March, 1977
Volume XVIV
Number 3

SCOTS
n' water ......

Gordy Bowers, Mid-Winters Champion
MEASURER, SAILMAKER, BOAT BUILDER — Waiting for the fog to clear are measurer Don Hott, sailmaker Al Schurr, and boat builder David Bell.

Measurer Sez:

Check Flotation Straps

From time to time, stories are circulated about flotation becoming dislodged following a capsizal of a Scot. In almost every instance, the flotation had been removed by the owner and had been reinstalled with inadequate fastenings. In only a few instances had it been a builder’s detect.

When you get ready for the spring overhaul and launching, check the installation of the flotation. Remember, in case of a 90° lay-over, with water in the hull, the entire weight of the boat, and possibly the crew as well, is being supported by the submerged flotation, which is no more secure than the straps holding it in place.

In case of a 180° trolling, the entire weight of the boat, and possibly the crew, will be supported by those straps. Too many owners consider the only purpose of the straps as holding the blocks of flotation up under the side decks. One owner even reinstalled his with duck tape, which held the blocks in place nicely, until a capsizal, and the flotation came out.

The present Specifications for builders require, for each of the four sections of foam, the following:

Three transverse strips of fiberglass mat and cloth (5" X 22") plus an end strip (5" X 22") fore and aft on each side of the boat, for a total of twelve transverse strips and four end strips.

Older boats may not have the end strips, which keep the blocks of flotation from moving fore and aft. They should be added if there is any looseness in the fit of the blocks. Check the strips for adhesion to the boat and for their general condition. Rope, wire, or narrow straps are never adequate. The styrofoam is soft, and these will eat their way completely through the block.

We intend to check the installation of the flotation at the NAC this year. You owe it to yourself, your crew and the crash boats trying to rescue you to have securely attached flotation in your Scot.

Good Sailing,
DONALD C. HOTT,
Chief Measurer
By DICK ELAM

Gordon Bowers. That's a new name in Flying Scots.

Call him "Gordy." He sails from Minneapolis, Minn. Gordy makes sails, races Flying Dutchmen and E-Scows, and is good enough to coach and tune-up the American Olympic entry in the Flying Dutchman.

Gordon Bowers also won the Mid-Winters Flying Scot Championship sailed in Panama City March 5.

Winds, fog, and thunderstorms reduced the number of races to only two. Gordy finished second in the first race, then first in the second race.

That put Bowers five-and-one-quarter points ahead of Tom Whitehurst of Pensacola. And Whitehurst was three-quarters of a point ahead of Marc Eagan from Bay Waveland, Miss., the defending champion. Eagan won the first race, but finished seventh in the second.

The third and final race never materialized. The race committee waited out fog on Sunday morning. When the fog lifted, the committee announced a race, but then the thunderstorms visited Panama City.

The 10 a.m. Sunday morning race, postponed to 11:30 a.m., was cancelled. That was the fourth of six scheduled races the committee was forced to cancel.

On Thursday high winds, sometimes gusting near 30 knots, caused cancellation of the first qualifying race. A seminar on sailing (to be reported next issue) was held. Then on Friday, fog settled on St. Andrews Bay, forcing cancellation of the next two scheduled qualifying races. (After two days without racing, one skipper passing from the bar observed "if we don't get to sail soon, we are all going to be alcoholics."

To decide who qualified for the Championship, the race committee let skippers select their fleet, reserving the right to promote "sandbaggers" to the tougher series. Of the 51 entries, 32 chose to sail in the Championship, while 19 opted for the Challenger series. Had the qualifying races been held, the Championship fleet would have been 55 percent of the entries, or 28 entries.

REGATTA CHAIRMAN Allen Douglas presents trophy to Bowers' other crew member, young David Warner of Panama City, who weighs a whopping 78 pounds. Bowers watches in background.
BOWERS SAILS TAKES FIRST AT SCOT MIDWINTERS

Following a three-year period of exhaustive design research in producing winning Flying Scot sails for local competitors, Gordy Bowers of Minnetonka, entered his first national championship regatta this class and took a first and second in the two-race series.

According to Bowers, the overall wins at the 1977 Midwinters Regatta, held at the St. Andrews Bay Yacht Club, Panama City, Florida, simply proves the analysis of pictures taken from inside and outside the boat, combined with local fleet racing results, and the knowledge gained from 10 years of sail making for scows produces winning sail speeds.

The Bowers all-weather, hard finished yarn tempered mains and jibs combined with the all-white, low stretch, cross cut Dynac spinacker provides a suit of winning sails for all Flying Scots.

(Competitors, take note.) The picture analysis above is two years old, but now that we have the winning patterns, anyone can sail faster with a suite of Flying Scot sails from Bowers.

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<th></th>
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<td>SPINNAKER</td>
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FLYING SCOT ROYALTY TAGS INCLUDED ON ALL SAILS

NAME__________________________  CITY_________  ZIP _____________

ADDRESS__________________________

PHONE__________________________

SAIL NUMBERS__________________________

COLORS_______  RED  ____  BLUE  ____  BLACK

(For numbers and insignia check preference)

TERMS:

One half the cost of sails ordered should accompany the order. When completed, the sails will be shipped C.O.D. for balance and shipping charges. If you prefer, send the check for full payment with the order and we will send your completed sails pre-paid.

WRITE OR CALL COLLECT

BOWERS SAILS, INC.

14916 MINNETONKA BOULEVARD

MINNETONKA, MN. 55343  PHONE (612) 933-6262
... race by race results

Gordon Bowers sails a black-hulled boat with purple stern letters that read "Good Grief."

For Bowers it was good. He finished second and then first. Bowers never reached any mark in any place lower than fourth, and Tom Whitehurst was the only competitor who didn't finish sixth or worse in one of the two races. Whitehurst took fifth in the first race, and then finished second.

FIRST RACE

Wind blew from the north, and if you looked inland you could get some indication of direction and velocity by watching the white smoke from the Panama City paper mill. The smoke was not rising much, and from a crew's viewpoint, the wind was 12 to 14 knots.

Approaching the windward mark the fleet found that winds shifted near the shore. Scots on the left side of the course got a lift near the mark, more pronounced for those on the inside of the lift.

That lift found Bowers sailing on the outside of the lift, but near the front. Bowers stayed starboard for about a quarter of the first leg, and then tacked port on a header. When the wind shifted, Bowers was lifting on port, but boats inside lifted higher. For example, Harry Chapman had equipment trouble 30 seconds before start. The boom came loose at the gooseneck. The Chapmans dropped back, repaired, and then picked their way across to the favored side, starting last, but rounding sixth. Bowers was also sailing patiently waiting for a shift that would let him sail for the windward mark. When he tacked to starboard, there was a slight shift; making it impossible for Bowers to round on that tack. "I should have held port for a few more boat lengths," Bowers said. He still rounded in second, just ahead of Click Schreck.

On the next beat to windward, the winds lightened, and Bowers lost ground first to Click Schreck, and then to Gene Walet from New Orleans. "I didn't loosen my sails for the light wind, and we weren't haulng (to windward) the lazy sheet," Bowers remembers.

Marc Eagan, the defending champion, sailed around in first place, and held to win the race.

Bowers picked up Walet with an inside position at the windward mark. He set his spinnaker to leeward while others jibed. (Bowers explains that he tries to take his chute down to weather in anticipation of the fifth — downwind — leg of an Olympic course.) Bowers observed that the leads jibed into a hole (light wind) giving him a chance to move into second place.

The winds freshened, and Tom Whitehurst charged up the middle of the course to move from around tenth to fifth. Tom reported he made ground by tacking on every shift, passing Kelson Elam, then Greg Reardon, next Tom Ehman, Paul Blonski (who got forced about at the finish line), and finally, Jack Laird. Click Shreck, sailing brand-new 3001, finished third ahead of Walet in fourth.

SECOND RACE

Grief arrived as the fleet sailed out to the start. Rains fell again for the second time. Wind blew from the north, but swung to the east under a high overcast. The rains quit before the start. Sandy Douglass estimated winds at eight knots.

Bowers "went out of the blocks" with Whitehurst to weather and Eagan to leeward. He held his speed and sailed free from their cover. Bowers said he didn't want to sail too far to the left, and his decision paid off. The leader on the left side of the course, Kelson Elam, found himself being lifted to the mark, and then, as the shift became more pronounced, overstanding the windward mark. Bowers was in good position when the shift arrived, and he sailed around in third place behind Whitehurst.

When the fleet rounded the leeward mark and started back to windward for the second time, Tom Whitehurst had moved into first place, and Bowers was second. Jack Laird from Panama City, a former North American Scot champion, sailed in third, and Elam was fourth.

Winds freshened going to weather for the second time. Elam passed Laird, while Bowers stood to the left of the course, Whitehurst loosely covering in the middle of the course. But at the weather mark, the winds lightened, then freshened first on Bowers. He lifted to the mark, crossed Whitehurst, and then took a lead he never relinquished. Whitehurst rounded close, while Elam rounded three boat lengths behind.

Elam jibed and tried a windward set of his chute, but the spinnaker wrapped, and the leaders pulled away while the crew went forward to pull the foot and free the wrap.

Bowers took a loose cover on Whitehurst, who tacked to starboard to free himself. Elam rounded the leeward mark, took a short port tack, and then came about on a line that led to the leeward, but longer, end of the line. Bowers stayed between the two to win. Elam made up distance, but lost to Whitehurst at the finish by less than a boat length. Cam Bahn finished fourth, followed by Neil McMillan. Both passed Laird, who took his second sixth — good enough for a fourth place in the regatta.

Bowers sailed with John Gluek of Minneapolis. John works in the Bowers sail loft and crews often for Bowers. Added crew was young David Warner of Panama City, who weighed in at 78 pounds.

March, 1977
Secretary Sez: New or Old Scot Still Competitive

By HAL MARCUS

Betty Smith of St. Andrews Yacht Club in Panama City (serving her sixth year as chairman of the Flying Scot Midwinters registration committee), told me as I checked in that Bill Sharp (FS 3) of Alexandria, Virginia, was registered for the Mid-Winters.

Knowing Tom Ehman had brought his new Flying Scot 3003, my first thought was that one of the oldest and one of the newest Flying Scots would be competing.

As it turned out, Bill had chartered a boat for the Mid-Winters; but he assured me that FS 3 would be at the North American Championships at Lake Charlevoix, Michigan, in August, adding interest to the 1977 NAC.

We look forward to Tom Ehman bringing FS 3003; and with the rapid building of Flying Scots, we hope that FS 3103 also will be among the boats at Lake Charlevoix.

A WET MID-WINTERS

The Mid-Winters were plagued by very high winds (or no winds at all), much rain, and fog.

No races were sailed in the Elimination Series, and the fleet was divided by a system used by the Snipe fleet in Wichita, Kansas.

The Regatta Committee and FSSA Executive Committee picked twenty of the fifty-one skippers for the Championship class, asking others to use their own best judgment in volunteering for either the Championship or Challenger Division.

The skippers discussed the decision among themselves, and there were no dissenting comments. You may wish to use this system, if ever caught in the same situation.

SEMINAR, MOVIES AND SLIDES ADD INTEREST

Mike Johnson (FS 1432), FSSA Treasurer, held a sailing seminar Thursday afternoon when racing was canceled.

Panelists were: Gene Walet, former Mallory Cup and Lightning Champion who has been active in FSSA since sailing in the 1975 Race of Champions; Paul Schreck, many-time Scot Champion and sailmaker; Larry Kline of Boston Sails, active in Thistle and Highlander classes and current Highlander Champion; Al Gooch, active ocean racer and North Sails representative in New Orleans; Tom Ehman, three-time FSSA North American Champion and current USYRU Champion of Champions; and Gordy Bowers, sailmaker, current E-Scow North American Champion, and third place finisher in the last Championship of Champions.

Some of the questions asked were: "What do Champions look for in their sails?" and "How much rake should there be in the Flying Scot mast?"

Answers were interesting in their detail and varied, since panelists did not agree with one another. Class Champion Ehman said, "Whatever feels and looks good to you."

Ninety-one people attended the seminar.

Friday, after waiting out a rain storm in the morning only to be fogged in with no wind in the afternoon, Al Gooch and Larry Kline set up movies and slides on sailing.

We thank the participants for giving their time and sharing their expertise.

BUMPER STICKER CONTEST

Several interesting entries have been received in the Bumper Sticker Contest.

Finished art work is not needed. Your ideas and suggestions can be translated into the finished product. Winner of the contest will receive a brass Flying Scot bell buckle. Deadline for entries has been extended to April 30, 1977.

FLEET 128 LAUNCHED

Fleet 128 has chartered in Petoskey, Michigan. The fleet sails on both Walloon Lake and Lake Charlevoix, site of our 1977 NAC. Fleet 128's charter captain is Ken Morin (FS 2291), who was one of the active early members of Fleet 111 in Atlanta, Georgia. Morin helped establish Fleet 128, garnering five charter members.

Tom Walenta is charter secretary. Other charter members are Richard Peltas (FS 1672), Nayle Jabara (FS 992) and Fletcher Johnson (FS 2035).

Fleet 128 is anxious to help Fleet 20 with the 1977 NAC.

MYSTERY SCOT 327 FOUND

Loretta and Carlyle (Corky) Ott (FS 1675) write: "You can scratch FS 327 from the list of Mystery Scots. While vacationing in Florida, we visited a marina on Sanibel Island off the coast of Ft. Myers. We noticed a Flying Scot covered and tucked away, but in top condition. The owner of the Marina gave us the address of the owner, and we dropped him a letter."
Owner of mystery Scot 327 is Gene H. Kalal who will soon be retiring in Dayton, Ohio and moving to Sanibel Island. Mr. Kalal states that he purchased number 327 ten years ago from Dwight Mathaeiry and sailed at Kiser Lake until last year.

The Otts have received a pocket emblem for their detective work and will receive a new lapel pin when Mr. Kalal joins FSSA.

To enter our Mystery Scot contest, find a Scot whose hull number is listed below and send the information to the National Office with the owner's name and address.

This month we add Mystery Scots 2302, 2304 and 2307.

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**BERLIN YACHT CLUB IN DANGER**

FSSA Fleet 19 asked us to intercede with the US Corps of Engineers to provide some relief to the Berlin Yacht Club. The Corps proposes to lease public land, adjoining the BYC property, to an adjacent marina operator. Berlin Yacht Club feels this action will seriously restrict their operations and eventually eliminate organized sailing from Berlin Lake.

Your FSSA Office contacted US Representative William Stanton, 11th District in Ohio, and Col. Max R. Janairo, Jr., Commander of the Pittsburgh District of the US Corp of Engineers. They have responded and, hopefully, the matter will receive a full review.

**FROM THE “WINDMILL NEWS”**

In the “Notes from the Editor” in the October/November, 1976 issue of the “Windmill News” we note the following: “The Lake Carlyle Yacht Club of Illinois recently sponsored a ‘Championship of Champions’ in which various class champions sailed against each other in ‘Y-Flyers.’

“Denis Fontain did a very creditable job, finishing 8th of 20, but my winter has been rendered hideous by the fact that the winner was Flying Scot Champion Tom Ehman. Several of my dear friends, who should know better, sail Flying Scots, and are enjoying their victorious triumph to the ultimate. Next year, Denis, you have just one assignment… Beat that Scot!”

**FLYING SCOT 5 JUST INSURED**

WALLY LINEBURGH of Lineburgh and Company, our FSSA approved hull insurance carrier, informs us that Flying Scot 5 has been insured for $4,100, the same amount that F S 3005 will be insured for. You can sail your Flying Scot all year round for your premium coverage.

During the Mid-winter warm ups in Pensacola, I had the opportunity to talk with John Heath (FS 2905). His brand new boat was being used in the Flying Scot Junior Mid-winters at Fairhope, Alabama in mid-January when it turned turtle and the mast was stuck in the mud. Extensive damage was done to the mast and spars, and Lineburgh and Company paid off immediately.

The insurance protection that Lineburgh offers for your Flying Scot uses the underwriting concept that a total or partial loss to the boat, spars, sails or equipment will be paid on a “new for old” basis. In other words, there is no depreciation taken. Consequently, an older boat has the same agreed amount of insurance as a new boat.

Premiums are based on the four geographical areas listed in the Lineburgh and Company advertisement and on your home port, but you may sail elsewhere without additional premium.

You must be a current active member of FSSA to be eligible for this outstanding insurance policy. Please check it out today.

**Wally Lineburgh’s Insurance Is Different**

1. Every Flying Scot is insured for $4100 regardless of age.
2. Every Trailer insured for actual cash value up to $400.
3. Hull, spars, sails, covers and all miscellaneous equipment is included except personal effects.
4. Coverage is “all risk” while racing, day sailing, trailer and ashore.
5. Reimbursement for loss is “New for Old” with a $100 deductible. No depreciation taken even on sails and covers.
6. Damage to another boat up to $4100 applies.
7. Medical payments provided up to $2,000.

This policy is available in most states where Flying Scots are sailed. Send your Name, address, class sail number, age of boat & trailer, and Home Port. Your premium depends on your Home port location. Select your area. Make your check payable to Lineburgh & Company.

Area 1: $61.00 per year. Inland lakes and rivers of the U.S. including the Great Lakes and Chesapeake Bay.
Area 2: $120.00 per year. South Atlantic Coastal and tributary inland waters below the North Carolina/South Carolina state line including Gulf coast.
Area 3: $89.00 per year. North Atlantic coastal and tributary inland waters above the N.C./S.C. state line.
Area 4: $71.00 per year. Pacific coastal waters and inland waters for the states of California, Oregon, and Washington.

**LINEBURGH & COMPANY**
1960 Bronson Road, Fairfield, Conn. 06430
(203) 255-1571

ESTABLISHED 1866

March, 1977
Governors Tighten Scot Specif

Spinnaker launchers are out. Transom ports are in. Masts will come from one mold — the present one. Safety lines will be required.

Specifications for Flying Scots — except for a hole opened in the transom — were tightened at the Board of Governor's meeting, but exact wording awaits the Chief Measurer's writing of rules. Approval follows at the annual meeting of the Association when members vote during the North American Championships.

The Board also legislated a method of breaking ties when tied skippers have beaten each other an equal number of times. In that deadlock situation, the tie would be broken by the number of firsts, seconds, third places that one skipper had scored.

For example, fifth place in the Mid-Winter Championships ended in a tie for fifth. Elam had finished tenth, then third, for total of 13. Walet had finished fourth, then ninth, for an identical total of 13. Both had beaten the other once. Elam won the fifth place trophy on the basis of the highest finish, a third.

"Forget it" was the report of a committee named in August to investigate the possibility of a single sailmaker for the class.

Commodore Lewis B. Pollak reported that after talking to representatives of Alcor, makers of Sunfish, and Laser representatives, he was told to forget the concept. Pollak said he felt the one-sailmaker concept violated freedom of choice. He called the idea "sticky."

Tom Ehman questioned whether what was wanted was one sailmaker or a one-design sail (pattern) that could be made by different sailmakers.

Mike Johnson Takes Challenger Series

Young Mike Johnson from Ft. Walton Beach, Fla., won the Challenger series with two firsts.

And Dan Miller had second placed locked with two seconds.

Ron Fink from New York City finished three boats ahead of Past Commodore Ted Glass of Carbondale, Ill.

Decision to sail in the Challenger Division was voluntary, 19 skippers electing to compete.

CHALLENGER DIVISION

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MIKE JOHNSON, JR.

Walet Eagle

Gene, the Mid Winter Series winner, and two of the West, will sail in the upcoming nationals. Walet holds titles, so the Walet is on the line.

Tom Walet finished fourth in the Challenge of the West, and will be sailing in the next week's nationals.

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<th>Skipper</th>
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Pollak said that representatives of the Lightning and Thistle class that he contacted also recommended against the single sailmaker concept.

Measurer Don Hott reported that the drawing showing how to measure spars and hulls, written by Ray Weeks of Charlotte, N.C., would be field tested at the next North American Championship.

Ron Fink of New York presented arguments for using spinnaker launchers. Fink said the launcher made it easier for a wife to crew in high winds. Fink used his spinnaker launcher at the Pensacola warmup races and said he didn't think he was faster than others, but slower.

Measurer Hott proposed two rules that would abolish the launcher. One prohibited a "spinnaker launcher." The second rule prohibited the use of a dousing line on a spinnaker, allowing only sheets and halyard to be attached. The Board voted to adopt both languages so that their intent of "no spinnaker launchers" would be clear.

Ehman and Pollak both reported on race management rules that will take effect May 1 of this year in USYRU events.

Principal change will be in timing flags at the start. Under the new rule, the white and blue flags will be lowered ONE minute before the following flag. That means the blue flag goes down one minute before the start, or red flag is hoisted. Previously, the signals were lowered 30 seconds before.

### Gets Wins Warmups, Wins Finishes Second

Walet, Ill., entered the third and final race of Winter Warmups with a 5¼ point lead over the better young sailors on the Gulf Coast.

Egan had nine points; so did Neil McMillan, who has won two Mallories and a brace of other. He sailed to a cautious fifth to go with his first finish second, while McMillan was finished, and that gave Egan the second place. Bynum won the last race on home waters to north. Young Mike Douglas tuned up for the warmup with a fifth.

### Warmup Standings

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<th>Boat</th>
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<th>#2</th>
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<th>Total Points</th>
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<td>8</td>
<td>5</td>
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<td>DNF</td>
<td>18</td>
<td>DNF</td>
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### Invitations Presented For Future Regattas

Riverside, Conn., Fleet 7 invited Flying Scots to hold the North American Championship on Long Island Sound in 1978.

Vice-President Robert Vance presented the invitation.

St. Andrews Bay Yacht Club invited Scot skippers to return in 1978 for the Mid-Winters Championship.

Both invitations will be voted upon in August.

March, 1977
SCHRECK SAILS

were used on seven (7) of the top ten (10) boats in the 1976 N.A.C.
Four (4) first place finishes in whole series
Jack Seifrick first in qualifying series

To: PAUL SCHRECK & CO. SAILMAKERS
S. SCENIC DRIVE
LILLIAN, ALABAMA 36549 (TELEPHONE: 205 - 962-4345)

Please ship ________ suit(s). Scot # ________
Velocities where I sail most are ___________ to ___________ knots.
I prefer the all-weather suit.

Please mark colors on spinnaker sketch.

I am enclosing check in full.
You will pay freight.

I am enclosing 50%, and references; and
will pay balance in ten days.
Suit—5 oz. Dacron ................... $397.00
Jib—5 oz. Dacron ................... 126.00
Main—5 oz. Dacron ................... 285.00
Spinnaker—¾ oz ................... 185.00
Spinnaker—½ oz ................... 198.00
Spinnaker—combination ½ and ¾ oz . .198.00
* Includes royalty tag
Quick reef ................... 30.00
Windows ................... each 10.00
Brummels ................... set 7.00

Name ____________________________
Address __________________________
City ___________________________ State ________ Zip ________

Signature ____________________________

SWAGING — ALL HARDWARE FOR SAILS — COVERS
RIGGING — ROPE TO WIRE SPICING
The Fleet’s In

10—Moriches YC Hosts New York Districts

Moriches Yacht Club, Inc., will host the Greater New York F/S District Championship, July 8-10, on Moriches Bay.

Registration will be Thursday night and Friday morning. This will be a five-race series, commencing Friday afternoon and ending Sunday afternoon.

For more information, write John Pasasrello, 6 Private Rd., Center Moriches, NY 11934 or Angela Rufing, 6 Crosby St., Center Moriches, NY 11934.

37—Buckeye Regatta Sets May Date

The annual Buckeye Regatta will be held May 21-22 at Hoover Yacht Club in Westerville, Ohio.

Two races will be sailed Saturday afternoon and one on Sunday morning. The Saturday races will be followed by a free cocktail party and a pizza party later in the evening.

Information will be mailed to members of nearby fleets and sailors may contact Jack Huling, 677 Win-Mar Pl. S., Westerville, Ohio. Phone: 614/882-4591.

JACK HULING

65—Ohio Districts Scheduled June 18-19

Fleet 65 and Atwood Yacht Club will host the Ohio District Championship, June 18-19. Races will be sailed at Atwood Lake, Delroy, Ohio.

Details will be mailed to district fleet captains and secretaries in May. For more information contact District Governor Edward Forrest at 1602 Dunkeith Dr., N.W., Canton, Ohio 44708.

FRANK HEIMBAUGH

96—Southern YC Hosts One Designs

Southern Yacht Club will host its annual One Design Invitational Regatta Memorial Day weekend, May 28-29. SYC facilities include three high-speed hoists, launching ramp, dry storage area, restaurant and bar, and swimming pool.

Fleet 96 invites all Scot sailors to participate in this major annual event, which drew over 200 one-design boats in fifteen classes last year.

For further information, contact Larry Taggart, c/o Southern Yacht Club, P.O. Box 24070, New Orleans, La. 70184.

LARRY TAGGART

98—Gulf Districts at Bay Waveland

Bay Waveland Yacht Club in Bay St. Louis, Miss., will host the Flying Scot Gulf District Championship Regatta, April 30-May 1. Regatta Chairman Woody Santa Cruz has announced that registration and sail measurement will begin at 9 a.m. Saturday, April 1. Two races will be sailed the first day, weather permitting, with the final race on Sunday.

Meals will be available at the club all weekend, beginning with Friday night dinner for those who come early. Entertainment is being planned to make the weekend fun as well as competitive.

Bay Waveland’s Jourdan River Classic will be held just one week prior to the Districts, so skippers who can come to the Bay April 23-24 can compete in this unusual series and leave their Scots at BWYC for the Districts the next week.

ANA STIEFFEL

107—Lake Winnebago Midwest Districts Site

The 1977 Midwest District Regatta will be held on Lake Winnebago, off Neenah, Wisc., July 15-17. Terry Schroeder, Midwest District Governor, is Regatta General Chairman. Other officials are Bruce Heyl, Sr., race committee; Tom Tollette, hospitality; Ron Hansen, weighing and measuring; Chuck Sauter, publicity and trophies; and Kurt Kreuter, budget and registration.

Twenty-two Scots from Fleet 107 competed at Neenah Nodaway Yacht Club during the 1976 season, with Bud Dick (FS 1305) and crew Barb Harter and Will Casey emerging as fleet champions. Dave and Dan McKee (FS 2693) with Rene Roeder, won the Challenger division.

Fleet 107 sailors also did well in area competition, with Bruce, Carol, and Erica Heyl (FS 2370) winning the Pioneer Regatta at Oshkosh and Joel and Lynn Ungrodt (FS 765) and Todd Kohl taking honors in the Wisconsin Cup Regatta for the second consecutive year, this time on Lake Monona. Nine Scots travelled to Ephraim for the 70th annual Ephraim Regatta, where Dick, Ungrodt and Heyl took three of the first four places.

Officers for the 1977 season are Tollette, fleet captain; Hansen, measurer, and Kreuter, secretary-treasurer.

BUD DICK
Regatta Schedule

April 30-May 1 — Gulf District Championship Regatta, Bay Waveland Yacht Club, Bay St. Louis, Miss.
May 21-22 — Buckeye Regatta, Hoover Yacht Club, Westerville, Ohio.
June 18-19 — Ohio District Championship, Atwood Yacht Club, Atwood Lake, Delroy, Ohio.

July 15-17 — Midwest District Regatta, Lake Winnebago, Neenah, Wis.

FSSA Fleets and Districts

MIWESTERN DISTRICT
Governor: TERRY R. SCHROEDER
1049 S. Park Ave.
Neenah, WI 54956
414/720-5614
2.—LAFAYETTE, IN—Lee Freeman
3.—WILMINGTON, IL—Lake Michigan
9.—STEVENSON, MI—Kirtz Lake
23.—MILWAUKEE, WI—Lake Michigan
29.—MUNCIE, IN—Prairie Creek Reservoir
35.—CARRONDALE, IL—Crab Orchard Lake
44.—EPHRAIM, WI—Eagle Harbor, Green Bay
47.—EGG HARBOR, WI—Green Bay (II)
54.—FREMONT, IN—Lake George
62.—CINCINNATI, OH—Burnham Harbor, Lake Mohawk
68.—MADISON, WI—Lake Monona
76.—ROCHESTER, MN—Cotton Lake
78.—CHARLESTON, IL—Lake Carlyle
66.—DOWA, IA—Lake MacBride
69.—MINNEAPOLIS, MN—Lake Minnetonka
107.—NEENAH, WI—Lake Winneconne
110.—ROCHESTER, MN—Lake Pepin
114.—JANESVILLE, WI—Delevan Lake
115.—MACON, WI—Lake Michigan
120.—OSHKOSH, WI—Lake Winnebago
123.—BOTTINEAU, ND—Lake Metigoshe

PRAIRIE DISTRICT
Governor: JOHN F. RUTLEDGE
6004 North Garwood
Oklahoma City, Okla. 73112
405/527-0700
39.—PORT GROVE, OK—Grand Lake of the Cherokees
50.—OKLAHOMA CITY, OK—Lake Hefner
54.—TULSA, OK—Keystone Lake
89.—TOPEKA, KS—Lake Perry
106.—NORTH PLATTE, NE—Lake McHenry
119.—HAYVE, KS—Cedar Bluff Reservoir

TEXAS DISTRICT
Governor: CHARLES BRAD DAVIS
5910 Sandhurst, Apt. 125
Dallas, TX 75230
214/755-8787
23.—DALLAS, TX—White Rock Lake
32.—HOUSTON, TX—Galveston Bay
60.—PORT ARTHUR, TX—Lake Sabine
67.—SAN ANTONIO, TX—Canyon Lake
69.—AUSTIN, TX—Lake Travis
84.—LAKE CHARLES, LA—Lake Charles

PACIFIC DISTRICT
Governor: JACKSON T. WITHERSPOON
2255 Hamlin Avenue
Palo Alto, CA 94301
415/321-4499
43.—VINEYARD, CA—Tomales Bay
100.—SEATTLE, WA—Lake Washington

MICHIGAN—ONTARIO DISTRICT
Governor: RICHARD HELMBRECHT
4168 Walbran Lake, #3
Linden, MI 48451
517/374-3204
8.—DETROIT, MI—Edison, BC—Lake St. Clair
15.—KLAMATH, CA—Gulf Lake
16.—DETROIT, MI—Detroit YC—Lake St. Clair
17.—GROSSE POINTE SHORES, MI—G. PIYC—Lake St. Clair
18.—DETROIT, MI—Detroit, BC—Lake St. Clair
20.—PINE HARBOR, MI—Pine Lake
33.—LONDON, ONTARIO, CAN—Fan-ashake Lake
41.—CRYSTAL, MI—Crystal Lake
52.—LAKE ORIOE, MI—Lake Orion
119.—TRAVESSE CITY, MI—Lake Michigan

OHIO DISTRICT
Governor: HAROLD E. FORREST
1602 Dunkenhelm Dr., NW
Canton, OH 44708
706/273-3597
1.—WINDINGO, OH—Crawford Lake
4.—MANSFIELD, OH—Clear Fork Lake
12.—CLEVELAND, OH—Erie YC—Lake Erie
16.—SPRINGFIELD, OH—Clear Lake
19.—CANTUDE, OH—Clinton Lake
26.—TOLEDO, OH—Maumee River
34.—RAY, OH—Clear Lake
37.—WESTERVILLE, OH—Hoover Reservoir
55.—DILLROY, OH—Atwood Lake
80.—PITTSBURGH, PA—Lake Arthur

GULF DISTRICT
Governor: CHARLES J. DEETS
930 Sea Clift Dr.
Forte, LA 70022
202/592-9492
29.—FORT WALTON BEACH, FL—Cochrane Lake
38.—MOBILE, AL (BYC)—Mobile Bay
45.—JACKSON, MS—Ross Barnett Reservoir
55.—MOBILE, AL (BYC)—Mobile Bay
75.—PANAMA CITY, FL—St. Andrews Bay
79.—GULFPORT, MS—Gmiscissippi Sound
85.—MONTGOMERY, AL—Lake Martin
86.—PENSACOLA, FL—Pensacola Bay
90.—MIAMI, FL—Biscayne Bay
91.—ALEXANDRIA, LA—Lake Pacific and St. John
92.—PASCAGOUA, MS—Mississippi Sound
96.—NEW ORLEANS, LA—YCG—Lake Pontchartrain
98.—BAY ST. LOUIS, MS—Bay St. Louis
99.—NEW ORLEANS, LA—Lake Pontchartrain
102.—FARBOUR, LA—Mobile Bay
111.—ATLANTA, GA—Lake Lanier
112.—RIVER CITY SAILING ASSO.—Arabia Lake, MS
113.—BIRMINGHAM, AL—Lake Logan Morgan
121.—TUSCALOOSA, AL—Lake Tuscaloosa

NEW YORK LAKES DISTRICT
Governor: LEROY JONES
36 Prospect St.
Utica, NY 13501
315/744-1964
85.—CHAUTAUQUA, NY—Chautauqua Lake
43.—CROOKS RIVER, NY—Lakefinger Reservoir
53.—CAYUGA, NY—Cayuga Lake
134.—OLD FORGE, NY—Fourth Lake
135.—COOPERSTOWN, NY—Oxbow Lake
136.—HADLEY, NY—Great Sacandaga Lake

NORTHEAST DISTRICT
Governor: JAMES B. BEATON
5 Kristin Lane
Canandaigua, NY 14424
617/828-6239
5.—BURLINGTON, VT—Mallett's Bay
11.—ROCKPORT, MA—Sand Bay
30.—MONTREAL, QUEBEC, CAN—Lake St. Louis
37.—HARWICH PORT, MA—Nantucket Sound
58.—WOLFAIR, MA—Lower Narrows
76.—SHARON, MA—Lake Massapequa
77.—MENAHANT, MA—Vineyard Sound
165.—COHASSET, MA—Cohasset Harbor
19.—HANOVER, IN—Lake Massabesic
7.—SALEM, MA—Lake Champlain
124.—DUXBURY, MA—Duxbury Bay

GREATER NEW YORK DISTRICT
Governor: ROBERT E. RICH
114 Raymond Street
Rockville Center, NY 11571
516/536-6902
7.—RIVERSIDE, CT—Long Island Sound
29.—MORICHES, LI, NY—Moriches Bay
51.—LOVELADES, Harbors, NY—Barrengay Bay
22.—SPRAY BEACH, NY—Little Egg Harbor
24.—NEW FAIRFIELD, CT—Candlewood Lake
31.—SHORE ACRES, IN—Upper Barrengay Bay
46.—ISLAND PARK, NY—Honeoye Island
72.—ANTITVILLE, NY—Great South Bay
73.—PERTH AMBOY, NJ—Raritan Bay
58.—LAKE WATAHWA, NY—Western LI Sound
125.—LIVINGSTON, NJ—Lake Hopatcong

CAPITOL DISTRICT
Governor: BRUCE E. DRURY
619 Greenbrae Dr
Silver Spring, MD 20910
301/905-1261
6.—OAKLAND, MD—Deep Creek Lake
42.—WASHINGTON, DC—Potomac River
49.—HAYES DE GRACE, MD—Susquehanna River
84.—BALTIMORE, MD—Middle River
91.—WRIGHTSVILLE, PA—Delaware River
85.—PRINCE GALLATIN STATE PARK, PA—Lake Glenwood
95.—BALTIMORE, MD—Magothy River
97.—BETHESDA, MD—Cresapeake Bay

CAROLINAS DISTRICT
Governor: DR. HALLAM WALKER
P.O. Box 2705
Davidson, NC 28036
704/892-1296
27.—HENDERSON, NC—Kerr Lake Reservoir
49.—CHAPEL HILL, NC—Lake Norman
71.—POINDIPE, VA—Smith Mountain Lake
78.—MOREHEAD CITY, NC—Bogue Sound
104.—SOUTHPORT, NC—High Rock Lake
126.—HIGH POINT, NC—Oak Hollow Lake
Make Early Reservations
For ’77 North Americans

Huron Portage Yacht Club, host for the 1977 Flying Scot North American Championship, will be assisted by Charlevoix Yacht Club, switching the sailing site to the town of Charlevoix at the northwest end of Lake Charlevoix in northern Michigan.

Regatta officials have reserved 55 rooms in the name of Steve Emerson (Fleet 20) at two of the larger motels in Charlevoix — The Weathervane and The Lodge. The Weathervane will be “host” motel. Reservations must be confirmed, by deposit, as soon as possible but no later than June 15.

There are excellent camping facilities in the area, and reservations are being made at a 500 acre camp named Windmill Farms on the north side of Lake Charlevoix. Participants may also make reservations at a state park close by.

Note these addresses: The Lodge (Jack Uhrick), Charlevoix 49720, call collect 616/547-6565 ($24—$32 — double occupancy); Weathervane Terrace (W. Lenardson) 111 Pine River Ln., Charlevoix 49720, call collect 616/547-9955 ($26-$34 — double occupancy); Windmill Farm Campground (Stewart Bowl) RFD 3, Charlevoix 49720, call (summer) 616/547-2647 or (winter) 312/446-0825; Uhrick’s Campground, RR 3, Box 49, Charlevoix 49720.

WHEN THE GOING GETS TOUGH, THE WINNERS GO NORTH!

During the past two seasons we have worked very hard developing a suit of sails which would be the fastest available for the Flying Scot.

RESULTS—2nd in the 1976 North Americans
1st in the 1975 Midwinters

Through extensive analysis of cloth stretch and fatigue characteristics, North Sails can produce identical sails which are not only fast out of the bag, but give superior performance for many seasons’ use. To avoid the springtime rush, order today!

Call collect or write North Sails San Diego.

1111 Anchorage Lane
San Diego, Calif. 92106
(714)224-2424

March, 1977
Caveat Emptor

(If you've got a Flying Scot or Scot equipment to sell, we'll be glad to advertise it in SCOTS N' WATER. The charge is $5 for each insertion, and the deadline is the 15th of the month prior to the month of publication. Send copy to Cathy Quinn, SCOTS N' WATER, 8721 Silverhill Lane, Austin, Tx. 78759 and checks to Hal Marcus, P.O. Box 2468, Pensacola, Fla. 32503.)


FS 1750—Douglas — Main, jib, and spinnaker — Main has Harken blocks, other sails have factory rigging — White hull & deck — Fleet Capt. galvanized trailer, used twice. Ready to sail for $2,500. James Dugan, 857 Stroman Ave., Orangeburg, SC 29115. Phone: 803/536-0025 (9 to 5 weekdays)


FS 567—Loftland — White hull with red stripe and blue deck. Schreck sails with spinnaker, used one season; and old set of Boston sails. With trailer. Price: $2,200. M. R. Steinkne, Box 367, Trenton, Nebraska 69044. Phone: 308/334-5157 after 5:00 p.m. CST.


Detroit Boat Club has two Flying Scots, #107 and #149, for sale. These boats have been reconditioned and hulls refinished recently. Price $1,200 each, complete with sails. Contact James Shaughnessy — 313/525-9130.


BOSTON SAILS

Anybody who has owned a Boston Sail knows about the durability and quality of our work. Now the same design theories which produced the sails that won '76 Highlander Nationals and were second at the '76 Thistle Nationals have been applied to our Scot sails. Now the longest lasting are also the fastest.

Boston Yacht Sail Co.
38807 Harper Avenue
Mt. Clemens, Michigan 48043
313 / 468-1488

MT. CLEMENS, MICH

Where Quality is a Tradition
Flying Scot Class Gets CBYRA Sanction

The Chesapeake Bay Yacht Racing Association (CBYRA), which coordinates all sail racing activities of 64 member yacht clubs on the Bay and the North Carolina coast, has announced that the Flying Scot class has achieved fully sanctioned status.

The sanction is the result of completing a two-year probationary period during which the FS Class exceeded participation requirements in invitational regattas on Chesapeake Bay.

Achievement of full CBYRA sanction will help boost growth of the FS Class on the Bay and provide an even greater number of regatta invitations for Scot racing sailors.

---

**ADVERTISING RATES**

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

CAVEAT EMPTOR (Maximum 50 words) — $5.

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

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

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

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

COLOR AND BACK PAGE, EXTRA.

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**Flying Scot Builders**

Customflex, Inc.
1817 Palmwood Ave.
Toledo, Ohio 43607

Ranger Boat Company
25602 Pacific Hwy., South
Kent, Washington 98031

Gordon Douglass Boat Co. Inc.
Route 4, Drawer AB
Cemetery Lane
Oakland, Maryland 21550

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March, 1977
### New FSSA Members

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<td>Robert E. Jensen</td>
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<td>Fort Wayne</td>
<td>IN</td>
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<td>Richard R. Coleman</td>
<td>3615 Oak Creek Circle</td>
<td>Dallas</td>
<td>TX</td>
<td>75227</td>
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<td>Thomas C. Heidersbach</td>
<td>546 Chanel ST, #10</td>
<td>San Rafael</td>
<td>CA</td>
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<td>Glendale</td>
<td>MO</td>
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<td>Harold H. Leeper</td>
<td>6256 Gremox Lane</td>
<td>Dallas</td>
<td>TX</td>
<td>75221</td>
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<td>3907 Stuart Place</td>
<td>Endicott</td>
<td>NY</td>
<td>13760</td>
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<td>667</td>
<td>NYL</td>
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<td>T. Richard Hunter</td>
<td>18 London Lane</td>
<td>E. Brunswick</td>
<td>NJ</td>
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<td>Leon Shen</td>
<td>8 Redcoat DR</td>
<td>New York</td>
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<td>Adolph Christ</td>
<td>853 Seventh AVE</td>
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<td>PA</td>
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<td>871</td>
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<td>Thomas A. Upchurch</td>
<td>333 Oak Forest DR</td>
<td>Remsenburg</td>
<td>NY</td>
<td>11950</td>
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<td>920</td>
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<td>Emile E. Sylvestre</td>
<td>P.O. Box 138</td>
<td>Petoskey</td>
<td>MI</td>
<td>49770</td>
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<td>Nyalle Jaba</td>
<td>610 Spencer</td>
<td>Cedar Rapids</td>
<td>IA</td>
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<td>Kris E. Stanley</td>
<td>2502 E. AVE, NE</td>
<td>East Lansing</td>
<td>MI</td>
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<td>1042</td>
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<td>Ernest Reynolds</td>
<td>Box 182</td>
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SECOND CLASS POSTAGE PAID
at Austin, Tex. SCOTS N’ WATER