trailer and full cover. Price: \$3,700.  
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**FS 2652**—Douglass '75 — Race equipped with many convenient extras — 3 sets sails, 1 spinnaker — Sterling trailer with spare wheel — White hull/pastel blue deck. Price: \$3,800.  
Dick Rutledge, 826 Forest Ave., Wilmette, Ill. 60091. Phone: 312/864-2606 (office); 251-5873 (home).

**FS 1198**—Douglass — White hull, oyster deck, three suits of sails (Boston, North and brand new Ulmer) — Sterling trailer. Has placed high in North American championships and Midwinters. Worth \$3,600.  
Dick and Kelson Elam, 403 W. 38th, Austin, TX. Phone: 512/454-1677.

## One Design Office Opens

U.S.Y.R.U.'s new One Design Racing Office is open, according to director Bill Bentsen.

Their address is: United States Yacht Racing Union, 820 Davis St., Evanston, Ill. 60201, telephone: 312/864-5222.

Bentsen and his assistant Mary Griffith keep office hours 8:30 to noon and 1 to 4:30 p.m., Monday-Friday.

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1613	M-O	16	Patrick E. Murphy	958 Nottingham	Grosse PT PK	MI	48230
1624	CAP	97	Frank Tietze	NIH Sailing Association	Bethesda	MD	20014
1684	GF	90	Stanley E. Israel	8900 SW 62nd CT	Miami	FL	33156
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2912	CAP	42	George B. Schieffelin	4702 Red Fox DR	Annandale	VA	22203
2931	OH	1	Michael J. Kelley	4616 Moore RD	Middletown	OH	45042
2944	CAP		Keith S. Halfner	2308 41st ST, NW	Washington	DC	20007
2969	MID		Dave Hargrove	18330 30th Place, N	Wayzata	MN	55391

## FSSA Fleets and Districts

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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  
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Palo Alto, CA 94301  
415/321-4497

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

### MICHIGAN—ONTARIO DISTRICT

Governor: RICHARD HELMBRECHT  
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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 Dunketh 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

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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. Andres 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 Cotile 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

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- 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

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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  
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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

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Governor: DR. HALLAM WALKER  
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- 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

# ON THE BALL

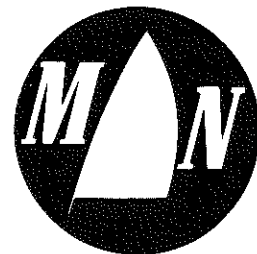


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## Regatta Schedule

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.)

June 4-5 — Egyptian Cup Regatta, Crab Orchard Lake Sailing Club, Carbondale, Ill.

June 18-19 — Governor's Cup Invitational Regatta, Carolina Sailing Club, Satterwhite Point on Kerr Reservoir, Henderson, N.C.

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 9-10 — Michigan-Ontario District Regatta, Crystal Lake, Crystal, Mich.

July 9-10 — Annual CLYC Open Regatta, Clear Lake Yacht Club, Fremont, Ind.

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.

Sept. 10-11 — Annual Hoosier-Wolverine Hot Scot Regatta, Clear Lake Yacht Club, Fremont, Ind.

## The Fleet's In

### 41—Michigan—Ontario District Slated

Fleet 41 is sponsoring the Michigan-Ontario District Regatta July 9-10 this summer at Crystal Lake, Crystal, Mich.

For more information contact Dick Remsberg, 519 Fairlane Dr., Alma, MI 48801.

DICK REMSBERG

### 127—Harbor Island YC Hosts Tennessean

Harbor Island Yacht Club in Nashville was host to the Tennessean 24th Annual Regatta. Two races were sailed Saturday, April 16, and one race sailed Sunday. Winds were generally light and variable.

Nine Scots from Fleets 112 and 127 competed for the silver with George Steffens taking first place, Rich Dohm, second, and Dave Bell, third.

BOB PETRIE

### 83—Fleet Roasts Carpenter

Parks Carpenter was honored with a "roast" at Fleet 83's Founder's Day fleet meeting, Jan. 22.

Carpenter received a rubber duck award for joining the capsized group, a collision kit, complete with a WW II style silhouette book and helmet from Terry Wittenberg, and a close-crossing kit supplied by fleet chaplain, Rev. David Wyatte. A "cover story" was given by J. Harris, and the Fleet 83 Players presented a skit demonstrating "before the race" Carpenter-style preparation.

The meeting was held at the home of Joe and Althea Korten Hof, Fleet captain. Eighteen boats out the 25 in the fleet were represented. Guests included Dean and Rose Overly and Paul and Jackie Richey, former Scot sailors and charter members of the fleet.

E. P. MOORE, JR.

### 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