

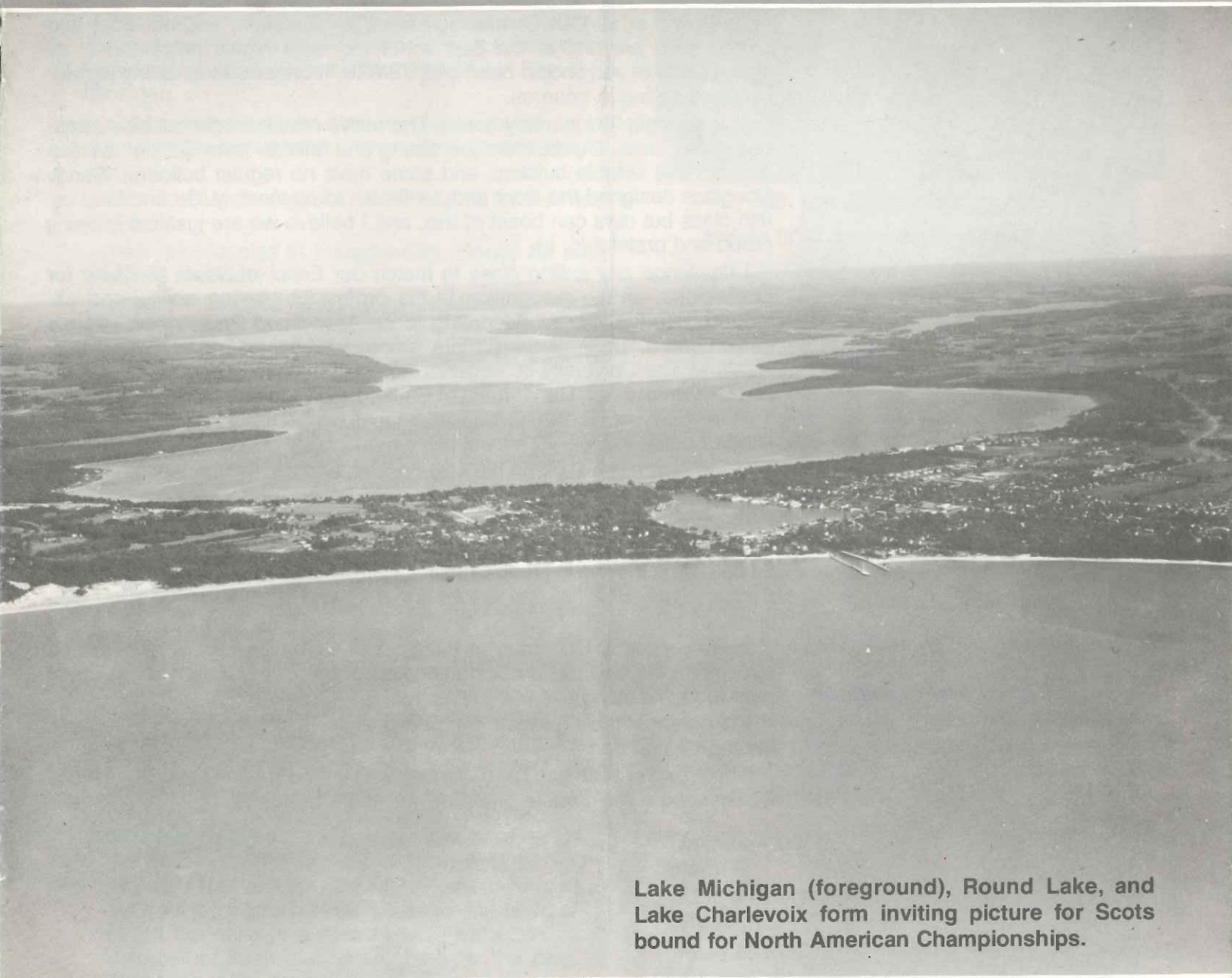
SCOTS

n' water

July, 1977

Volume XIV

Number 7



Lake Michigan (foreground), Round Lake, and Lake Charlevoix form inviting picture for Scots bound for North American Championships.

Vance nominated for presidency . . . page 3

Fleet 130 granted charter . . . page 5

Charlevoix awaits Scots . . . pages 8 and 9

**FLYING SCOT®
SAILING ASSOCIATION**

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From the President

USYRU Merits Support; Elam Moving to Carolina

I've just returned from the USYRU — One Design Class Council meeting of June 11-12 where I represented FSSA per the intent of the ODCC to strengthen and promote small boat classes and sailing. Your class has been represented at all ODCC meetings since its inception; and our boat and organization are one of the best if not the most highly respected of all classes. (All of you should belong to USYRU; it benefits extensively individuals and sailing in general).

Our strength lies in many areas: The active members cannot be surpassed in any class. Our builders are strong and reliable (over 50% of classes do not have reliable builders, and some have no regular builders). Sandy Douglass designed the Scot and continues to counsel, guide and lead us. (No class but ours can boast of this, and I believe we are justified in being proud and grateful for it).

I challenge any sailing class to match our Editor of *Scots N' Water* for professional ability, recognition in his profession, sailing ability, and all-around "good guyness." According to an Associated Press news release dated June 9, "Dr. A. Richard Elam, a communications and journalism professor at The University of Texas at Austin, has been appointed Professor and Chairman of the Department of Radio, Television and Motion Pictures at the University of North Carolina at Chapel Hill." (Looks like I'll step down another notch in Fleet 27's local standings).

We congratulate Dick on his new position and on his marriage June 5 to Margaret Abel in Hawaii.

Our publication, *Scots N' Water*, is at the top in its class and Dick would be the first to give credit for its excellence to Managing Editor Catherine Quinn. Since Dick is moving to North Carolina, Cathy will be with us only through the August issue. She has my greatest thanks and admiration for a job well done.

Jack Seifrick is Chairman of the Special Committee to investigate and strengthen the one design characteristics of the Flying Scot. Please direct your thoughts along this line to him.

My personal feeling regarding "one design" is to get tighter . . . regards "slump hiking," ban it.

The crowd in Michigan have planned well for the NAC at Lake Charlevoix. It should be a memorable one. See you there in August.

William V. Singletary, M.D.
President FSSA



Vance Nominated for Presidency

Robert F. Vance of Riverside, Connecticut has been nominated to succeed William V. Singletary of Durham, NC as president of the Flying Scot Sailing Association for 1978. Vance is currently first vice president of FSSA and has served in most of the national offices.

The election of officers and other business will be conducted at the FSSA annual meeting scheduled for Wednesday, Aug. 17, at the Bay View Inn in Petosky, Michigan.

Others included in the slate announced by nominating committee chairman Commodore Buddy Pollak are:

Donald C. Hott of Kaiser, West Virginia for first vice president

Allen M. Douglas of Panama City, Florida for second vice president

John M. Seifrick of Westerville, Ohio for chief measurer

Class Secretary Thomas F. Ehman, Jr., Treasurer Michael S. Johnson, Assistant Measurer Paul Blonski, and *Scots n' Water* Editor Dick Elam have been nominated to continue in their present offices.

Singletary automatically moves to the position of Commodore while Pollak becomes immediate Past Commodore.

Members will vote on the following proposals to amend the Constitution and Specifications:

Fleets 28 and 71 propose to amend the Constitution to allow Associate Members to hold Fleet Office. The amended version would read:

Article IX — Membership Classifications

2. An Associate Member is a Corinthian and one of the Following: (i) a non-owner who has been for at least three months part of the regular crew of a specific Flying Scot with respect to which some person is an Active Member, or (ii) a member of the immediate family of an Active Member, or (iii) a bona fide part-owner of a Flying Scot or a member of his immediate family, provided that at least one of the part-owners of such Flying Scot shall be an Active Member, or (iv) in the case of a club-owned Flying Scot, a member of such club designated by the club. Members of the immediate family are defined as husband, wife, sons and daughters. An Associate Member cannot vote on national matters, hold the office of Fleet Captain, or represent a Fleet at a national FSSA meeting except by proxy. There are no age or sex limitations.



Mr. and Mrs. Robert Vance

Article IX — Membership Classifications

3. A Family Member is a combination of one Active Member and unlimited Associate Members who are all members of the Active Member's immediate family and are all residing at the same address. The Active Member is the only member to get FSSA mailings with this membership classification.

Article XVI — Delegates

1. The membership of each fleet shall be responsible for selecting and instructing a delegate. If unable to send a delegate, the Fleet shall assign a duly authorized proxy to present the Fleet's views and cast its votes at all meetings. The delegate or proxy shall be certified in writing by the Fleet Secretary and the Fleet Captain.

Fleet 46 proposes adding a Section 6 to Article S-V of the Specifications:

"The only lines which may be attached to a spinnaker are two guy-sheets and one halyard. The use of any other line attached to the cloth of the spinnaker, the purpose of which is to aid in the hoisting or dousing of the spinnaker, is prohibited."

And the Governing Board would add to Article S-V, Section 2:

"and a safety line attached to the transom mooring rings."

Fleet 20 would like to amend Article S-III, Section 5 of the Specifications to read:

"Jib sheets must be led from blocks or fairleads on tracks not to exceed 20.5 inches located 16 inches plus or minus 1 inch abaft the forward edge . . ."

(continued next page)

Schultz Captures Carolina Event

By DEBBIE PETERSON

Dick Schultz, of Reidsville, NC, sailed a perfect 1-1 series to take top honors at the Lake Norman Yacht Club's Annual South Atlantic Yacht Racing Association (SAYRA) Invitational Regatta held May 7-8. The regatta attracted 183 boats, and Flying Scots comprised the largest class with 20 boats competing.

Carolina District Governor Hallam Walker, of Davidson, NC, finished second with a 3-2 score. Fleet #27 Captain Merritt Head, of Durham, NC, took third with a 2-4 record. Two Lake Norman Y.C. sailors, Norman Wheeler and Frank Wilt, tied for fourth place.

Saturday's two races were held in winds of 11-15 miles an hour under clear skies. Sunday's only race was started again under clear skies and a four mph breeze that gradually diminished. The race was abandoned because of the time limit.

FINAL STANDINGS

Skipper	Fleet	Sail #	Race 1	Race 2	Points
1. Dick Schultz	—	1885	1	1	1½
2. Hallam Walker	48	171	3	2	5
3. Merritt Head	27	2140	2	4	6
4. Norman Wheeler	48	571	10	3	13
5. Frank Wilt	48	913	5	8	13
6. William Robertson	71	1292	8	7	15
7. Paul Newton	—	2836	7	9	16
8. Ray Weeks	48	1059	6	10	16
9. Hap Crowe	27	2720	4	12	16
10. Ernie Myatt	108	775	13	5	18

Annual Meeting (continued)

The Governing Board proposes to amend Article S-II of the Specifications by adding Section 9.

"Transom Ports are permitted as an owner's option to facilitate rescue of a swamped yacht. Such transom ports shall be round, 5 inches in diameter, opaque, one on each side of the rudder post, centered five inches outboard from the centerline of the transom, and 3 ½ inches above the top of the boot top. The port shall be suitably closed at all times while racing."

ADVERTISING RATES

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

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

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

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

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

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

COLOR AND BACK PAGE, EXTRA.

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

Secretary Sez:

Lakewood, N.Y., Home For Newest Scot Fleet

The Chautauqua Lake Yacht Club is home port for new Flying Scot Fleet 130, located in Lakewood, New York. Charter Captain is Jan D. Feenstra (FS 1102), and Charter Secretary is Clayt Rugg (FS 1310).

Other members are Jim Roman (FS 1950) and George Spencer (FS 24). Our newest Fleet is being assigned to the New York Lakes District which is growing rapidly. We congratulate all members involved in organizing this new Fleet and wish them the best in sailing.

In our May column, we reported a new fleet rumor. Since we scored with that forecast, we announce another.

David Mayfield (FS 2429) has been trying for several years to start a new fleet in Jacksonville, FL. We just received the membership on a third Flying Scot in Jacksonville, so this may be another new Flying Scot Fleet.

IT WAS A STELLAR EVENT

John K. Robinson, Third District Secretary of the International Star Class, wrote he had always wondered what happened to old star sails and added he no longer wondered after seeing the May cover of *Scots n' Water*.

We had not noticed that First Vice President Bob Vance did not have his "F/S" on his mainsail at the 1976 NAC. The star, of course, is his recognition for being a national officer.

In answer Bob Vance wrote: "Many people have commented about the lack of the "F/S" on my sails in the picture on the May cover of *Scots n' Water*.

You will recall the wind was gusting 25 to 30 knots at times. The "F/S" insignia blew off.

"We were not the only casualty. Other boats lost some of their numerals as well as the insignia. Now that the sailmakers are merely "sticking" the numerals and insignias on the sails, they come off much easier than they used to when they were sewn on.

"Several people have accused me of transferring over to the Star Class. I've also been accused of getting rid of excessive weight near the top of the mast so that the boat would not heel as much.

"Murphy & Nye should have the new insignia to me prior to the North American Championships, and you can be sure we will start the championships with our sails looking the way they should."

1977 ANNUAL MEETING AND PROXIES

Official notices have been sent to all Fleet Secretaries advising them of our 1977 Annual Meeting. Wednesday, August 17, 1977 at 2000 at the Bayview Inn in Petosky, Michigan, 15 miles from Lake Charlevoix. As you know, Charlevoix Yacht Club will be our host for the 1977 North American Championships.

Also enclosed with the notice was the 1977 Fleet Proxy form. Please be sure that your Fleet Secretaries return these to the national office by **July 20**.

On the proxy form, you will note four fleets which will have their charters revoked if they do not establish a minimum of three active members by the time of the Annual Meeting. These fleets were suspended last year.

Fleet	District	City and State
47	Midwestern	Green Bay, Wisc.
54	Midwestern	Freemont, Ind.
84	Texas	Lake Charles, La.
94	Greater New York	Lake Hiawatha, NJ

The following fleets do not have the minimum three active members for 1977 and are in danger of having their charters suspended. They have all been contacted; and if three active members' dues are paid prior to the meeting, they will not be suspended.

Fleet	District	City and State
5	Northeastern	Burlington, Vt.
17	Michigan-Ontario	Grosse Pointe Shores, Mich.
36	Midwestern	Montreal, Quebec
60	Midwestern	Chicago, Ill.
77	Northeastern	Menauhaut, Mass.
78	Carolinas	Moorhead City, NC
82	Capitol	Prince Gallitzin State Park, Pa.
91	Gulf	Alexandria, La.
110	Midwestern	Rochester, Minn.
120	Midwestern	Oshkosh, Wisc.

CHAMPIONSHIP DIVISION TROPHIES COMPLETED

Commodore Buddy Pollak has announced donation of the "Commodore Buddy Pollak Trophy" for the winner of the fourth race in the Championship Division of the North American Championships. FSSA thanks him for this generous contribution. We are happy to announce this completes all of the perpetual trophies for the Division.

We have heard that a fleet proposes to donate a trophy in memory of a member who died early this

(continued next page)

Secretary Sez: (Continued)

summer. They have asked us to reserve the second place position in the Challenger Division for them. More details when plans are finalized.

We repeat the appeal made last month for additional permanent trophies for our North American Championships. Openings are all in the Challenger Division.

Challenger Division — overall winners for
3rd and 4th places
winners of the 2nd,
3rd, 4th & 5th races

If you would like to discuss dedicating a permanent trophy for one of these races, please contact Commodore Buddy Pollak, our Perpetual Trophy Chairman, or your national Association office. This is an opportunity to make a permanent contribution to the class.

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 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, 2210-B Quarry Rd., Austin, TX 78703. Phone: 512/474-7790

FS 1006—Douglass—Completely race equipped, Harken blocks, main and jib new '76, spinnaker, plus two old suits sails, dry sailed, well maintained. Ready to go, \$2,500.

David Miller, 88 Lake Ave., Center Moriches, (LI) New York 11934. Telephone: 516/878-4878

FS 811—Douglass—Blue hull/off white deck, just refinished. Ready to race, two suits of sails, one Schreck, two years old, full spinnaker gear. Sterling trailer, cockpit cover, outboard motor and bracket. Other extras. Price: \$3,000

Harold Sanders, 42 Valley Rd, Princeton, NJ 08540. Telephone: 609/921-2895

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.

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

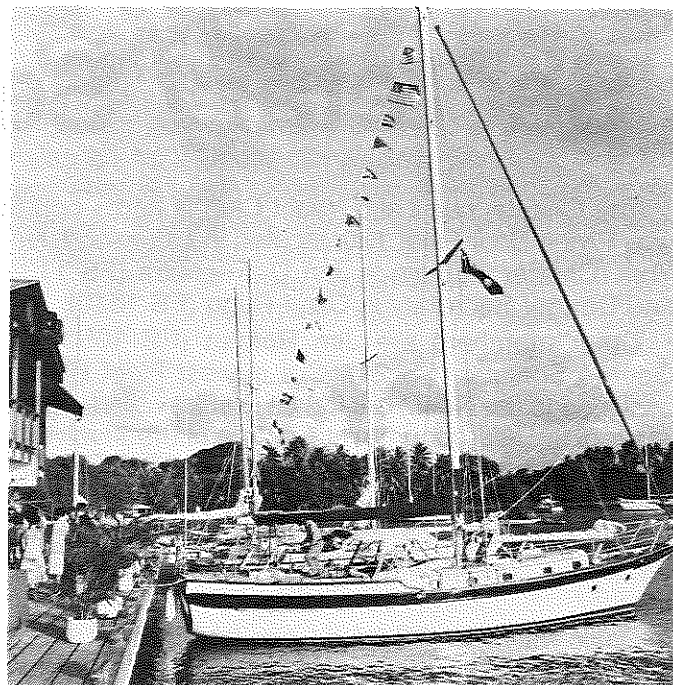
Wood — same quality you've always received, sanded \$4.75, varnished \$7.50, del. Send check to Don Blythe, Battens, 804 Euclid Ave., Jackson, MS 39202, if you can't find what you want at your favorite sailboat dealer.

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



CRUISING THE GRENADINES

Here is one of Caribbean Sailing Yachts' brand new Windward 44's we will be chartering next March for the Grenadine cruise. Five bareboat charters leave St. Vincent Monday, March 6, at noon, and a second five leave Tuesday, March 7, immediately following our 1978 Mid-Winters.

Charters run \$253.50 per person with six people on board for seven days including full provisions. Liquor and soft drinks are extra. This rate is "special" for FSSA members.

For more information, please send the information 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:

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 ☐

JUNIOR NAC REGISTRATION FORM

Flying Scot North American Jr. Championship—1977

August 13-14, 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 \$15.00 (before July 4th); \$20.00 (after July 4th)

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

Ib Bentzen-Bilkvist

3313 Yellowstone Drive

Ann Arbor, Michigan 48105

Measuring starts August 12, 1:00 P.M.

Skipper must be eligible for Sears Cup competition and a member in good standing of F.S.S.A.

Michigan's "Water Wonderland" Area

By **BOB WELTY**
NAC Regatta Chairman

Lake Charlevoix, in the heart of the Michigan vacation "water wonderland," is 16 ½ miles long and up to 3 ½ miles wide.

It is very close to Lake Michigan, and a sea breeze normally provides good sailing conditions even when inland lakes would be becalmed. In August the days are warm and the nights cool.

The 1977 Flying Scot North American Championship races will be sailed at the west end of the lake in full view from the Charlevoix Yacht Club to provide entertainment for interested spectators. Also, there are picnic and swimming facilities in front of the club.

If you like to sail, swim, fish, camp, sight-see, shop, eat in fine restaurants, etc. . . . you should plan to attend the NAC this August and spend time in the area before or after the regatta for a great vacation.

To mention a few of the area's attractions: there is a sightseeing cruise from Charlevoix to Beaver Island . . . a "must" trip to Mackinaw City and a boat trip to Mackinaw Island . . . many unique shops in Petoskey for the ladies to enjoy . . . miles of sandy beaches to sun and swim . . . dune buggy rides available at Sleepy Bear Dunes, etc.

We invite you to join us and enjoy the greatest vacation area in the United States. If you haven't made reservations, do so now. The larger motels may already be full, but rooms and camp sites are still available if you act now.



Charlevoix



Irish Boat Shop — Scots will be measured here.



Scots

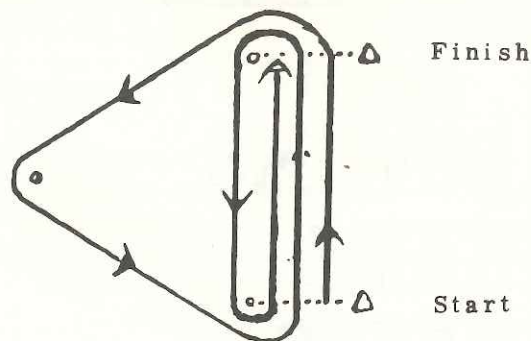
waits Flying Scots



acht Club



ll launch from these four paved ramps.



1977 NAC SCHEDULE

Friday, Aug. 12

1:00-5:00 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
2nd Race — Championship/Challenger Division

1:30 pm

Dinner and FSSA Annual Meeting at Bay View Inn

7:30 pm

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

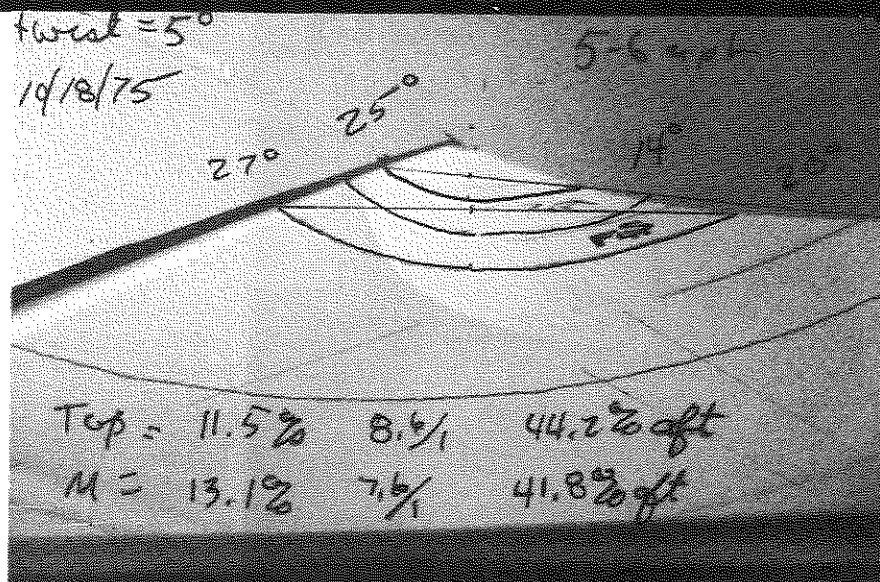
Afternoon

Make-up race if necessary — otherwise open

7:00 pm

Awards Banquet at Bay View Inn

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, 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.



YOUR
RACE
IS
IN
OUR
BAG

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

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

Sandy Reviews Design History

Gordon K. "Sandy" Douglass, designer of the *Thistle*, *Highlander*, and *Flying Scot* sailboats, was guest of honor at the '77 *Thistle* Midwinters in St. Petersburg. In this interview with Editor John Weber of *Sailor's Gazette*, Douglass reveals his key role in the growth of small boat sailing and his emphasis upon family participation in the sport. *Scots n' Water* reprints the article with the *Gazette's* permission.

Did any other boat or building process influence your design of the Thistle?

I had been building the International 14. About 1938 a molded process was announced that seemed to be the answer to the problem of building a molded plywood boat. The 14s originally were double planked with little narrow ribs, 7,000 copper nails — a tremendously laborious process.

As soon as I heard of this molded process I thought — here's the way to get some good hulls with much less labor. I think it was probably 1940 when we built the first boats. Incidentally, I think I was the first ever to build a molded plywood sailboat.

It was a lovely boat, but a small boat for just two people. It seemed there was a gap in the market for something bigger — a family boat.

Up to that time there were no professionally built trailers. We'd buy an old front axle of a car and build a frame over it. There were no rollers, no winches, which meant that, when loading, the boat had to be lifted and carried. That's one reason for the *Thistle's* openness — no deck — so that it's much easier for four, five or six people to get hold of it. It's a light boat.

Principally, the design of the *Thistle* is a type that will give performance yet be big enough for three to race, or four for pleasure sailing.

I've been accused of enlarging the Int'l 14 — scaling it up. Well, you can't do that because in designing a boat you're dealing with three factors — length, sail area, and volume.

If you try to scale up a boat you simply go all wrong. I admit I was influenced by the Int'l 14 designed by Uffa Fox. I used to know him and race against him. He was the one who did the development of that type of hull.

Was the Flying Scot a spin-off of the Highlander?

Yes. Let's say she's derived from the *Highlander*. At the time I designed the *Thistle*, the *Lightning* was kingpin in the country, and there's no sense in bringing out a boat in competition with one that's already master of that field. The *Thistle* is deliberately smaller and of a different type so as not to compete.

We wanted another boat, and in 1949 the *Lightning* was still strong, so I made the *Highlander* 20' and for a crew of four — thus avoiding the *Lightning*. By 1956 I thought the *Lightning* was starting to slide downhill; now was the time to get right into that field with the same basic type of boat — 19' long and a family racing boat. So, I brought out the *Flying Scot*.

By that time I thought fiberglass had been developed enough to be reliable. I hadn't felt up to that time that all the bugs had been worked out of it. In retrospect we shudder to think how little anyone knew even in 1956, in light of what we know today of this building process.

At the time you designed the Thistle, did you envision a national or worldwide class?

Well, one always hopes. In all of these boats the first goal is to reach 100. Then the next goal is 1,000, and by that time you know you have a class going.

Has there been any change in tolerance of the hull or rig of the Flying Scot since you designed it? Do you think your basic one-design philosophy has been faithfully followed?

Yes and no. The hull is the same; so is the sail plan. I'm trying to keep the *Flying Scot* from developing into a gold plater.

What is a one-design? There are as many conceptions of one-design as there are people. Some say all you need is to keep the same hull or the same sail plan. True one-design is where boats are all alike in hull, rigging and equipment. The danger in all of these classes is that everybody wants to improve his boat. He wants to put on more hardware, and pretty soon you end up with a gold plater. It's so full of stuff you can hardly get in yourself. With the *Flying Scot* I'm trying to hold it down. It's a difficult job.

I thought some people in the FS association were promoting hiking straps and a trapeze.

Years ago there was a strong movement to use hiking straps. I think we've kept away from it because only some people can use hiking straps. Older sailors and wives just aren't up to it. As soon as you put hiking straps in the boat, you tend to leave your wife home and get a tall, husky young man to hike for you.

If you want to keep a true family boat, I think you have to have one without hiking straps. The *Flying Scot* doesn't need them. She's so beamy, so stable, that we have plenty of stability and power without them.

(continued next page)

Rutledge Victorious In Prairie District

By KATHY SHOLL

The Oklahoma City Boat Club hosted the Prairie District Regatta June 18-19 with 11 registered Scots representing Nebraska, Kansas, Missouri, and Oklahoma.

Oklahoma winds got the first two races off to a flying start when it persisted in gusting over 30 knots.

First place trophy was awarded John Rutledge (FS 889), Oklahoma City with 2¼ points; 2nd place—Preston Pate (FS 863), Joplin, Missouri, 7 points; 3rd place — Stan Carter (FS 721), Tulsa, 9 points.

The hard working crews on the three top boats will receive crew trophies. Neil and Hugh Rutledge (FS 889), Melissa Pate and Tom Eldridge (FS 863), John and Ed McAllister (FS 721).

Jack Barcus (FS 806), Tulsa, was elected the new Prairie District governor at a dinner Saturday evening following the first two races.

Sandy's Interview Continued

A main racing problem today is that we have too many one-design classes. Is there a natural attrition in classes, or a life-span for a class?

Several things have happened. Prior to hull molding the feasible way to build a boat was the chine boat, which was much easier, quicker. The back yard builder could do it, and it was a popular method for the early boats. The Star, Snipe, Comet, Lightning are all chine boats. They were simply designed that way to fit the materials.

Then we had hull molding where you could get the hull shape you wanted.

Classes then tried to convert to fiberglass. Some succeeded, some didn't, so that has resulted in attrition.

There are probably 600 classes, but most of them never get anywhere. Each builder likes to have his own boat. Most of them look alike, and are alike. There's no point in it. Just another name, without any distinction. Some classes last for awhile, then drop out.

Out of the 600 there are only a handful that really become national classes and last.

Also, people like to develop a boat. As long as they can develop, the challenge is there. There comes a time when the boat is completely developed; there's no more challenge, interest is lost, and they go to another boat.

The successful one-design class, if nothing else, should slow down the development if it wants to last for a long time. If you do it all at once, in a few years it's

Regatta Schedule

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. 20-21—New York Lakes District Championship, Old Forge, NY, Central Adirondacks, Fleet 104.

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.

Oct. 1-2 — VISA Invitational Regatta, Smith Mt. Lake, Roanoke, Virginia

done. Now if you can slow it down over 30 years . . .

How about cruising in a one-design? Highlander sailors have tried to hold cruises in conjunction with regattas to attract both racers and non-racers. Do you encourage the trend?

I think it's a good idea. In all of these classes there are some who are interested primarily in racing and some are not, in the Scot we have quite a number who do limited cruising a week at a time.

I try to tell people at boat shows that there's more room in a boat like the Highlander or the Scot than there is in a cabin boat of that size because the cabin boat has rigid walls, and the Highlander and Scot are all room. You can improvise — there's room for sleeping bags and gear. You cruise only once in awhile, but the rest of the time you have a good sailboat. You're not carting a house around with you all the time.

The minute you put a cabin on a boat, it isn't going to perform the way a good daysailer will, of the same size. If you get up to 26, 28 or 30 feet — yes, then you have a cruising boat.

When do you plan to retire?

I've retired from national competition. As you may know, I won a race in 1913, which implies that I'm no longer a youngster. It amuses me that the Thistles have what they call the Old Goat, which means that once you reach 50, you're a has-been. I won the Flying Scot North Americans at the age of 67, and I think that's old enough. That's when I decided I'd better retire.

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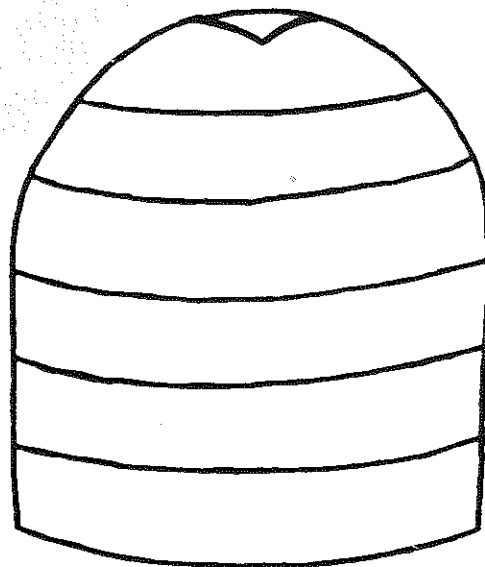
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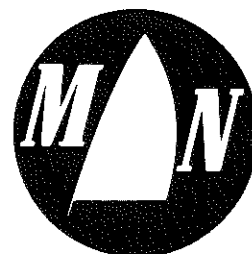


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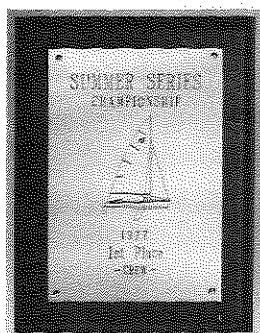
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