

Scots n' water



May 1978
Volume XX
Number 3

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Bill Myatt crews
for Cathy Kennison Daniels
on Lake Wheeler

Capsized

'... frozen with disbelief
we kept hoping, somehow
the boat would right itself'

By Bill Mc Gonigal

So far, the 1977 Flying Scot North American Championships at Charlevoix, Michigan had been pretty rough on us. Even with a luff in most of the main, my wife and I were having a difficult time keeping our Scot flat. We had survived a squall earlier in the week with winds over thirty knots, and some wild-eyed guesses were going as high as fifty knots.

Snug and dry in our life jackets and foul-weather gear, our optimism and confidence were running high. We had survived high winds all week, and were now in the last day of the race. In fact, since we had never capsized any boat during several years of sailing, we both believed that we could always react fast enough to prevent a capsize.

We had made such detailed plans as, "Don't get trapped under the boat," and "I'll meet you at the stern." With this massive amount of forethought and planning, we had been at the brink of disaster many times, both with and without the spinnaker. But, by rapidly letting out the sails, we had always managed to recover before we started swimming instead of sailing.

But now, on a long port tack to the lay line, we were in trouble. The main was carrying a luff all the way to the battens, and my crew frequently had to release the jib to reduce the heel. Our boat speed was decreasing and the three or four foot waves were throwing buckets of spray over the bow. Then an intense puff hit us: not a short "knock-down" puff, but long and heavy. Both main and jib were quickly and completely released. The stalled boat was a sitting duck for the wind and now, broadside waves. The Scot slowly continued to heel more and more. With a funny feeling in the pit of my stomach, I felt the point of no return approach and pass. My wife calmly remarked, "We're going over." But we were frozen with the disbelief that it was really happening. We kept hoping that somehow, the boat would right itself.

Stunned, we wasted those few precious seconds when we could have prevented the capsize. Instead of swinging a leg

over the topside of the deck, we braced our feet on the centerboard trunk. By hanging on the now vertical deck side of the boat, we were pulling it over to completely turn turtle. Realizing our mistake, we dropped into the water. My crew landed on the boom and removed all doubt that we were going to turtle. We pushed the slowly descending deck away from us and were never in any danger of being trapped underneath.

Holding around the slippery rub-rail, and spluttering after each wave broke over us, we walked hand-over-hand to the stern. Only a few hours before, Kirsten Bensten-Bilkvist (FS 1687) had encouraged us to install a safety line between the two stern mooring rings. I now fully appreciated what she had been saying. A handhold of only two or three fingers is not comfortable for very long.

My next thoughts were to try to right the boat. Moving back along the side, I discovered that the centerboard had fallen into the trunk. It was impossible to reach the centerboard slot. I briefly considered diving under the boat to find a line to throw over the bottom of the hull. However, remembering the spinnaker, spinnaker lines, spinnaker pole, anchor and anchor line, sails, cover, jib sheets, main sheet, centerboard line, boom vang, etc., I decided that it would be safer to wait for assistance.

A rescue boat from our USYRU race management team quickly arrived. We climbed on board and discovered another problem: the wind and waves were pitching both boats so violently that it was impossible to approach our boat without causing serious damage. A large fiberglass rescue boat with shiny chrome fittings was the last thing I wanted to see crashing through the waves near the bottom of my hull.

Because the Scot's mast is hollow, and sealed at both ends, our Scot gradually self-recovered from fully turtled to a 90-degree list. We then tried to right the boat by lifting the mast. The top of the mast seemed always to ride a wave up as our rescue boat was coming down. Fearing for the hull of our rescue boat (and the mast), we aborted that attempt.

Scotsn' water

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ANALYSIS

Many problems can be solved by acting, instead of freezing, to prevent a capsize or turning the boat turtle. Sandy Douglass repeatedly points this out in his articles in the "The Highlights of Scots n' Water."

Don't wait for next year, put your safety line in **NOW!** My flotation was held in with the original fibreglass straps, but two straps are not enough.

I strongly suggest that yacht clubs use a rubber inflatable dingy for rescue work.

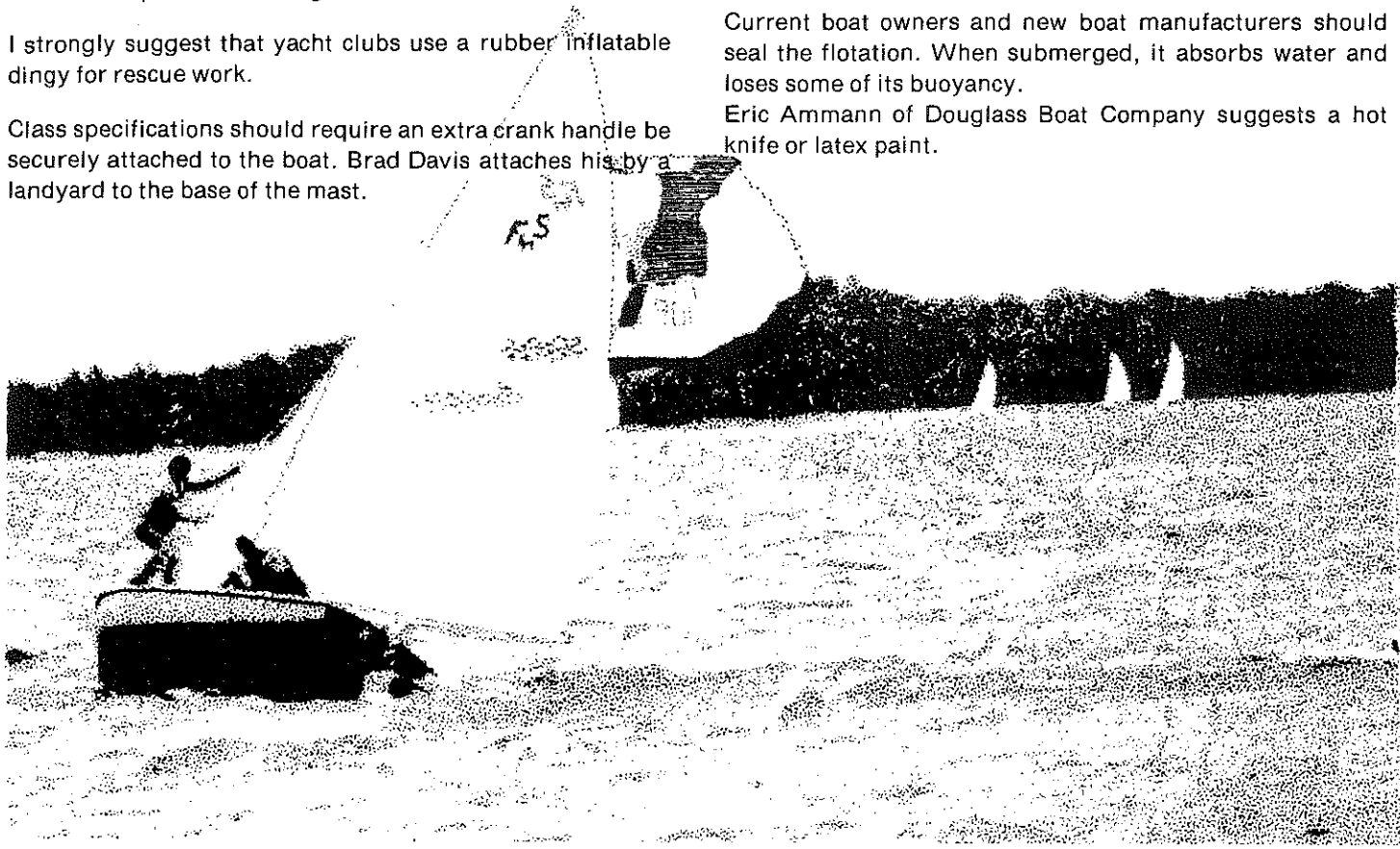
Class specifications should require an extra crank handle be securely attached to the boat. Brad Davis attaches his by a landyard to the base of the mast.

Gordon K. Douglass in the July '76 "Scots n' Water" suggests the use of a towing bridle designed to lift the bow. On rough water, one of the following is essential:

- The towing bridle, or
- Internal bow flotation, or
- Externally attached flotation at the bow.

Current boat owners and new boat manufacturers should seal the flotation. When submerged, it absorbs water and loses some of its buoyancy.

Eric Ammann of Douglass Boat Company suggests a hot knife or latex paint.



Feeling thoroughly frustrated, I began weighing the alternatives of waiting for conditions to improve, risking damage to the boats, or jumping back into the water. I didn't have much hope of righting a half-ton boat by myself in that storm. The decision became much more urgent when we noticed that the pounding of the waves had caused one of the four large flotation blocks to break loose. As the flotation began drifting farther and farther from our Scot, things appeared to be at an all-time low.

The second USYRU boat, the "Zodiac", arrived. Much to my relief, this was a rubber inflatable boat with an outboard motor. Suddenly, everything looked much brighter because this boat could get in close without causing any damage. I transferred to the Zodiac, picked up the flotation, and we headed for the Scot. As the man on the Zodiac began lifting the top of the mast, I swam aboard with the foam block. I

Continued on page 5.

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OTHER WINS:

The Sandy Douglass regatta (65 boats); 1st, Paul Blonski; 3rd, Sandy Douglass. Paul had our old sails. Sandy had new sails. Dick Schultz won the Governor's Cup. Jeff Stamper won at Washington.

Naturally, we won most of the other districts.

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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.

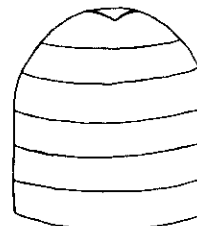
Name _____

Address _____

City _____ State _____ Zip _____

Signature _____

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
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SWAGING — ALL HARDWARE FOR SAILS — COVERS
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McGonigal swam foam back to capzised boat

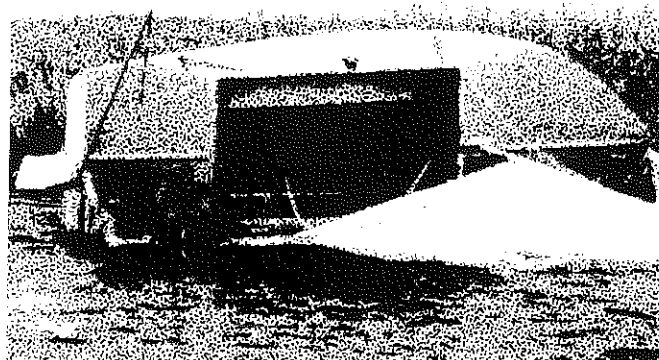
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shoved the block under the aft deck, since the bow was too low in the water to push the flotation under the foredeck.

Holding the boat upright required considerable effort by the lone Zodiac crew since the sails were still up. Diving down to get a winch handle to release the sails, I discovered that the underdeck equipment tray was completely empty. Crank handles were nowhere to be found. Meanwhile, the Scot was bouncing up and down in a tug-of-war between the action of the wind and waves and the efforts of the Zodiac crew.

I have always attached my tool kit to an extra life preserver and fortunately, my tool kit picked this particular moment to come floating by. I could have jammed the handle of a pair of pliers in the winch crank socket, but we elected to release the halyard shackles instead. The Zodiac crew needed the pliers to turn the shackle pins and spread the shackle sides to release the sails.

With the sails down, we were able to keep the boat righted for more than just a few seconds. However, the shifted flotation caused a severe bow-down list to the starboard side. By this time, the spinnaker and spinnaker



lines were firmly wrapped around the tiller and couldn't be freed. In addition, the spinnaker was holding several large, heavy pockets of water.

Attempts to tow the Scot resulted in either a roll to the starboard side, or the bow digging itself deeper and deeper into the water. The USYRU team overcame the bow-down problem by attaching one of the large course marks to the bow. The third rescue boat which arrived was unable to be of significant assistance because it too had a hard fiberglass hull. Again, the cushion hull of the Zodiac proved its worth.

The tow back to the shore was long, slow and cold. But much of the fatigue and chill of the previous two hours disappeared when we approached the beach and a crowd of fellow Scot sailors came rushing out in the water to give us a hand.

New Active Flying Scot Members

F/S #	Dist.	Fleet	Name	Address	City	State	Zip
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135	CAP		Joe Palmer, Jr.	9638 Nonquitt Dr.	Fairfax	VA	22031
183	NYL	104	Randy F. Blakeman	9 Stafford Dr.	Black River	NY	13612
852	MID		James G. Lester	30 Marberry Dr.	Metropolis	IL	62960
992	M-O	128	Tom Walenta	7833 Indian Garden Rd.	Petoskey	MI	49770
1260	GNV	10	Daniel Strogan	6 Canal View Dr.	Center Moriches	NY	11934
1340	NYL	53	Lawrence Congdon	455 E. Main St.	Owego	NY	13827
1462	M-O	8	Richard W. Kay	689 Rivard Blvd.	Grosse Pointe	MI	48230
1636	NE	124	William Bazley	49 Marshall St.	Duxbury	MA	02332
1702	M-O		William J. Lee	1049 Yorkshire	Grosse Point Park	MI	48230
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2559	M-O	15	Robert J. Ferguson	358 Point O' Woods	Portage	MI	49002
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2959	CAP		Daniel T. McClenathan	352 S. Putney Way	Severna Park	MD	22146
2981	MID		Richard J. Schwan	P.O. Box 69	Hortonville	WI	54944
2983	MID	29	Arthur E. Paschke	225 Fir Tree Dr., RR 12	Muncie	IN	47302
3076	GNV	24	Bernard A. Knight	118 Walnut Grove Rd.	Ridgefield	CT	06877
3092	NYL	53	Rex Bird	929 Lehigh Ave.	Binghamton	NY	13903
3099	CAP	82	Charles A. Bencik	604 East 25th Ave.	Altoona	PA	16601
3121	CAR		Gloria M. Carmines	Hudson Rd. P.O. Box 1056	Hilton Head Island	SC	29928
3130	GF	28	John Francis	104-A Birch Circle	Eglin AFB	FL	32542
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3144	CAR	27	Thomas O. Perry	5048 Agent Ferry Rd.	Raleigh	NC	27606
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*the ability to obtain maximum efficiency over a wide range of wind and sea conditions

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Tiller rig locks outboard motor to Scot rudder

By Warren Minners

Doug Brady's boarding ladder mounting bracket looks like a great idea. As soon as I find a suitable ladder I am going to make one for my boat.

In the meantime his idea inspired me to submit a gadget I made for my boat last year to solve the problem of keeping the rudder clear of the outboard propeller and improving the handling under power.

I have only a 2 HP engine, which makes the Scot underpowered. Whenever the tiller was put to starboard the prop would cavitate and lose power because the rudder would deflect the prop wash back into the prop. Worse yet, when the tiller was put hard over the prop would hit and scar the rudder. However, by making the prop and rudder swing in unison the prop can not hit rudder and the combined action of the rudder and prop increase the maneuverability of the boat greatly.

Enclosed are two sketches, one of the whole rig assembled in operating position on the boat, and the second a sketch of the outboard handle extension itself.

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Sales and service. Sure we stock a large selection of the best no-nonsense gear. But we also provide service second-to-none. Try going to your local (if there is one) yachting store and asking them what you need to put in internal spinnaker sheets, or how your class hotshots are setting up their mast rake and rig tension. Then try T-J Sales. You'll find why we have customers all over the country who keep coming back. For sales and service.

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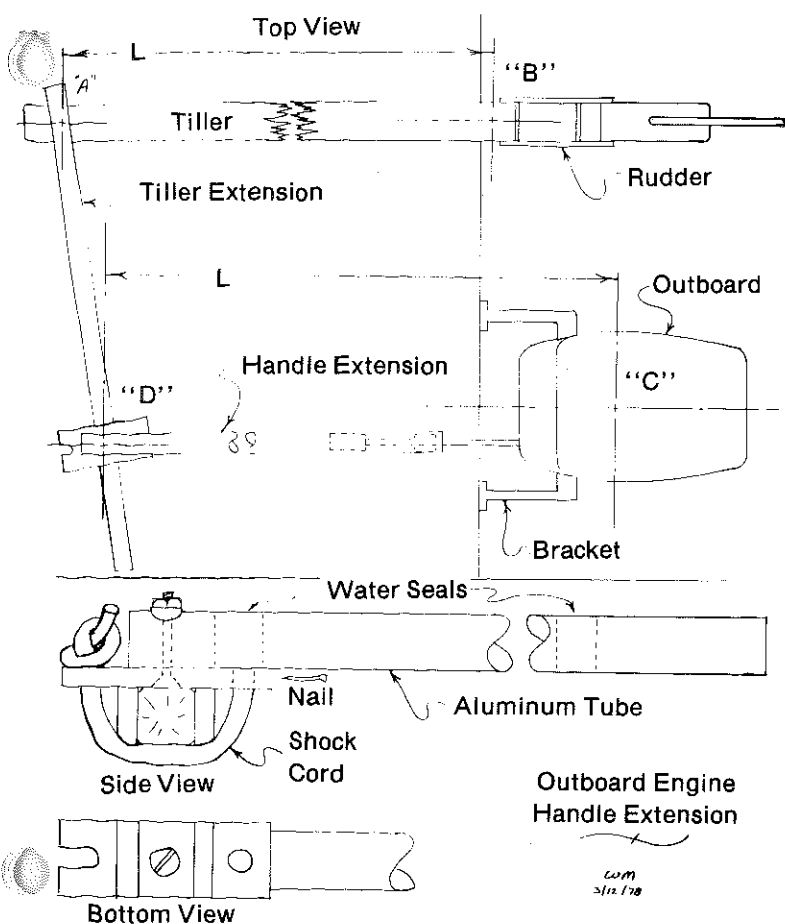
Used boats, dacron centerboard gaskets, Interlake main cleat brackets, Sunfish and laser parts and accessories, fiberglass repair, racing instruction.

We'll ship open account to Flying Scot Class members anywhere in the country. Call or write Tom Ehman (Jr. or Sr.) at:

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"We specialize in helping sailors get the most comfort, enjoyment and performance out of their boats."



This outboard engine handle extension prevents the propeller from hitting the rudder and improves the maneuverability of the Flying Scot under power by moving the engine and rudder in unison, all while the helmsman sits in the cockpit.

The tiller and the handle extension are held parallel because the pivot points A, B, C, and D (see the figure) are the corners of the parallelogram. To do this the distance between the tiller/extension pivot (A) and the rudder pivot (B) must be the same as the distance between the outboard engine pivot (C) and the tiller and handle extensions pivot (D). Accuracy is not critical and any difference will only result in a small deviation from the ideal.

The handle extension (see the other figure) is an aluminum tube that slips over the outboard engine handle. I selected a tube that just slips over the rubber grip on the end of my engine's handle. Two halves of a dowel epoxied to the handle about six inches away from the grip hold the tube snugly on the handle.

The other end of the tube is fitted with a clamp that holds the tiller extension at any desired position along its length.

A piece of shock cord (after adjusting the location of the knot to get the right tension) holds the tiller extension in the clamp. Note that in use the shock cord should be between the tiller extension and the deck. If the clamp is reversed the screw and nut will mark the deck. The countersunk screw and nut let the clamp pivot on the tube.

Introducing



of Sailing Terms

Sanitary Describes an ultimate goodness in something.

For instance, at the recent Mid-Winters there were only two suits of **Goldsmith Sails**, both looked really "sanitary", that finished in the top ten, and drew praise for their smooth computer construction.

These sails are designed for both speed and ease of handling.

Mainsail 4.5 o.z. firm Dacron—Hard enough to hold shape in any wind condition—soft enough to match mast bend and trim technique differences from skipper to skipper, boat to boat and day to day.

Jib 4.75 o.z. Yarn Temper Dacron—Harder finish to hold shape in all wind conditions, and because there is no such thing as mast bend to help flatten it.

Spinnaker Radial head construction for lack of stretch and long life. Unique taped super smooth seams. Goes fastest in white Dynac with one color stripe below radians.

Will continue in future months but for now **Sanitary** describes a great suit of sails and a clean easy way to buy them.

Bruce Goldsmith

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312-446-1151
Open 24 Hours
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NAC Motel, camping reserved for skippers: Active Fleet 7 skippers to host series

By Leonard M. Saari

Housing Committee Chairman
David Renton announced a large
block of rooms has been reserved at
the Howard Johnson Motor Lodge in

nearby Stamford, CT for the 1978
North American Championships.

A room with double bed allowing
up to 3 persons (use of cot or sleeping
bag is permitted) will cost \$30 per

day. A room with two double beds
allowing up to five persons will cost
\$34 per day. Telephone number is
203-357-7100.

Camping facilities will be available
at the Greenwich Boy Scouts Seton
Reservation located in North Green-
wich. Attractive camping sites are
available for tents, campers or
trailers at a charge of \$24 per person
for the full week.

Additional information will be
included in the information package
distributed to all registrants and
interested parties.

About half of Fleet 7 is based at
Riverside Yacht Club and the other
half at nearby Greenwich Point, a
beautifully protected harbor which
is the site of the Old Greenwich Yacht
Club.

The local season divides into three
series of seven races, with trophies
awarded to winners of each race.

NAC registration form

Flying Scot American Championship — 1978

August 7-11, 1978

Hosted by FSSA Fleet No. 7

at Riverside Yacht Club, Riverside, Connecticut

Skipper _____ Crew _____

Address _____

City _____

Fleet No. _____ Hull No. _____ (Sail & Hull No. must be the same) Boat No. _____

Hull Color _____ Spinnaker Color _____

Registration Fee \$45 (before July 1st); \$55 after July 1st.
(Registration Fee does not include Annual Dinner, Room Fee)

Please make your check payable to FSSA Fleet 7 and mail to:

David Y. Monteith
128 Riverside Avenue
Riverside, Conn. 06878

Note: Flying Scot to be registered with FSSA and 1978 Dues paid.

Will attend Annual Dinner _____ Number of persons _____

Will want room reservations _____ Campsite _____ Chartered boat _____

JUNIOR NAC REGISTRATION FORM

Flying Scot North American Jr. Championship — 1978

August 5-6, 1978

Hosted by FSSA Fleet No. 7

at Riverside Yacht Club, Riverside, Connecticut

Skipper _____ Date of Birth _____ Crew _____ Date of Birth _____

Address _____

City _____ State _____ Zip _____

Fleet No. _____ Hull No. _____ (Sail — Hull No. must be the same)

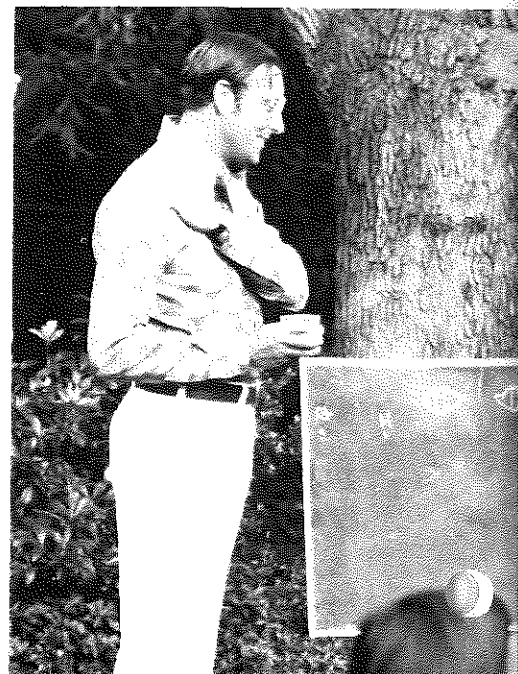
Hull Color _____ Spinnaker Color _____

Registration Fee \$20 (Before July 1st); \$25 after July 1st.

Make your check payable to FSSA Fleet 7 and Mail to:

David Y. Monteith
128 Riverside Avenue
Riverside, Conn. 06878

Note: Skipper and crew must reach their 13th birthday but not their 18th birthday in 1978 to be eligible and be FSSA member.



Carl Freyer

es and season, based on Cox-Sprague scoring system.

Other awards include the "most improved" and the "invert" trophies (the latter was won this year by a skipper who had the misfortune of capsizing on a cold May Sunday with wife and mother-in-law aboard).

Usually 20 or more Scots compete in each Sundy YRA race. The Fleet is competitive as evidenced by ten different skippers winning one or more of the 21 races last summer.

A "Critique" is held after each Fleet 7 race as skippers, crew and families gather at a member's home to recap the day's events over cocktails on the lawn.

The winning skipper is required to give a "Chalk-talk" (in the picture below, Carl Freyer tries to explain how he won the day's race) and to share his (or her) secrets with the group. The critiques offer a great opportunity for one and all to meet for and their families, renew old acquaintances and exchange useful hints on how to go fast. The critiques are a major reason why Fleet 7 is the largest one-design fleet of any class on Long Island Sound.



From the Riverside docks looking out to Long Island Sound. The 1978 NAC Championship races will be held just to the left of the islands visible on the horizon [Trask photo.]

At this year's Fleet 7 Awards Dinner, Sally Sawyer holds the coveted YRA Nall Trophy as Fleet Champion of the most active one-design racing fleet on Long Island Sound. She is also a past winner of the Adams Trophy and Syce Cup. Also pictured are Riverside Yacht Club Commodore Bill King [right], new Fleet President Bob Brady, and Past President Barry Hoyt.



Caveat emptor

FS 264 Customflex—Blue hull and white deck—Pamco tilt trailer—New mast/boom—2 suits Schreck sails including spinnaker/pole—motor bracket—cover anchors—misc. equipment—very good condition. Hate to sell, but drysailing on upper Ohio just more work than fun. Price: \$2600
J.M. Caffery, 2643 Virginia Ave., Ashland, KY 41101
Phone: 606-325-8859

FS 1289 Douglass—Maroon hull/gray deck North sails including spinnaker, snowco tilt trailer, mast hinge, compass, cockpit cover, anchor, motor bracket, fiberglass dinghy, extras. Excellent condition. Price: \$3600.
Donald C. Hutchins, 321 Highridge Drive, Syracuse, N.Y. 13215 Phone: 315/476-8731

FS 2643 Customflex—Green hull, white deck, '77 Murphy & Nye sails, Boston spinnaker, all Harken blocks, full racing gear, cockpit cover, Pamco trailer w/3rd wheel, compass, anchor, mooring gear. All in excellent condition. Price \$3200.
D.J. Wulpi, 3919 Hedwig Drive, Fort Wayne, IN 46815
Phone: 219/485-4853

FS 1413 Douglass—White-off white deck—red boottop mast hinge—Schreck sails—jiffy reefing tilt trailer—Seagull motor and bracket—cover anchor—many extras. Rarely used, new condition. Stored in Florida. Price: \$4495.
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Sails for sale

Murphy and Nye Main and Jib in excellent condition	\$150.00
Hild Main and Jib very good condition	\$100.00
Taylor Spinnaker excellent condition	\$100.00
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Ed Stein, 47 Plandome Road, Manhasset, NY 11030	
Phone: 516/365-8989	

FS 154 Good family boat. Can be made competitive. 2 seasons on sails. Trailer included. Price: \$1600.
J. Robert Edwards, P.O. Box 30, Auburn, IN 46706 Phone: 219/925-0664

FS 690 Douglass Price: \$1850. Trailer available as extra.
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Phone: 914/666-2537

FS 2652 Douglass—White hull, pastel blue deck, anti-fouling bottom. Race-equipped with many convenient extras. Three suits of sails, one spinnaker. 1972 Sterling trailer, spare wheel. Price: \$3600
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	1977	North Americans	1st and 3rd
	1976	North Americans	2nd
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Seifrick explains new approach to rulings which is 'Deny, then study' modifications

Measurer tells how subtleties of recent rulings reflect a new measurement philosophy

By Jack Seifrick, Chief Measurer

In March, at the mid-winter board meeting, several new rulings were made by your chief measurer. Perhaps more important than the actual rulings is the measurement philosophy they reflect.

The first ruling was against the use of "twing" lines on the Flying Scot. (Twing lines are floating guys used to facilitate spinnaker maneuvers.) The ruling was made to help prevent the unchecked propagation of unnecessary fittings on the Scot.

The significance of this ruling is that it overturned an informal ruling made by Don Hott at a previous NAC. Don's action reflected a more liberal measurement philosophy. This reference is not to say that such innovations will not find their way on to the Flying Scot.

My philosophy will be to rule such items illegal and refer them to our measurement committee for study.

This group will then evaluate the innovations and make recommendations without the emotional inputs from members who have already rerigged their boats. Examples of rigging innovations which would have been so handled include:

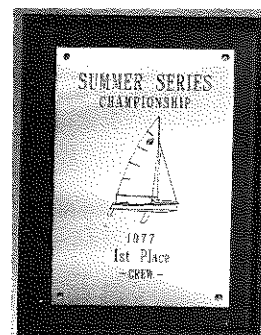
- A. thru-deck spinnaker leads
- B. spinnaker take-up reels
- C. double-ended vang, cunningham, and outhaul controls
- D. spinnaker launching tubes
- E. short jib tracks

The second rule was to make the fixed spinnaker pole ring legal on the Flying Scot. This builder modification was arbitrarily made to the Scot a few years ago.

The idea here is **to give fair warning to not only sailors but to builders on changes to the Flying Scot.** Many of the modifications to the Scot over the years have been made by builders. While most may have been desirable and often essential, we need to establish the fact that builder modifications require the same class scrutiny as if they were changes inspired by an owner.

The above action was approved by your board, as, of course, all such rulings must be. Be assured these actions reflect a significant change in measurement philosophy. ("Deny, then study" as opposed to "approve, then debate".)

The desire is to maintain a true one design class, in the Sandy Douglass spirit, where owners can be assured of a competitive boat with a minimum of effort and expense. My feeling is that we can accomplish this best within our present specifications with the philosophy outlined above.



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More and more Flying Scot skippers are going with Bowers Sails. Why? Because we have become intimately aware of the Scot's sailing qualities from racing, listening to our customers' feedback, two boat testing and much, much more. We've found the ideal sail shape and cloth for the Flying Scot. Yet our service doesn't stop with manufacturing of the fastest sails around. Bowers also supplies timing advice in the form of booklets and update sheets so that you learn about how to set your sails for that all-important racer's edge.

MAINSAIL....Our relatively flat all-purpose new Yarn Temper Main features a fairly open leach, which gives the Scot a light helm and acceleration in all wind conditions. By changing the tension in the foot you get the ability to shift gears for maximum speed and pointing in all conditions.

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SPINNAKER....Our all-weather Cross-Cut 3/4 oz. Dynac (all white) has proven itself as the fastest spinnaker available for the Scot. After the '77 Midwinters we experimented with many shapes in order to get a spinnaker that would both reach and run and yet meet the tough One Design rules of the Flying Scot Class. Our customer reports indicate we've been very successful.

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McLane captures Dixie Punchbowl

A Flying Scot fleet of 28 boats overshadowed other classes at Dixie Sailing Club's Punchbowl Regatta April 1 and 2 at Lake Martin, central Alabama.

Dunkin McLane from St. Andrews Bay Yacht Club dominated, winning the first race in gusty 15-knot winds and then coming in second and third.

Both races Saturday had good winds. Sunday morning, sailors drifted. Another problem was that the coal strike had robbed the hydroelectric lake of about 10 feet of depth. Most docks were left high and dry on rocky beaches, and many visiting Scots had to be hauled out of the water for Saturday night storage. But the weekend was sunny with temperatures in the 80's.

Charles Lanphier, who sails now out of Mavmelle near Little Rock, was second. Sandy Lawton of Birmingham was third and Pete Condo of the Barefoot Club in Atlanta, fourth.

St. Andrews Bay also won silver when Jack Laird finished fifth. That left Floyd Davis, also from St. Andrews, to collect the Lanphier Trophy, a tastefully-mounted rubber chicken on a plaque which is always presented to the Scot skipper who finishes just out of the silver sixth at the Punchbowl Regatta.

During the coming year, Floyd is required to invent some additional improvement to the construction of the trophy and return it, enhanced, for next year's presentation.

Flying Scot Fleets and Districts

MIDWESTERN DISTRICT

Governor: JAMES B. HARRIS
416 C South 59th
Belleville, IL 62223

- 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
- 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: JACK BARCUS
2652 South Trenton
Tulsa, OK 74114

- 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

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

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5429 Maple
Dearborn, MI 48126
(H) 313/846-0408 (O) 313/965-1900

- 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: PAUL BLONSKI
1250 Lake Avenue, #409
Lakewood, OH 44107

- 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: LAWRENCE W. TAGGART, JR.
5809 Memphis Street
New Orleans, LA 70124

- 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
- 37—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
- 127—NASHVILLE, TN—Percy Priest Lake, Barren River Reservoir

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Governor: RICHARD ALLEN
Box 128-RD
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35—CHAUTAUQUA, NY—Chautauqua Lake

- 43—SYRACUSE, NY—Skaneateles Lake
- 53—WHITNEY POINT, NY—Whitney Pt. Reservoir
- 104—OLD FORGE, NY—Fourth Lake
- 109—COOPERSTOWN, NY—Otsego Lake
- 122—HADLEY, NY—Great Sacandaga Lake
- 130—LAKEWOOD, NY—Chautauqua Lake

NORTHEAST DISTRICT

Governor: WALTER D. KELEHER
77 Evergreen St.
Duxbury, MA 02332
617/934-5867

- 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: HUGH MALONE
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New York, N.Y. 10014
212/242-7115

- 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
- 125—LIVINGSTON, NJ—Lake Hopatcong

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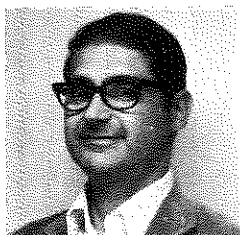
Governor: Bruce B. Drury
9309 West Parkhill Dr.
Bethesda, MD 20014
301/530-2120

- 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 GALLITZ IN 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



Scot skippers Pollak, Johnson take helm of Gulf Yachting

By Hal Marcus

FSSA Immediate Past Commodore **Buddy Pollak** was elected Commodore/President of the Gulf Yachting Association. FSSA Treasurer **Mike Johnson** was elected Vice Commodore/Vice President of the GYA.

The Gulf Yachting Association—originally organized in 1901 and reorganized in 1920—is a charter member of the United States Yacht Racing Union. Officiating at the induction, held at Pensacola Yacht Club, was United States Yacht Racing Union's Immediate Past President **Lynn G. Stedman, Jr.** Under **Stedman's** four-year Presidency, the USYRU was reorganized, and membership doubled.

Stedman had just completed a week of sailing Flying Scots at the St. Andrews Bay Yacht Club in Panama City, Florida while attending an insurance seminar.

Stedman noted the prominence of the Flying Scot Sailing Association in the one-design sailing world, and thanked FSSA for the leadership role that it has taken.



Pollak, Stedman, Johnson

is in better shape than #304, so I have decided to swap boats.

"Interestingly enough, I have already had some interest in the boat, and am optimistic about having a fifth boat on our starting line."

Congratulations, **Charles**. That appears to be an excellent way to build a Fleet, as well as taking up the slack in the used Flying Scot market—if there is any slack. During the sailing season people call in the middle of the night looking for a used Flying Scot, "right now." It would be wonderful to know there are used Flying Scots being "warehoused" by different Fleets throughout the country.

For his contribution, **Charles Buyers** wins \$5.00 worth of Flying Scot items of his choice. Why don't you send in your suggestion today?

T-Shirts available

Your FSSA National Office tries to supply items you ask for. Continually, we have been asked to carry T-shirts with the official FSSA logo applied.

FSSA T-shirts are now available in all sizes at \$5.00 each, including postage and handling. Please use our order form in this issue. Also, we will be able to supply special regatta

Buyers buys Scots

This month's winner, **Charles H. Buyers** of Norfolk, Massachusetts, offers a unique idea for building fleets:

"Fleet 76, Lake Massapoag is one whose members have moved towards retirement with a decrease of activity. When I bought FS 304, I was almost alone at the starting line. We now have four active people racing, and are looking for more.

"My Fleet's Secretary and I were considering means of increasing the Fleet. One way we thought might have possibilities is to purchase a boat early in the season, and have it available when people go looking a little later.

"This weekend, our chance came, and we set out for New Hampshire, where we were successful beyond our wildest dreams. We found FS 355 for sale, fairly priced, and in an almost perfect state of preservation. Quite honestly, it

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This policy is available in most states where Flying Scots are sailed. Send name, address, home port, hull number and age of boat (10 years and older describe condition). Class member, yes or no. Select your area; home port determines premium. Attach check payable Lineburgh & Company.

1978 Premiums are as follows:

Area 1: \$70.00 per year. Inland lakes and rivers of the U.S. including the Great Lakes and Chesapeake Bay.

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orders. For more information on special orders, contact your FSSA National Office.

Hall cruises again

Richard J. Hall (FS 1671) who wrote "Cruising the Great Lakes," in our January-February issue has been contacted by **Sailing** magazine to write an article on cruising in a Flying Scot.

'78 dues WERE due

If any Flying Scot friend tells you they did not receive this May issue of **Scots n' Water**, ask if they have paid their 1978 dues. We have removed from our **Scots n' Water** mailing list all FSSA members whose dues are not current.

If you find one of these rare people, please ask them to rush their dues into the FSSA national office at P.O. Box 2488, Pensacola, Florida 32503.

At this writing we have 1,635 active and family active members, up 111 over the same time last year.

By the way, our 1978-1979 FSSA Handbook was delayed going to the printers, waiting for our revised sailing instructions. The instructions have been revised, and your new Handbook should be arriving shortly.

Speaking of 1978 dues and "last reminders," **Phil Didriksen** (FS 707) of Fleet 7 in Riverside, Connecticut writes, "We have been skiing and skating, having snowball fights and so forth—and hardly having a thought about our sailing season which does not begin until May. I am paying up herewith even though I don't know if 707 is still under the canvas in the backyard. I'll peek in about four weeks."

Mystery Scot list

131	508	911	1707	2040	2639
146	527	1021	1716	2131	2649
212	651	1028	1723	2216	2671
221	747	1321	1740	2223	
226	766	1547	1741	2302	
325	812	1573	1809	2304	
332	814	1634	1902	2307	
339	842	1681	1952	2446	
421	902	1682	2029	2450	
425	904	1638			

Let's talk NAC

We are always looking for new locations to sail our North American Championship series each August. If your fleet and yacht club would like to host one of these exciting sailing weeks, let's get together and discuss the details.

Some of the items that we will talk about are close proximity of approximately 50 motel rooms, launching and docking facilities, clubhouse and meal facilities, meeting rooms and weather conditions.

U.S. to select women for Worlds

The U.S. Women's Double-Handed Championships scheduled for June will serve as the Selection Regatta for U.S. entries at the World's Women's Sailing Championship in Holland in August.

For more information on this regatta, please contact Ellen Horan at U.S.Y.R.U.'s One-Design Headquarters, 820 Davis Street, Evanston, IL 60201. Ellen's phone number is 312-864-5222.

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 Dick Elam, Scots n' Water, P.O. Box 8, Chapel Hill, N.C. 27514. (And don't forget to send in the results after the race.)

May 13-14—Oak Hollow Invitational, High Point, North Carolina

May 13-14—Greater 48 Invitational, Lake Norman, N.C.

May 20-21—Spring Regatta, Moraine Sailing Club, Moraine State Park, Butler, Pa.

May 20-21—Buckeye Regatta, Hoover Yacht Club, Hoover Reservoir, Westerville, Ohio

May 21-22—Texas District Championship, Fleet 32, Houston Yacht Club, Galveston Bay, Tex.

May 27-28—One-Design Invitational Regatta, Southern Yacht Club, New Orleans, La.

June 3-4—Egyptian Cup Regatta, Crab Orchard Lake Sailing Club, Carbondale, Ill.

June 10-11—F.S. Carolina District Championship, Fleet 27, Kerr Lake, N.C.

June 10-11—Annual Regatta, Berlin Lake, Berlin Yacht Club, North Benton, Ohio.

June 17-18—'Spirit' Regatta, Inter-Lake Yachting Association, Sandusky Bay, Sandusky, Ohio, Sailing Club (contact Rolf Krutseng, Lakewood, Ohio, 216/521-3250)

June 17-18—Governor's Cup Invitational Regatta, Kerr Lake, N.C.

June 23-25—Greater New York District Championship, Candlewood Yacht Club, Candlewood Lake, New Fairfield, CT.

July 1-2—Fourth of July Invitational, Lake Norman, N.C.

July 8-9—Oriental Sailing Social, Oriental N.C.

July 14-15—Midwest District Regatta, Lake Carlyle Yacht Club, Carlyle, IL.

July 15-16—"Great Scot" Regatta, Edgewater Yacht Club, Cleveland, Ohio.

July 22-23—Ohio District Championships, Edgewater Yacht Club, Cleveland, Ohio.

July 22-23—New York Lakes District Championships, Fleet 43, Skaneateles Lake, N.Y.

July 29-30—Maryland Flying Scot Invitational Regatta, Deep Creek, Yacht Club, Deep Creek Lake, Md.

July 22-23—Michigan-Ontario District Regatta, Detroit Yacht Club, Lake St. Claire, MI.

August 4-6—Northeast District Regatta, Duxbury Yacht Club, Duxbury, MA.

August 5-6—Junior North American Championships, Riverside Yacht Club, Riverside, CT.

August 7-11—FSSA North American Championships, Riverside Yacht Club, Riverside, CT.

Sept 2-3—Labor Day Invitational, High Rock Yacht Club, High Rock Lake, N.C.

Sept. 9-10—Blackbeard Invitational, New Bern, N.C.

Oct. 7-8—V.I.S.A. Invitational, Smith Mountain Lake, Va.

November 4-5—Sandy Douglass Monohull Regatta, Rudder Club, Jacksonville, FL.

Champions campaign again

The 1978 U.S.Y.R.U. Championship of Champions Regatta will be at the Little Egg Harbor Yacht Club, Beach Haven, New Jersey, from September 27—October 1 in Tasars. As in the past, competitors for this series are 20 U.S. Class champions selected by USYRU.

FSSA has been represented in every USYRU Championship of Champions to date. This regatta, which began in 1976, is based upon FSSA's 1975 Race of Champions that was held concurrent with our Mid-Winters that year.

Past winners of the USYRU series are 1975 Ensign National Champion **Clark Thompson, Jr.** of Houston, Texas, and 1976 Flying Scot NAC Chairman **Tom Ehman, Jr.** of Ann Arbor, Michigan. The 1977 series was not completed due to weather conditions.

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