

SCOTS

n' water



OFFICIAL PUBLICATION of the FLYING SCOT SAILING ASSOCIATION - Charles S. Silsbee, Editor

VOLUME X1, NUMBER 5

MAY 1969

EVENTS OF INTEREST TO FLYING SCOT SAILORS in 1969

- May 24-25 - Flying Scot Buckeye Regatta, Hoover Reservoir, Westerville, Ohio
- May 24-25 - Turnback Canyon Regatta, Austin (Texas) Yacht Club - Lake Travis
- June 5-6 - Governor's Cup Regatta, Austin (Texas) Yacht Club - Lake Travis
- June 6-8 - Egyptian Cup Regatta, Crab Orchard Lake, Carbondale, Illinois
- June 7 - SBRA Regatta, Inverness Yacht Club, Inverness, California
- June 21-22 - Gulf District FSSA Championship, Pensacola YC, Pensacola, Fla.
- June 21-22 - Annual Invitational Regatta, Berlin Lake, Canfield, Ohio
- June 28-29 - F/S Midwestern District Regatta, Prairie Creek Reser., Muncie, Indiana
- June 28-29 - F/S Texas District Regatta, Houston Yacht Club, LaPorte, Texas
- July 1 - St. Lawrence Valley Annual Regatta, Montreal, Quebec, Canada
- July 4-6 - July 4th Regatta, Inverness Yacht Club, Inverness, California
- July 12-13 - Pt. Claire Yacht Club Annual Regatta, Montreal, Quebec, Canada
- July 12-13 - F/S Michigan-Ontario District Regatta, Crystal Lake, Michigan
- July 19-20 - Fourth Annual Border Regatta, Trident Y. C., Gananoque, Ontario, Canada
- July 26-27 - Southern Massachusetts Yacht Racing Ass'n, Harwich Port, Mass.
- July 26-27 - Capitol District Regatta, Deep Creek Lake, Oakland, Md.
- July 26-27 - Prairie District Regatta, Cheney Res., Wichita, Kansas
- August 2-3 - F/S Pacific District Regatta, Inverness Yacht Club, Inverness, Calif.
- August 2-3 - Fleet 36 Championship, Lord Reading Annual Regatta, Montreal, Quebec
- AUGUST 4-8 - 1969 F/S NORTH AMERICAN CHAMPIONSHIP, FAIRHOPE YC., FAIRHOPE, ALA.
- August 9 - Ishkooda Cup Races, Montreal, Quebec, Canada
- August 9-10 - Fiesta of Five Flags Regatta, Pensacola YC, Pensacola, Fla.
- August 15-16 - F/S Northeastern Regional Regatta, Stonehorse YC, Harwich Port, Mass.
- August 16-17 - Royal St. Lawrence Annual Regatta, Montreal, Quebec, Canada
- August 30 - Hudson Yacht Club Annual Regatta, Montreal, Quebec, Canada
- August 30-31 - Labor Day Regatta, Inverness Yacht Club, Inverness, California
- Sept. 6-7 - Hoosier Hot Scot Regatta, Prairie Creek Reservoir, Muncie, Indiana
- Sept. 13 - SBRA Regatta, Inverness Yacht Club, Inverness, California
- Oct. 4-5 - Grand Lake Regatta, Port Grove, Oklahoma
- Oct. 5, 12, 19 - Fleet 7 Fall Invitational Series, Riverside, Conn.
- Oct. 12 - Fall Lakeway Regatta, Austin (Texas) Yacht Club, Lake Travis

If your favorite regatta is missing from the above list, send in the location and dates to SCOTS N' WATER. The CLOSING DATE for the next issue is May 31, 1969.

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We are sorry to announce that, due to business reasons, WALT LOWRY has found it necessary to resign as FSSA GOVERNOR, GREATER NEW YORK DISTRICT.

An AMENDMENT TO FSSA SPECIFICATION ARTICLE S-III-8 regarding outhaul and Cunningham hole adjustments has been passed by F/S Fleet 12 and has been submitted to the National Measurer for consideration by the Measurement Committee, the Board of Governors and the Association Membership in accordance with Article XIII-1 of the FSSA Constitution.

BERT ALLEN writes the editor from Charlotte, North Carolina that the Allen's have just purchased F/S #122 from Jack McCarthy of Atlanta, commenting that "I know this was originally your boat and hope that you will feel a glow in knowing she is now receiving our tender loving care. We trailered the boat immediately to Florida for a week's Easter vacation, sailing it for the first time on Clearwater Bay and the Gulf of Mexico. We could not have asked for better weather, sailing conditions or a better sailing and handling boat. We hope to sail with Lake Norman, North Carolina F/S Fleet 48." Incidentally, Bert has the boat well equipped crew-wise, enclosing his check covering FSSA membership dues for himself, Walter and Lucy Allen, plus three F/S pocket patches. ED.

C-PORT MARINE (Lou and Brenda Cosentine - F/S 930) has assumed the Chicago-Milwaukee dealership for Lofland Sailcraft's Flying Scots. They feature immediate delivery - right now with a red and white Scot #1587 available, subject to prior sale. Telephone either Area 312-432-7180 or 414-284-5451, or write L. G. Cosentine, 1445 St. Johns Avenue, Highland Park, Illinois 60035.

FLYING SCOT TROPHY SONG

Lyrics by Mrs. Paul McRoy, F/S Fleet 30

(Tune: "The One I Love Belongs to Somebody Else")

The cup I want belongs to somebody else,
Because the race was won by somebody else,
I jibed, I luffed, I tacked, I sailed the wrong way.
I fouled my buddy just as he crossed the line.
The cup I want belongs to somebody else,
Because the race was won by somebody else.
How I hate to say to myself
That there will be no cup on the shelf.
The cup I want belongs to somebody else.

N E W S F R O M T H E F S S A F L E E T S

GREAT SOUTH BAY F/S FLEET 72, MASSAPEQUA, N. Y. invites any Scot owners in the area to join us on any Sunday afternoon from May to December for racing. Harold Smith, F/S #1480, has become a member of our fleet this year, bringing this new fleet up to five boats. We sail on Great South Bay with the Narrasketuk Yacht Club at Amityville, Long Island, New York and also work in a few evening races and attend nearby regattas to enhance the racing season.

-----E. J. Harris, M. D., Fleet Capt.

EDISON BOAT CLUB'S F/S FLEET #8, according to Correspondent "Skip" Jennett, feels confident that they will have an improved record against the other local Detroit Scot fleets this year. Skip says that it can't be worse, not winning a single team event in 1968 against Fleets 16 and 18. Club racing and instruction programs are in full swing at EDC and they have a good crop of novices. The 1968 Club champion was Pat Clancy with Judy Hallman Shattuck the lady champ. 1969 Fleet #8 Officers are Vern Nelson, Commodore, Ed Offer, Vice Commodore, Chuck Mills, Rear Commodore, Pat Barry, Fleet Captain, Devere Cowles, Instruction Chairman, Norm DeFauw, Club Racing Chairman and Dick Koenig, Regatta Racing Chairman.

FLEET 7 at Riverside, Connecticut reports that they now have 38 active boats.

"S E A S T O R I E S" D E P A R T M E N T

WE RECEIVE COMMENTS ABOUT RECENT SCOTS 'N WATER "SEA STORIES" ARTICLES

Editor, Scots 'N Water:

Are your recent features for real or are you putting us on?

Have tried to program Henry White's theories into my Ouija Board 360 and the reply comes back - "Garbage in gets garbage back. Henry points higher. Repeat, Henry points higher."

As for the "Fred Tears Regatta Check List" - Ten battens and only one band aid? Three cigarette holders, five sweat shirts, but no centerboard? And Fred, once you get off the ranch, the following are all illegal - Extra (third) main, extra spinnaker, trapeze and you-know-what flag.

To those who don't comprehend the reason for "paddle (boat)" and "paddle (car)", it should be explained that this is the Texan who lost his trailer going through St. Louis.

(Signed) - Constant, and usually approving, reader.

F S S A R E G A T T A N O T E S

Complete flyers have gone out on the FIRST ANNUAL BUCKEYE REGATTA to be held at the Hoover Yacht Club, Westerville, Ohio on May 24-25, 1969. If you haven't received your copy, contact Jon W. Borough, 350 Andalus Court, Gahanna, Ohio 43230, Phone:614-471-1475. Although pre-registration is not required, Saturday evening dinner reservations must be received by May 17th.

The F/S TEXAS DISTRICT REGATTA will be held on Galveston Bay, with two races on Saturday, June 28th, and a single race on Sunday, June 29th. F/S Fleet 49 is the host - Houston Yacht Club, LaPorte, Texas. For further information, contact Bob Zerkel, 5647 Rutherglen, Houston, Texas 77035.

THE GULF DISTRICT FSSA CHAMPIONSHIP WILL be held at the Pensacola Yacht Club, Pensacola, Florida the week-end of June 21-22, with two races on Saturday and one on Sunday, John C. Batte, Jr. , Jackson, Mississippi is District Governor.

Another important event at the PENSACOLA YACHT CLUB is the FIESTA OF FIVE FLAGS REGATTA on August 9-10, 1969, their largest regatta of the year, and usually well attended. John U. Thompson suggests that those Scots attending the North Americans at Fairhope, Alabama August 4-8, and wishing to come to Pensacola for this week-end of racing, are extended a cordial invitation to do so. Just let John know your plans. He may be reached at P. O. Box 390, Pensacola, Florida 32503. He throws in a good natured barb - "Pensacola Bay offers some fine sailing, and after a week on muddy Mobile Bay, we are sure our blue waters and white beaches will be appealing." It is only about an hour's drive from Fairhope to Pensacola. Ample facilities for boat parking, etc. are available at Pensacola and a fine showing of Scot fleet GYA boats is anticipated for the regatta. John Thompson's letter ends with the comment that the Scots are really getting going on the Gulf Coast since the GYA adopted them, they are very pleased that the 1969 North Americans are being held in this area and they would hope to have a future Flying Scot North American Regatta at Pensacola as would other Gulf Coast Yacht Clubs.

HOST FLEET #29 doesn't wish interested Scot sailors to forget that they are planning to welcome all comers at Prairie Creek Lake, Muncie, Indiana for some sharp competition at the THIRD ANNUAL HOOSIER HOT SHOT REGATTA on September 6 - 7, 1969, including taking a crack at the rotating Jack Cochrane Memorial Trophy. Dick Young will be supplying more specific regatta information a little later, but if there are any questions in the meantime, Dick's address is 307 Riley Road, Muncie, Indiana 47304.

PLEASE SEND IN REGATTA PHOTOS TO SCOTS 'N WATER - GLOSSY BLACK & WHITE

R E G A T T A N O T E S - (CONTINUED)

FLEET No. 7 TO SPONSOR FALL INVITATIONAL SERIES - - - Flying Scot Fleet No. 7, Riverside, Connecticut, will sponsor a Fall Invitational Series this year consisting of three successive Sundays in October - the 5th, 12th, and 19th. The idea behind this schedule is to lengthen the racing season for Scots in the greater New York area.

Fleet No. 7's regular season ends in late September, but October is perhaps the best month for sailing on Long Island Sound. Last year, members of Fleet No. 7 held an informal series in October with excellent sailing but with participation somewhat below that during the regular season. There presumably are other skippers in the area who would like to go on racing into October, but whose fleets conclude their seasons before then. The Fall Invitational Series will fill this void. Boats will be launched and hauled at Riverside Yacht Club where they may be left during the two weeks between the first and last races.

Details of the Series will be circulated to Fleet Captains in the Greater New York District later in the season. Others desiring information on the Series may contact the Secretary of Fleet No. 7 - H. F. Bloomer, Jr., 56 Hendrie Avenue, Riverside, Connecticut 06878.

- - - - -

Ford W. Stevens, D. D. S., Philadelphia, Pennsylvania, Vice Commodore, Trident Yacht Club, Bateau Channel, R. R. 3, Gananoque, Ontario, Canada, is in receipt of a letter from J. W. Wing, Chairman of the Sailing Committee of the Trident Yacht Club, stating that the Club will be host for the Flying Scot Regatta on July 19th and 20th. The races scheduled are the BORDER TROPHY, the PHILADELPHIA TROPHY, the DOUGLASS TROPHY and the CANADIAN FLYING SCOT CHAMPIONSHIP. The skipper holding the lowest score in the first three races will be the winner of the LaQue Trophy which was first in competition in 1884. The fourth race, the Canadian Championship, is a "non-chevron" event. It is of special interest to have Flying Scot Fleets of Northern New York State, New England and Canada represented at this regatta.

Official letters inviting the Association to hold the 1970 NORTH AMERICAN REGATTA have been received from John F. Maher, Manager, Detroit Yacht Club, to hold it on Lake St. Clair where the DYC Flying Scot Fleet 16, as well as Fleets 8 (Edison BC) and 18 (Detroit BC) sail, and from Joseph F. Schoendorf, Jr., Milwaukee Yacht Club (F/S Fleet 25). A letter has also been received by FSSA President Fred Weintz via F/S Midwestern District Governor Robert B. Hanna from the Commodore, Crab Orchard Lake Yacht Club, Carbon-dale, Illinois (F/S Fleet 30) indicating their interest in holding the 1970 North Americans at Crab Orchard Lake. The FSSA is deeply appreciative of receiving these invitations which will receive careful consideration and decision by the Board of Governors of the Flying Scot Sailing Association.

The Regatta Committee for the 1969 F/S NORTH AMERICANS has not completed the Regatta Registration Forms or other information, but has promised that they will have it all ready for the June issue of Scots 'N Water.

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SLOW DOWN AND WIN

Many sailors preoccupied with the desire to make their boats go fast often overlook the tactical advantages of sometimes slowing up. Deliberate and controlled slowing at the right time and place can give you a real edge. Here are some of the places where it pays:- At the weather mark when laying the mark on port tack and on a collision course with another boat on starboard tack where the mark is to be rounded to starboard. If you continue at the same speed the starboard tacker can force you about, then make his turn, leaving you to make two tacks and follow. If you slow down even though he is on starboard he cannot tack directly in front of you to round, and must hold his course to clear you, then tack. This means he overstands. You cross his transom and round the mark inside and to leeward where you want to be. If you slow down too much so he can tack to round the mark in front of you without fouling you, you have lost the lead but are better off than if you had been forced to tack to stay clear, then tack back to round the mark.

Even on the normal port starboard crossing when playing it safe to go astern, the port tacker often bears off below his normal course at full tilt, losing much ground to weather and perhaps to boats following close astern. Slowing down can help keep the port tacker farther to weather and less likely to lose tactical advantage to following boats even though he does not improve his relative position to the crossing starboard tack boat.

In the case of the starboard tack boat who fears the port tack boat may attempt to gain a safe leeward position by tacking under her, it may be wiser to slow up a bit so the port tack boat can safely cross clear ahead rather than be a threat and a slowing influence up a whole weather leg.

With the two boat length rule, at a leeward mark if the following boat has no overlap, slowing down by the leading boat can force the following boat outside before rounding, making it impossible for him to attempt to swing wide and cut inside after rounding. Especially effective and necessary is this tactic when the next leg requires immediate freedom to tack toward a finish line. With a following boat just astern and even slightly to weather, tacking is impossible and the following boat can force the leader to overstand a finish line.

I have seen a case where the lead boat on a reach leg who was slightly overlapped on the inside by a following boat, slowed down, swung wide, surrendered the lead, hardened up and charged back to secure an inside overlap just outside the two length circle, rounded ahead and on a one leg beat to the finish passed the former leader on to the next boat astern and inside and so down the line of 28 more following boats, all of which blanketed him in turn and dropped him further to leeward till he actually had to tack to make the finish. Believe me I'll never make that mistake again. ----- by Vincent DiMaio

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