

# SCOTS

# n' water .....



VOLUME XII NUMBER 3

MARCH 1970

## YOUR DUES...AND YOUR SCOTS N' WATER

*We value our SCOTS N' WATER audience, but 1970 dues were payable in January and this will be the last issue you will receive if your dues are not paid before the mailing date for the April issue. Pay them to your local fleet secretary (if not a fleet member, mail them to the FSSA Corresponding Secretary). See dues schedule on the back cover of this issue.*

### BETTER SAILS AND HOW TO MAKE THEM

by

Paul Schreck  
Paul Schreck & Co.,  
Sailmakers  
Lillian, Alabama

Paul Schreck was runner up to Jack Laird in the 1969 North American Championship, finishing just one half point behind the winner. He is well qualified to discuss sails and sail making since he started his aquatic career at the age of six, sailing his own sail craft, which he helped to nail together for use on Mobile Bay. Paul has inherited his love and knowledge of sailing from his Father who learned sail making in school

in Germany, where he was born. His son, Paul, started his sail making in Pensacola, Florida, having finished his service to his country as a parachute rigger for the Air Force. In 1949, he opened a sail loft in New Orleans, which he sold to his brother, Click, in 1962. His present loft was established in Lillian, Alabama in 1959. Paul shares his way of life with us, and it is obvious that he is happy in his work, and has but one objective - to try each day to make better sails.

How does a sailmaker decide, how to make a sail? First, he must examine the boat, noting such things, for main; as lead of halyard to place eye in headboard, location of tack pin for cutback in tack, bend of spars for luff, and foot curve; lead of sheeting

Continued on Page 3

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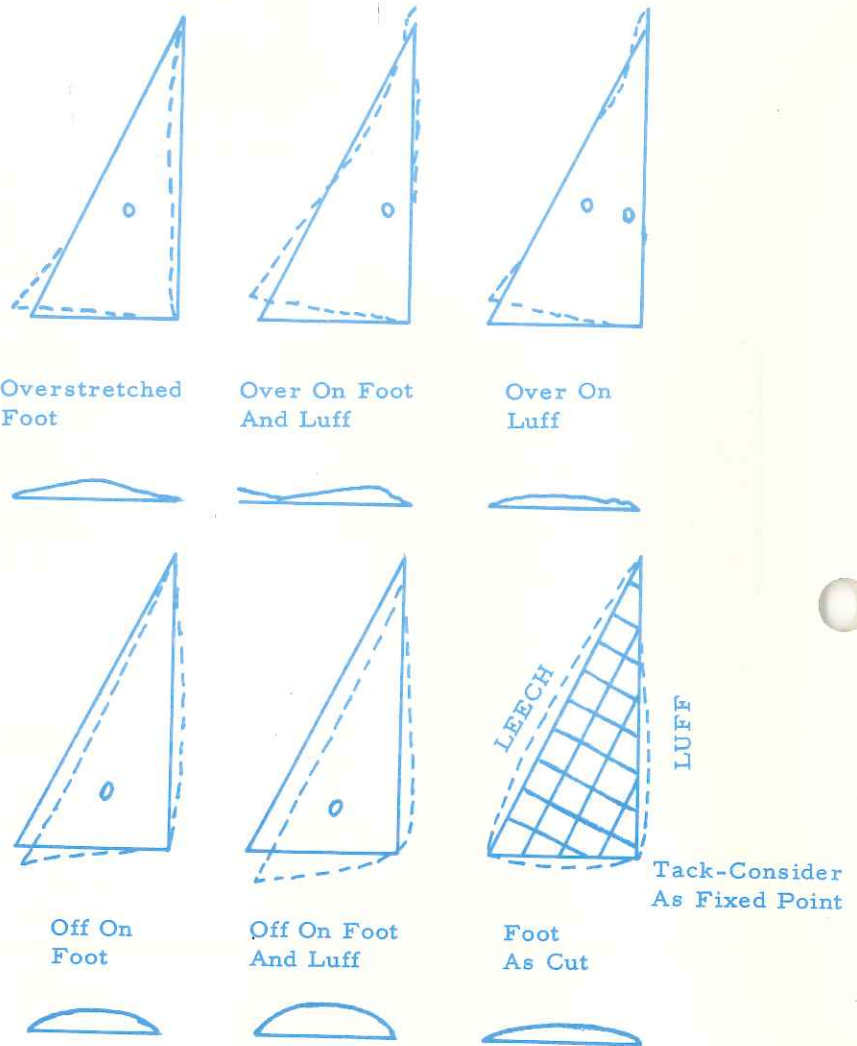
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EXAMPLES OF RESULTS WHEN LUFF AND LEECH  
TENSION IS CHANGED

Basically we must consider a triangle made of screen wire and disregard sewn in shape, to understand just what goes on. This is true even in the case of very hard Dacron, as it also has bias stretch in the area of greatest strain. Any sailmaker can make a sail with no wrinkles, but it won't go. Consider all straight lines within the sail for simplicity, as having no stretch, they will bend but won't stretch.



Small circles represent center of greatest draft. There is a myriad of proper adjustments within extremes shown that will give you proper shape for velocity, or point of sailing. These shapes are further modified by traveler vang, bend of spars and stretch factors of various cloths. Most skippers with any experience are familiar with these shapes. A lot of them pop up unexpectedly. Cut out a screen wire triangle like this to see what happens to straight lines.



for tightness or looseness of leech. Except for lead of sheet on jib, his first jib would be a compromise based on past experience and factors he can observe, until he sails the boat. Next, he must check the specs. Except when struggling in heavy weather he knows that the more area a boat has the faster it will go. He is in competition with other sailmakers and knows that they will make every effort, while staying within the tolerances to make their sails as large as possible. He must decide where he can place extra area that will not destroy the shape.

He must decide then which cloth will be best for this particular conglomeration of notes, he has gathered. He then goes out and sails the boat in competition and makes more notes on performance characteristics on various points of sailing in different velocities. He may decide the jib should be a little fuller and the main flatter if the boat has a tendency toward too much helm, or the reverse for soft helm. If the boat is unusually stiff, he may decide to make both sails fuller or vice versa.

Most classes today only measure cross measurements and leech on main using spar limitation to govern length of foot and luff. This leaves the sailmaker with a great deal of imagination and leeway in what he does with these two sides. The Cunningham alone allows tremendous extra luff length. True, the sail looks ugly with a lot of garbage gathered in the tack, but the smart sailor doesn't care. He wants to win races.

With all this plus ten thousand other things, the average sailor would never think of, the sailmaker will go back to his loft and recut the first sail. He will sail them again and make more notes. If he is satisfied without further recutting, he will then cut his first suit for this class that is supposed to go.

There have been so many articles written on the handling of boats and sails, that it is almost impossible for any comments without being repetitious. To relate my theories and practices I must therefore state primarily; differences, in order to be informative or at least stimulate your thoughts.

To know something of my attitude should help. My greatest asset (my guess), is that I always believe there is a better way to do anything. This helps because one is never encumbered by the perplexities involved, by sticking to a set of self imposed rules. It hurts when one allows himself to become sloppy, which often happens in my case.

This attitude, however, allows one to pay more attention to his own capabilities and less attention to his equipment which in the case of the Flying Scot is the most important thing. Because of the specs and limitations set by the class, the Scot is probably

the best class in existence for a test of sheer ability --and let's hope it stays that way.

However, I hope to point out the number of things that can and should be done without the aid of gadgets. The adjustment that one can do to Scot sails alone is enough to help a crew keep busy the whole race. Having no gadgets simplifies this and allows more time for plain sailing and getting the most out of your boat. The variables in sailing are covered in hundreds of articles already written. I know more about sails so let's talk about sails. A sail is a piece of stretchy cloth (even in the case of Dacron), hanging from three corners, that is mostly seams and wrinkles. This is a child's viewpoint, and until they are made differently and from different materials it is also mine and should be yours. Regardless of the shape put into a sail by the sailmaker he is limited by the characteristics of the material he is using and is forced to make some sacrifices in appearance for the sake of speed.

Assuming your sails are cut properly (a lot aren't) you can attain (with a few wrinkles) any shape. Which one do you want? Set your sails so that they look best for any given velocity and point of sailing; center your crew weight at 90° to the center of effort of total area of sails, and heeling to the flat of the lee bottom, let your tiller go. If you round up too fast, move slightly aft. If you still do, move out further. Sails must be slightly luffing or just full when testing before start. If you still have too much helm your main is too full or jib too flat. You can't do too much about your jib on a Scot so flatten your main. Turn this procedure around to increase helm. Proper helm for a Scot would be to have the boat sail itself about 100' before coming to a half luff.

When you get hooked up like this you are what I call notched in. A little motion in either direction with the tiller will not slow you down. This allows you to play the puffs and the waves, and attain even greater speed. In smooth water you can even build up a little whirl wind on the weather side of the sail, which you can maintain by keeping the sails on edge and not shaking the boat. This little whirl wind pulls the wind in from further abeam and allows you to sail higher. Don't let anybody tell you it's not there under proper conditions, as I have seen it with smoke tests. One definitely points higher when it is there. It is destroyed by either pointing too high or too low or hitting a big wave. Crew weight in a Scot should be a maximum of 450 pounds for any breeze. If one man is over 200 pounds he must move like a cat (you should anyway). One jolt, and you must build up speed again. In moderate breeze six or more jolts on a beat can cause you to lose an advantage you might have built up, force you to make tacks you wouldn't have made and add up to a lot of boats and



distance, even though the positive distance may have only been six boat lengths. As you know a half boat length at the start can be fifteen boats in a large fleet. The closer boats are together, the more places distance will count.

Rules of thumb with a spinnaker (assuming it is cut for it). Fly it as high as you can when ever you can. Push the whole chute to weather as far as you can. When the luff is not trying to climb ahead of the pole you have it too far to windward. This one should also let you know when to take it down.

Really, there is no such thing as a rule of thumb for sailing. There are exceptions to every case. For instance; your pole should be further forward than usual in heavy air, to allow for sudden increases in boat speed, which of course suddenly brings the wind ahead. This is the best part about sailing. It's better than a game of chess. The better you get the more you realize there is to know. There are variables of variables, and the combinations are unlimited. If you really want to learn to sail listen to Sandy. He knows it's hard enough to get the most out of a boat and enough things to do without fiddling with gadgets.

Paul C. Schreck  
Scot Sailor

#### SOUTHERN YACHT CLUB WINS

After five years of defeat by the New Orleans Yacht Club, the Southern Yacht Club captured the Commodore J. Gilbert Scheib Series last November.

The annual series is a team race event in club owned boats. The 1969 series was raced in Flying Scots - each team composed of three boats.

The first race started in light air and found boats covering from the warning gun. The second race was sailed in a gusty 20 knot breeze. One capsized and two boats losing crew overboard added to the excitement.

Roy Troendle won first over all and Johnny Potts was second. Low scoring was used and Southern emerged the victor 6-3/4 points to 19 points.

#### MID-WINTER DINNER

Over 60 members of FSSA enjoyed an evening of good food and fellowship in New York on Friday, January 30.

Howard Boston talked with the group and answered questions about sails and sail making. Bears Smith made all arrangements and served ably as Master of Ceremonies.

#### HEAR THIS FROM A YALE PROFESSOR

I thoroughly enjoyed Sandy's essay on the Flying Scot philosophy that appeared in the September-October 1969 issue of Scots N' Water. I believe that what makes sailboat racing such a popular pastime is the availability of a wide range of sailboat classes. The sailboat enthusiast has access to many kinds of craft; the offshore racer can choose from a host of designs, and so on. The Flying Scot has been designed by a master designer and racer to fulfill a need that he felt existed in the area of racing-family sailing, and its tremendous growth indicates that that need must have been real. I understand, also, the desire of the racer (and even the pleasure sailor) to make the boat go faster. Certainly speed is exhilarating, and it is always a thrill to sail by someone else who is sailing as fast as he can.

But when it comes to strict one design racing, I think the only course that can prevent a class from deteriorating is that expounded by Sandy Douglass and others. Gadgetry and other modifications will surely help a boat go faster, but the question to be asked is, "Faster than what?" Faster than other Scots without these modifications? Is that one design racing? The Scot is by no means a sluggish boat, and racing with other identical Scots can be just about as exciting as any other kind of sailboat racing imaginable.

What I would like to see is true freedom of choice. There are plenty of designs that allow a wide range of experimentation and modification; there are other classes (supposedly one design) that accommodate some degree of improvisation. I would like to believe that there is a sizable body (most Flying Scot owners) who bought Scots because the Scot offered what they wanted.

I wish to put myself on record as one of the "silent majority" referred to in Sandy's essay and make known my opposition to insidious "development" in what was designed and presented as a strict one design sailboat.

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# HOW THE EXPERTS DO IT!

## THE RUN - WITH SPINNAKER

This month's panel is composed of the following skippers:

Dr. Derrick Lonsdale Fleet 12, Cleveland, O. Former Nat'l. Secretary Top half 1969 NAC	Dirk Lundquist Fleet 75, Pensacola, Fla. 5th in 1969 NAC
Jerry Sachnoff Fleet 72, Massapequa, N. Y. 2nd in Riverside Invitation	Fred Tears Fleet 23, Dallas, Tex. Texas Dist. Governor 4th in 1968 NAC 6th in 1969 NAC

\*\*\*\*\*  
**COURSE:** 5th leg of a six leg course. Virtually dead down wind but wind is sufficiently from the quarter that sailing on the Rhumb line calls for Starboard tack.

All marks to port.

Length of leg - 1-1/2 mile.

**WIND:** Moderate breeze - 12 to 17 mph.

**CURRENT TIDE** Of no consequence.  
**LOCAL CONDITIONS**

**COMPETITIVE SITUATIONS:**  
You are in the first group of boats but not the lead boat. Other boats close behind.

**CREW:** Skipper and one crew.  
\*\*\*\*\*

Q. To what extent will you have rigged your spinnaker before you reach the weather mark?

**Lonsdale:** Every effort will have been made to rig completely so that the only remaining task will be to hoist the spinnaker as soon as possible after rounding the weather mark.

**Lundquist:** The sheet attached, halyard attached, and the pole up and in position.

**Sachnoff:** Completely rigged, sheets attached & ready to go up-head attached just before we reach mark.

**Tears:** Completely, with pole set, and guy and sheet cleated to approx. right position.

Q. Who will fly the spinnaker?

**Lonsdale:** The crew normally would take both the sheet and the guy. If my crew were my wife, I would take the helm and the sheet whereas

she would handle the guy.

**Lundquist:** Temporarily the skipper, while the crew hoists the sail.

**Sachnoff:** Crew will raise-skipper to set-and fly until (1) Board goes up (2) Vang goes on (3) jib is set and boat squared away, then crew takes over.

**Tears:** Skipper, but crew may help with the guy in puffs.

Q. Will you hoist the spinnaker all the way to the top?

**Lonsdale:** Hoist to the top and then allow it to fall about six inches so that its head has some freedom.

**Lundquist:** No, the sail will be carried six inches off the mast.

**Sachnoff:** Yes and then drop 6"-12" depending on wind strength. Halyard is marked with red, green, and black dye, 6" 12" 18" from full up.

**Tears:** Yes, initially, but then will lower the head until it sags or oscillates, say two feet, and then back up a little.

Q. How will you carry the spinnaker pole?

**Lonsdale:** The pole in this breeze and at this angle of sailing will be horizontal.

**Lundquist:** The pole will be up high on the guy end and 90 degrees to the breeze.

**Sachnoff:** Heavy air, slightly cocked up. Moderate air, horizontal. Light air, slightly dipped.

**Tears:** High on the mast with outboard end about one foot higher. Slightly more than 90° angle between masthead fly and pole. (A piece of yarn on the middle of the pole is helpful).

Q. How will you carry the centerboard?

**Lonsdale:** Pulled up as far as possible, commensurate with a light central helm to avoid rudder drag. If too high on my boat she will develop a considerable lee helm.

**Lundquist:** The board would be raised 3/4 of the way and varied with the wave action.

**Sachnoff:** 1/3-1/4 down depending on wave conditions, but not allow boat to yaw.

**Tears:** About 1/4 down.

Q. Will you use the jib winches or some other device to assist in handling the sheets?

**Lonsdale:** Yes-for the guy by taking it through a simple fairlead placed on the quarter and then forwards, with two turns around the winch. The skipper sometimes will be able to help in pulling back the guy if an adjustment is required. No other devices will be used.

**Lundquist:** Yes, on the guy; however, the sheet



would depend on the crew size. I prefer that the sail be worked 100% of the time.

Sachnoff: Only if crew cannot handle sheets without it. We use winch on the guy if it gets real hairy remember, NO knots in ends of sheet and guy!

Tears: The jib winches were removed a few months after I bought the boat. My sheets are run thru the deck and thru the lower edges of the seats. This arrangement allows a good leverage without need for winches. I do use a Seaboard cam cleat to hold the guy, but only for relief in puffs.

Q. How will you distribute your weight?

Lonsdale: Weight will be adjusted to keep the boat flat. This will most likely be as far back as possible in order to counteract the "bow down tendency" on a fast run.

Lundquist: As far back as necessary to free the bow from plowing.

Sachnoff: AFT, to get bow up on plane-crew in skipper's LAP if need be, each to a side to prevent yawing!

Tears: Skipper straddles the tiller. Crew straddles aft end of centerboard trunk and does the balancing while trimming the main.

Q. When you round the weather mark what action will you take to obtain clear air?

Lonsdale: The greatest danger here will be the blanket effect from boats astern. My preference will be to fall away to the starboard side or the rhumb line onto port tack. However, this may not be possible in the circumstances and I will therefore clear my air on the port side and sail on starboard tack.

Lundquist: If close to the next competitor, I would first drop down and then round in an effort to shoot inside the lead boat.

Sachnoff: We may hold up on throwing up the chute & ride over with jib only-this might give us a jump on the lead boats.

Tears: Usually will jibe (if needed) and get about five lengths to leeward of rhumb line. If blocked from this, will hold high at once for about three lengths.

Q. Will you sail straight for the next mark?

Lonsdale: The shortest distance is not necessarily the fastest course here. I will have several choices depending on the tactical situation.

- 1). If I clear my air to the starboard side sufficiently and maintain boat speed by comparison with the others astern, I will maintain the course until I am able to begin a reaching course on port tack for the leeward mark, thus reserving maximum boat speed until the end of the leg when it has its greatest

advantage.

- 2). If, having cleared my air on the port side of the rhumb line, I may jibe onto a starboard tack, luff across the fleet at maximum boat speed and jibe back onto port for the approach to the mark.
- 3). If any wave action is present I will always seek to use it, regardless of its direction precisely in line with the rhumb line. This might result in planing.
- 4). If the wind is puffy I will fall away in the puffs and luff up in the lulls, attempting to combine this maneuver with wave action.

Lundquist: Depending: normally, people head up on this leg. If you feel you have superior boat speed, try this in an effort to sail over the competition.

Sachnoff: Only if we can stay up on a plane-otherwise slightly high on it to keep her up.

Tears: Never.

Q. How will you trim your mainsail?

Lonsdale: Always on the edge of a luff if possible. If directed downwind it will be full with the boom vang used to hold the boom horizontal.

Lundquist: On the verge of a luff--never pinching too much.

Sachnoff: Dead before the wind-as far out as possible; the higher the course, the further in we trim, Boom Vang on.

Tears: With center of effort perpendicular to mast head fly, hard vang, hard outhaul, hard hoist for maximum cross-section.

Q. How will you trim your jib?

Lonsdale: I will not lower my jib unless it is obvious that it is disturbing the air flow in the spinnaker. It will probably be cleated and allowed to remain full on its preferred tack.

Lundquist: On the verge of a luff--making sure not to backwind the main.

Sachnoff: As far out as possible without luffing.

Tears: Douse it.

Q. Will you carry your spinnaker with a "rap full" or on the verge of a luff?

Lonsdale: Definitely always on the verge of a luff.

Lundquist: Verge of a luff always! The sail looks like a disaster when used properly.

Sachnoff: FULL & BYE-pole as on extension of Boom-presenting as much of chute to wind as possible.

Tears: Actually slightly luffing at all times.

Q. How will you protect against an accidental jibe?

Lonsdale: By careful observation of the mainsail for



the "preliminary luff" and thereby being able to correct by coming up to windward slightly. Broaching on the down side of a wave will be the greatest danger here and will demand watchful counteracting helm at the right moment as the wave begins to pass under the lee quarter.

Lundquist: Keep a close eye on wind shift and wave action.

Sachnoff: Watch very carefully not to sail by the lee, don't let the boat yaw.

Tears: By not being careless!

Q. Assume you are gaining on the boat ahead, on which side will you try to pass?

Lonsdale: I will try to pass to windward with the spinnaker in order to avoid running into a lee side blanket. Careful watch must be maintained for a counteracting luff.

Lundquist: Far to weather, working slowly into this position, not an all of a sudden whim.

Sachnoff: Always to windward.

Tears: To weather unless he luffs, in which case will pass several lengths to leeward.

Q. Assume the boat behind is gaining, has blanketed you and is trying to pass to windward - what will you do?

Lonsdale: Fall away to leeward as far as possible. If tactically possible and if I have enough boat speed, I will attempt a slow luff to enable the crew to adjust the spinnaker.

Lundquist: Ease to weather enough to clear my air and gain boat speed, but not carry far above the mark.

Sachnoff: Throw a quick, hard luff and hope it works (first alert crew what you plan to do).

Tears: Fall off and let him go unless he is a competitor whom must be covered and close to mark. Then luff him, hard.

Q. Assume you have continued on a starboard tack for the full leg - when will you douse the spinnaker - when will you jibe? (with relation to the leeward mark)

Lonsdale: I will douse the spinnaker at the last possible moment commensurate with the crew's ability to stow it below deck, but not necessarily to derig it completely. I will jibe within two boats length of the mark so that the tactical situation is no longer threatened by a starboard tack boat or an overlapping boat.

Lundquist: Carry your spinnaker as long as possible but allow time for your jibe--approx. 200' from mark.

Sachnoff: Strip approximately 2 boat lengths from mark, and jibe in act of rounding.

Tears: Go high, then fall off dead down wind at five

lengths, douse, then jibe at two lengths.

Q. What else would you like to tell us about the handling of a spinnaker?

Lonsdale: Further Observations Regarding Spinnaker

Too often we see skippers losing ground with the spinnaker. It is mostly brought about by attempting its use when the wind is too far forward. I do not attempt its use unless the apparent wind is at right angles or further aft. The efficiency of the sail for reaching in the Flying Scot can be considerably enhanced by hoisting the pole up on the topping lift to as much as 40-45 degrees to the horizontal.

Lundquist: The proper use of wave action will much improve boat speed. The spinnaker is a great aid in surfing downwind.

Sachnoff: PRACTICE, PRACTICE AND MORE.

DON'T BE AFRAID, when in doubt, throw it up.

### REGATTAS

Mar. 13-14-15----Mid-Winter Regatta

Royal Palm Yacht Club  
Fort Myers, Fla.

June 6-7-----Egyptian Cup Regatta

Crab Orchard Lake, Ill.

July 18-19-----Border Regatta

Trident Yacht Club  
Gananoque, Ontario, Canada

July 25-26-----Capitol District Championship

Deep Creek Lake, Md.

July 31-Aug. 1-2 --Midwest District Championship

Marinette-Menominee

Aug. 18-19-20-21 -North American Championship

Milwaukee, Wisc.

Sept. 12-13-----Hoosier Hot Scot Regatta

Muncie, Ind.

### TENTATIVE DATES

Green Bay FS Boat of the Year

June 27-28 -----Marinette-Menominee

July 4-5-----Sturgeon Bay

July 11-12-----Ephraim

Aug. 15-16-----Egg Harbor

### IN THE NEXT ISSUE

How The Experts Do It - The Reach in Heavy Air.

North American Eligibility Rules.

A New Speedometer is Introduced.



RULES for CHARTERING BOATS in the 1970  
NORTH AMERICAN CHAMPIONSHIP REGATTA at  
MILWAUKEE, WISCONSIN, AUGUST 17-21, 1970

Prospective charterers shall write to the Chairman of the Chartering Committee, Mr. William H. Upham, 1550 North Prospect, Milwaukee, Wisconsin 53202, (Office phone: 414-271-3242; Home: 414-962-6440) requesting a charter. This letter must be accompanied by a check for \$25.00, payable to the FLYING SCOT SAILING ASSOCIATION. No requests will be considered without a check or money order. This money will be divided as follows: \$20.00 will be paid to the owner of the boat and \$5.00 will be retained by the Association. A prospective charterer must be a qualified Flying Scot owner (or an active member who is a member of a recognized yacht club which is a Flying Scot owner) and must reside at least 400 miles from Milwaukee, Wisconsin, except at the discretion of the International Race Committee.

Closing date will be August 1, 1970. On this day the Chartering Committee will apportion boats available and promptly thereafter will mail notices of acceptance to successful applicants. If there are more applicants than available boats, checks of the unsuccessful applicants will be returned. If boats are still available, requests received after August 1st will be filled on a "first come, first served" basis. Charterers may cancel a charter within 10 days of the mailing of notice of acceptance thereof. If cancellation notice is not received within the 10 day period, the \$25.00 is forfeited and apportioned as originally planned, if the owner has brought his boat to the site; otherwise, the \$25.00 will go to the Association.

Boat owners shall be responsible for bringing their boats to the site of the North American Championship (Milwaukee Yacht Club). Boats shall be fully found with all equipment required by the rules. Bottoms shall be cleaned and unfouled. Running and standing rigging shall be sound and able to withstand normal racing conditions.

Charters must use their own sails. They shall be responsible for all damages to the boat and spars and shall pay the boat owner for same. They will not be responsible for breakages of running or standing rigging in cases of collision or abnormal racing conditions. In the event of a dispute, the International Race Committee shall be the sole and final judge of responsibility. Charterers may not drill holes in the boat or do anything else that may be construed as defacing without permission of the boat owner. A boat will be returned to its owner in exactly the same condition and arrangement as it was received. This includes unrigging and replacing on a trailer.

A part-owner may not charter a boat if the boat of which he is a part owner is being sailed in the regatta by another or if another part owner has chartered a replacement boat.

N A Y R U HONORS THE SCOT

The National Yacht Racing Union announced at its annual meeting in New York that the Flying Scot has been selected as the Yacht to be used this year in the competition for the Sears Cup.

The final races for the Sears Cup, which was first placed in competition in 1921, will be sailed on Lake St. Clair in Michigan, beginning on August 31. Competition is open to boys and girls who have reached their thirteenth birthday but not their eighteenth birthday by September 1, and who are members, or whose parents are members of a recognized Yacht Club in North America.

THE NORTH AMERICAN CHAMPIONSHIP

Its not too early to start making plans to attend the NAC to be held in Milwaukee starting Aug. 18.

NOTICE TO FLEET SECRETARIES--Please make a special effort to contact all local fleet members by telephone or mail--and collect FSSA dues now if you have not already done so. Under the FSSA Constitution, both association and fleet dues (if any) must be paid before a member can be in good standing in either. Even non-racing Scot owners benefit greatly from a large, sound national organization which does so much to maintain class growth and a high boat resale value. Dues collected should be forwarded by fleet secretaries (by single fleet check if possible) to the Corresponding Secretary, together with a list identifying the paid members and class of membership.

NEW FLEET CHARTERED

Fleet Charter 80 has been issued to a group of enthusiastic Scot sailors in the Pittsburgh, Pa. area.

Fleet 80 will sail on Lake Arthur - Welcome and Good Luck.

"Yachting is a sport for gentlemen, not as distinguished from ladies, but as distinguished from the unsportsmanlike."

—Gordon C. Aymar



## GOVERNING BOARD MEETS--AND ACTS

In person, or by proxy, all twenty members of the Governing Board were present at the Mid-Winter meeting in New York City on January 29.

Action was taken on three measurement questions:

1. Jibs must be measured with the tack held in the lower corner of the triangle when meeting the requirements of the "Official Plan", "jib requirement paragraph 2". On jibs made prior to March 1, 1970, the clew may fall at a maximum of one inch outside the measuring triangle when the tack is held in the lower corner of the triangle.

This ruling has the effect of outlawing the so-called "deck-sweeper" jib.

2. Rejected a proposal by Fleet 35 that the specifications be amended to outlaw the use of the Cunningham hole. Thus the use of the Cunningham hole for adjusting luff tension remains legal.

3. Rejected a proposal by Fleet 12 to permit the outhaul and Cunningham hole adjustment by any means which would not interfere with roller reefing.

Other actions taken by the Board included:

Approved, subject to audit, the Treasurer's report of operations for the fiscal year Nov. 1, 1968 to Oct. 31, 1969. This report will be published in Scots N' Water following completion of audit.

Approved final draft of amendments to the By-Laws. The complete text of the Constitution and By-Laws will be included in the Yearbook.

Approved a set of sailing Instructions to be used for all North American Championships.

Approved the Committee appointments published in the Nov-Dec. issue of Scots N' Water.

Reinstated, subject to receipt of dues, the Charter of Fleet 52 which had previously been suspended.

Established the eligibility rules for participation in the 1970 North American Championship. These will be published in the April issue of Scots N' Water.

Approved the following budget for the fiscal year Nov. 1, 1969 to Oct. 31, 1970.

Income	
Dues	\$8785
Other	4775
(Includes Boat numbers Sail patches, S & W Advertising, etc)	
Total Income	\$13,560

Expenses	
Scots N' Water	4475
(Includes Editing, Printing and Mailing)	
Corresponding Sec'y	4140
(Includes Fees, Office supplies & Expenses, postage, etc)	
Yearbook	2000
Other	2280
(Includes Highlights, Governing Board expenses, etc)	
Total Expenses	12,895

Income over Expense \$ 665

Approved the recommendation of Charles Edgar, the Chief Measurer, that the following members plus himself, constitute the Measurement Committee:

John A. Beierwaltes	Fleet 3
Vincent DiMaio	Fleet 26
Gordon K. Douglass	Fleet 6
Edward E. Kirkham	Fleet 25
John T. McShan	Fleet 38
G. Kendall Parmalee	Fleet 7

Items reported by the Corresponding Secretary included:

The Scots N' Water Highlights is off the press and will be mailed to all who have ordered copies. Extra copies are available.

The Yearbook will be mailed April 1.

FSSA membership cards will be mailed to Fleet Secretaries for distribution.

Prospects look good for several new Fleets.

---

BUCKEYE REGATTA  
Hoover Reservoir, Ohio  
May 23 - 24



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## FLEET NEWS

Fleet 12 continues to hold winter meetings with emphasis on some of the technical points of sailing. Bill Zimmie uses a magnetic blackboard and discusses such subjects as center of gravity, center of buoyancy, center of effort and airfoil principles. The rules are also argued and discussed. Members of Fleet 12 were saddened by the death of Ollie Deex last December.

Fleet 19 also reports plans for a series of winter meetings to discuss rules and tactics. Al Fitch has been elected Commodore of the Berlin Yacht Club.

Fleet 41 held a tree cutting and trimming outing at the Crystal Lake Sailing Club in February.

Fleets 32, 49 and 51 have purchased a perpetual tro-

phy and initiated the Galveston Bay Flying Scot Championship. The event is sailed as part of the Houston Yacht Club Annual Open Regatta and was won last August by John Beckman of Fleet 32.

Fleet 6 reports that free beer and mulligan stew were a big help at the annual dock removal party last fall. The fleet elected Ed Bishop as Captain.

Fleet 25 sends word that the Milwaukee Yacht Club has chosen the Flying Scot as one of the four officially sanctioned one-design boats.

Fleet 63 has passed a resolution urging FSSA to reject all proposals for change in standing and running rigging.

Fleet 30 Championship in 1969 was won by Donald Shoemaker, Paul McRoy was second and Jack Brown third. The Flying Scot is now the majority boat sailed on Crab Orchard Lake.

From Fleet 37 Helen Rippel reports a most active 1969 season with good representation in area regattas. Fred Meno had three first and Carl Rippel three seconds in the Put-In-Bay Regatta.



Chuck Winans, right, of Fleet 7, makes a final appearance at Northeastern Regional Championship with Fred Weintz and Housing Chairman, Van Thompson, center. Chuck is off for London for three years. Good luck Chuck, and hurry back.

## HELP WANTED

Black and white photographs will be appreciated by your editor. We will use what we can - when we can.





Bob and Karen Van Ness get good start in a team race at Clear Lake, Indiana. FS 1601 is owned by Tom Jones. Bob has now purchased his own Scot. This points up two ways to build a fleet. Team racing is becoming popular - its a lot of fun - good competition - without quite the pressure of individual competition. Also loaning your boat or taking a prospective Scot sailor along as crew is often helpful.

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ALL F/S FLEET MEMBERS' FSSA DUES SHALL BE COLLECTED & FORWARDED BY THE FLEETS.

NON-FLEET MEMBERS PLEASE MAKE CHECK PAYABLE TO FSSA and MAIL TO:

FSSA CORRESPONDING SECRETARY

Ann Stokes  
396 Hawthorn Lane  
Winnetka, Illinois 60093

FSSA MEMBERSHIP OPEN TO INDIVIDUALS ON THE FOLLOWING BASIS:

ACTIVE MEMBER.....\$10.00  
(F/S owner, F/S part-owner, or designated club member of YC owning F/S)

ASSOCIATE MEMBER..... 2.00  
(Non-owner who is regular crew for an Active Member; member of immediate family of an Active Member; part-owner or member of his immediate family, provided one part-owner is an active member; or designated club member)

SUSTAINING MEMBER..... 4.00  
(All other non-owners of F/S)

DISCOUNT until February 15th..... .50  
(FOR FULL EXPLANATION SEE ART. IX OF CONSTITUTION.)

\*\*\*\*\*

AVAILABLE from FSSA Corresponding Secretary:

PLEASE SEND CHECK PAYABLE TO FSSA WITH ORDER:

F/S Pocket Patches, each..... \$ 2.00

F/S Sail Labels, each..... 3.00

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(Reprints of Articles 1959-69)

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- 55-WICHITA, KANSAS-Cheney Reservoir
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Dallas, Texas 75209  
214-352-0225

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- 49-HOUSTON, TEXAS-Houston YC-Galveston Bay
- 51-SEABROOK, TEXAS-Galveston Bay
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- 20-PINCKNEY, MICHIGAN-Portage Lake
- 33-LONDON, ONTARIO, CANADA-Fanshawe Lake
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- 52-LAKE ORION, MICHIGAN-Lake Orion

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Warren, Ohio 44484  
216-856-3000

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- 19-CANFIELD, OHIO-Berlin Lake
- 26-TOLEDO, OHIO-Maume River
- 35-CHAUTAUQUA, NEW YORK-Chautauqua Lake
- 37-WESTERVILLE, OHIO-Hoover Reservoir
- 53-LAKE CAYUGA, NEW YORK-Lake Cayuga
- 65-DELLROY, OHIO-Atwood Lake

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- 58-BOSTON, MASS.-Boston Harbor
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