Bowers Shares Tips . . .

pages 8 & 9

Kenneth Schmidt, Lakewood, Ohio, flies a hand-painted spinnaker for additional flower power.
Sandy Sez:

Read Others' Views On Hiking

Dear Scot Skippers,

I think you will be interested in the unsolicited letter I have received from Dick Bracken, former president of the Highlander Class Int. Association regarding droop hiking. I will quote below the pertinent parts of his letter, as follows:

"The purpose of my writing is to support you in your opposition to what I call "droop hiking." To this end I have enclosed the June 1975 issue of The Highlander, the last page of which features my views at that time.

"Now, I realize that your opposition to "slump hiking" is based on maintaining a strict one-design, and not upon any physical advantage for the youth of the class,... (here I think he misread my ideas, and in any case, I think we are saying the same thing) ..." Sandy, however, I thought you might want to use whatever ammunition you can muster. In any case, feel free to quote my article or letter if you wish. My views as an uninvolved, objective observer, especially as a past president of the Highlander Class Association (1973) and runner-up in the '75 Nationals (and '76 Atlantic Coast Champion) should stir some discussion in your class.

"You and I have known each other for about fifteen years, and I have frequently disagreed with you on a variety of subjects. I know I resented the Scot for what appeared to be an intrusion into the Highlander market. Now I accept the Scot as a boat which (as Ned Parke told me ten years ago) truly fills a need in one-design sailing. You recognized that need, designed a boat for it, and personally guided the class along the road to growth and success during a time when other one-design classes were collapsing.

"I understand all that now, and have nothing but respect and admiration for you and your efforts.

"Well, back to "slump hiking"... to summarize my view, I can see absolutely no advantage to the Flying Scot class in allowing "slump hiking." Not everyone will be physically able to do it, hence it is an obvious and substantial advantage to those who can. Anything that accomplished that is a step away from the strict one-design concept which has made the Flying Scot a success."

Naturally I am pleased to receive his support in this matter. My impressions from Panama City are that only a few youngsters — and the parents and friends from their clubs — give support to the idea. We should ban it — but the problem becomes one of how to define it and police it. We may have only two "hand lines" which may extend to the gunwale. But jib sheet, main sheet, centerboard line, etc., can become "hand lines" and are used as such.

Gordon K. Douglass

SCOTS N WATER May issue will carry full coverage of the Mid-Winters sailing seminar, featuring Tom Ehman, Gene Walet, Paul Schreck, Larry Kline, Al Gooch, and Gordy Bowers.

SCOTS N' WATER
Letters to the Editor

Favor Discussion, Not Controversy

Dear Dick,

I am in agreement with Buddy regarding controversy ... we've had our fill, at least for a while.

However, there should be a way of discussing the issue of hiking, or any other issue for that matter, without creating controversy.

Furthermore, I think the issue of hiking technique is one which deserves some attention with an eye towards restricting the current "mini," "drop," "butt" or whatever concept in hiking.

It can easily be shown to be dangerous — have you heard of the mini-hiking Soling crew who was struck by another boat, and is paralyzed for life? Does the technique increase the chances of losing a crew on board?

It can readily be shown that only a few can take advantage of this particular hiking style — can my 17 year old sister, my girlfriend, my mother or father, or me for that matter be expected to be able to "mini" hike at all, let alone for the whole race as can the few "young huskies" who experimented with the technique with unquestionable success at the past NACs and Mid-Winters? Does the class want to bestow this rather significant competitive edge to the few who are physically able to hike in this manner?

These and other questions ought to be pursued by the Board, the Measurement Committee, and through the Scots 'n Water, in a noncontroversial way.

By all means, let's not have another ordeal as we did with the jib-track business. But let's continue to explore and resolve issues which are of interest to all of us in the Class, and which are to a degree, relevant to the continued health of the class.

Sincerely, Tom Ehman, Jr.

Dear Editor:

Let me compliment you on your magnificent job as editor. I take great delight in reading each issue the day it arrives.

I like the articles by the winners showing how they rig their boats. I also equally enjoy the articles about cruising, such as the recent one by Sally Russell.

As for the hiking controversy, I'm in agreement with Buddy Pollak. Personally, I think droop hiking would be advantageous to younger skippers and those with superior athletic abilities.

I think the winner should be the one that did the best thinking during the race. This doesn't exclude luck.

Sincerely,
Nelson H. Forbes (FS 2419)

NEWSLETTER
CALIFORNIA 20 CLASS ASSOCIATION

FEbruARY, 1977
NUMBER 4

Measurer's Ruling On National Agenda

In 1972, San Francisco Bay Cal 20 Fleet adopted a rule which states: "Hiking in such a position that any portion of the torso is kept below the rubrail is prohibited."

At the November 1976 Cal 20 Board of Governors meeting the San Francisco Bay Fleet formally requested a ruling on a National basis. In addition, the request urged adoption of the hiking rule for the 1977 Cal 20 Class Championship on San Francisco Bay.

Thus, for the 1977 Class Championship, for the purpose of hiking, no part of the torso or limbs can extend below the rubrail. This ruling is a 1977 National Meeting agenda item.

The California 20 newsletter reports details of the class's position on hiking for the 1977 Class Championship on San Francisco Bay.

Scot, Thistle Compared

Dear Editor:

The January/February issue of Scots n' Water noted that Flying Scots now number 3000+. For some time I've compared the growth rate of the Scot with that of the Thistle and note, with pleasure, that the Scot should catch up with the Thistle in about 6 years (assuming a linear growth rate for both boats and with Thistle @ #3589 in 1976).

With this very good growth rate for the Scot, I can understand why Sandy D. hits the panic button everytime someone suggests a change to the Boat or to the Rules. I'm with Sandy. Let's not go the way of the Thistle (which cracks along the hull when someone "too" heavy sits on the seats.)

We all bought a simple, strong boat. Let's leave the Scot alone — and concentrate on building up the fleets with new boats and members.

Sincerely,
E. J. Marcotte (FS 2032)

April, 1977
Secretary Sez: Caribbean Cruise Details Available

By HAL MARCUS

Bob Vance, FSSA's First Vice President, is working very closely with your FSSA office, planning a 7-day cruise immediately following our 1978 Mid-Winters.

We will sail the Grenadines a full week — Bareboat Sailing in Caribbean Sailing Yachts' new Windward 44's. These yachts accommodate three couples per boat, and we have reserved ten boats for a total of thirty couples. Vance stresses that the Windward 44 is a very comfortable super boat with a center cockpit. There are two full cabins forward and one cabin aft.

Our Mid-Winters are scheduled for March 2-5 at St. Andrews Bay Yacht Club in Panama City. Our Caribbean cruise begins on Monday, March 6, at noon and ends the following Monday at noon for the first five yachts. The second five leave St. Vincent on Tuesday, March 7, to allow enough travel time for everyone in Panama City. The second group returns to St. Vincent on Tuesday, March 14.

The Windward 44's charter for $253.50 per person with six people on board for seven days including full provisions. Liquor and soft drinks are extra. This rate is a special for FSSA members.

If you are interested in making this very exciting trip and would like to receive a brochure on the boat and the Grenadines, please fill out the following coupon and return to your FSSA office at your earliest opportunity. If you already know your complete crew of six, please include this information. If you do not have your complete crew assembled, send us the information you have, and we will team you with other compatible couples.

After we receive your reservation form, we will forward to Englewood Travel Service for reservations. We leave for St. Vincent from Barbados, and many may wish to spend some time there.

You will receive a personal resume-questionnaire from Caribbean Sailing Yachts, asking your "blue water skipper" qualifications. We will be required to have at least one "blue water skipper" on each Windward 44 charter.

This event repeats a successful cruise of the Virgin Islands in 1972 when eight Carib 41's were chartered by FSSA. Each night following the first day, Vance reports, at least six cruisers rendezvoused to visit and combine culinary skills. Sailors will visit the beautiful islands of Bequia, Union and Palm as well as the incomparable Tobago Cays in the Grenadines. The Grenadines stretch basically north and south, and we will be sailing on a beam reach most of the time.

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

BOSTON

Where Quality is a Tradition

SCOTS N' WATER
BUMPER STICKER CONTEST

As the contest closes, we are daily receiving ideas for our new FSSA Bumper Sticker. Judges are going to have a very hard time selecting the winner.

Most submittals are extremely creative. Everyone who submitted ideas is thanked and congratulated for effort and originality.

We will announce the winner as soon as a decision is made, and we will let you know when bumper stickers are ready for delivery.

NEW LAPEL PINS AND "HIGHLIGHTS" ARE READY

A new batch of Flying Scot lapel pins has been secured, and we are ready to make delivery again. There will be no price increase for this item.

Send us your check for $5.00 along with your name and address, and we will send your lapel pin immediately — no charge for postage.

Also, new editions of "Highlights of Scots N' Water: 1959-1977" have been delivered by the printer. The cover is beautiful and the new edition, edited by Sandy Douglass, is excellent reading material. "Highlights" formerly sold for $3.00 and the price remains unchanged.

Fleets: be sure you order a couple of copies of "Highlights of Scots N' Water: 1959-1977" for distribution to prospective members.

Our 1977-1978 Roster of Members is now at the printers.

ATTENTION FLEET OFFICERS

On a time-available basis, your FSSA Office can supply a list of Flying Scot owners who are not members of FSSA in your area. These are excellent candidates for recruitment for fleet members. Remember, when they join your fleet, they must also become a national member of FSSA.

THIS COULD BE YOUR LAST ISSUE

If your FSSA dues have not been paid for 1977, this will be the last issue that you receive until your payment is made.

While 1977 active membership is at a record level, there are still some 1976 members who have not renewed. In keeping with our usual policy, if your 1977 dues have not been paid, you will not be receiving your May issue of Scots N' Water.

NO MYSTERY SCOTS FOUND THIS MONTH

What's happened? Now that the weather is beautiful and everyone is sailing, we expected several mystery Scots reported this month. We have not received any.

In a spirit of optimism, we are going to add three mystery Scots with this issue ... 2434, 2450 and 2465. Remember, when you see a mystery Scot, introduce yourself to the owner and get his name and address. Send the information, and we will contact the mystery Scot owner, asking him to join FSSA.

When we receive your information, you will receive an official FSSA pocket emblem. When the mystery Scot owner joins FSSA, you receive an FSSA lapel pin.

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OUTSTANDING FLEET AWARD

Bob Vance, FSSA's Promotion Committee Chairman, has received a nominating letter from one District Governor. Bob stresses that each District Governor must nominate the outstanding fleet from his district.

After all District Governors' nominations are received, Vance's committee will select the national Outstanding Fleet Award. If you wish your fleet to be considered for the Outstanding Fleet Award, contact your District Governor.

A national Outstanding Fleet Award will only be made if a substantial number of District Governors nominate.

The cut-off date for nominations is June 1. Ellen Horan of Yachting magazine will cover this award in that publication's May issue.

Flying Scot Builders

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

Ranger Boat Company
25802 Pacific Hwy, South
Kent, Washington 98031

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

Please return to: FSSA
P.O. Box 2488
Pensacola, FL 32503

☐ Yes, we are very much interested in this cruise. Please send me a brochure about the Windward 44 and Grenada sailing.

☐ I am a "blue water skipper," with cruising boat sailing experience.

We have the following people lined up to make our full crew:

(1) Name Address City, State, Zip
(2) 
(3) 
(4) 
(5) 

My name and address is:

April, 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 color 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 SPLICING

SCOTS N’ WATER
Make Reservations Early for NAC

Officials for the 1977 Flying Scot North American Championships, scheduled Aug. 15-19, Lake Charlevoix, Michigan, continue to emphasize the need for early lodging reservations, deposits, and confirmations for contestants.

Charlevoix is in prime Northern Michigan tourist and resort country, and housing accommodations could become scarce unless arrangements are made early. Use reservation form on this page to assure your space.

Charter boats will be available for the NAC, and entrants should note their desire to charter on regatta registration forms (to be published at a later date).

Charter fee is $50. Rules for chartering are set forth in the Flying Scot bylaws, Article B-IX, d., (1). A check or money order must accompany the request. The Scot owner must live at least 400 miles from the site to qualify for charter privilege.

Closing date is Aug. 1. Charterers must use their own sails. Holes cannot be drilled, and boats will be returned to owners in exactly the same condition.

Ken Hendrickson (313/971-6511) has been named as the regatta committee member in charger of charters.

1977 NAC Housing Information

Housing reservations should be confirmed by deposit as soon as possible before June 15, 1977. Reservation deposits are refundable on cancellations made no later than two weeks prior to arrival date. Mail reservation memo to either:

The Lodge (Jack Uhrick)
Charlevoix, MI 49720
Call collect 616/547-5565
$24-$32 Double Occupancy

OR

Weathervane Terrace (W. Lenardson)
111 Pine River Lane
Charlevoix, MI 49720
Call collect 616/547-9955
$26-$34 Double Occupancy
(Specify large or small room)
(Note: A few suites are available at either motel for $50-$55.)

RESERVATION MEMO

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April, 1977
Lessons in Art of Gaining

BY GORDY BOWERS

Due to high winds, the first day of eliminations for the Flying Scot Mid-winter Championship was cancelled. Mike Johnson, class Treasurer, asked me to participate on an experts panel to field questions on the Flying Scot. The seminar was informative for me and the audience; however, in many cases I had to confess ignorance of many Scot tuning techniques. The following is a brief discussion of the new as well as old lessons in the art of boat speed as applied to the Flying Scot.

TUNING

We used the “magic” rake of 28° 9½” measured from the mast tip back to the intersection of deck and transom. Only in very light air (0-4 mph) in order to induce some weather helm would I rake further aft to approximately 28° 8°. While racing, your time should be spent on the basics of sail trim and steering, not fine tuning the rake. Our sidestays were set up very tight, as this approach has worked well in many other classes using the stationary mast.

MAIN SHEET TRIM

The main and jib sheet trim, together with steering, are the blocking and tackling of making any boat go fast. In winds of over 8 mph the Scot, even when sailed at a fairly flat angle of heel, starts to get increased weather helm. On the long ride home, I asked John Gluek what stood out in his mind about my sailing. He said it clearly was my aggressive way of trimming the mainsheet.

As a puff hits and we start to heel, I quickly ease the sheet which spills wind, keeps the boat flat and prevents any excessive helm build-up. As the wind decreases and the boat starts to flatten out, I quickly trim the sheet to add power to the rig and maintain a constant degree of slight weather helm.

I was at first reluctant to ease the main much because this causes the forestay to sag off to leeward, thereby reducing your pointing ability. But, I soon learned that because the area of the jib is so small compared to the main, that there is little resulting jib sag. Furthermore, keeping the boat flat and helm light far outweighs any slight forestay sag.

JIB SHEET TRIM

With our jib, the best land position was all the way forward on the jib tracks. We trim the sheet in medium winds so that the foot just starts to get tight, mark the leeward sheet, tack and mark the other sheet the same way. These marks act merely as a guide. On light days, the mark might be 2” eased from the block, at the block in medium winds, and 2” past the block in heavy winds.

The next step is to utilize the weather jib sheet trim to bring the jib clew inboard. The outboard position should be used in very light air (0-3) and very heavy air (20 mph and up) regardless of sea conditions. Any wind in between calls for some degree of trim on the weather jib sheet to gain pointing ability. The proper balance between leeward and windward jib sheet tension requires you to look at the shape of the jib foot, the athwartships position of the clew and the leech of the jib.

(1) The leeward jib sheet should be trimmed so that the foot has a slight curve. When it gets pulled tight and wants to curl up, you probably have the leeward sheet too tight.

(2) I also use the seat as a guide to sideways jib trim. Before the race, I sit to leeward and try different amounts of sheet tension on the weather and leeward sheet. The maximum inboard trim places the clew just over the inside edge of the seat. The average inboard trim puts the clew one-half way over the seat. Out of curiosity, after we got back, I measured these jib ang-
Boat Speed

les and found the outside track position to be 16 degrees off centerline, one-half way on the seat was 11 degrees out and the inboard position was 8 degrees off centerline.

(3) Lastly, I checked the twist of the leech by comparing the angle of the jib battens with the boat's centerline. For example, in the medium inboard position of 11 degrees, the leeward sheet should be trimmed until the lower batten is just about parallel to the boat's centerline, while the upper batten points slightly outboard. Proper sheet trim for the outboard 16 degree position will cause the lower batten to point away from the centerline and result in quite a wide slot between main and jib. Conversely, the maximum position of 8 degrees will give quite a narrow slot. The lower batten will point in toward the centerline slightly while the top batten will be about parallel with the centerline.

Once you get the feel for the best position, you can reproduce them by marking your sheets. We related the mark and leeward block for leeward sheet trim. For weather sheet trim, we used the mark on the weather sheet and its position relative to the mast. It all sounds much more complicated than it really is. A little practice will work wonders.

MAIN VANG

Our approach was to have the vang on maximum hard, if we were at all overpowered, so that upon easing the sheet, the boom would go outboard to spill wind and not up which would cause the sail to get fuller just when flatness is required. To get the vang on this hard, I would go head to wind and trim the sheet really hard. John, my crew, would then take up on the vang. We then marked this position in red marking pen. This tight vang is only good going upwind in a blow. A second eased reaching position was found and marked, so we could go to this position just before rounding the weather mark. Running in the same conditions would require an even looser vang tension.

CUNNINGHAM FOOT TENSION

We discovered that it is in the middle wind range between 7 and 15 mph that these controls need to be utilized the most. At 7 mph you are not hiking and the cunningham and foot need to be quite loose. At 15 mph you have your hands full holding the boat flat, so the cunningham and foot should be quite tight. At 7 mph we had small horizontal wrinkles coming off the main luff and vertical wrinkles coming off the main boom. Over 16 mph the cunningham and outhaul are both tightened to pull all wrinkles out along the luff and foot respectively. Be sure you have enough mechanical advantage in the luff and foot controls to make tensioning under load easy even in heavy air.

STEERING

The relatively heavy weight of the Flying Scot makes the boat respond in many ways like a keelboat; yet its underwater shape and centerboard give it many high performance characteristics. I learned two lessons right away... when steering, never move the tiller through a very large range because the boat will not respond quickly enough. Second, make sure your speed is really cranked up before you start to point. Because of its relatively high weight, the Flying Scot has great momentum, but she must first be driven at maximum speed.

SPINNAKER POLE HEIGHT

In close reaching with our spinnaker, we cocked the pole up so that it intersected the forestay at about 90 degrees (and marked our topping lift). Anything short of a close reach requires a progressively lower pole. When running, the pole was almost 90 degrees with the mast (again position was marked). Marking the topping lift will give you a range of adjustment.

CREW WEIGHT

Total weight of our three crew was just 400 lbs. I felt this was adequate for most conditions, however, we did not race in heavy air with short chop which might have required more meat.

(Continued next page)
Hiking Technique
We did not use the "slump hike" technique but rather
used a straight leg hiking style which, according to
John, was more comfortable and allowed for much
greater maneuverability and aft and athwartship
in the boat. Briefly, hold the jib sheet in your aft
hand while crossing the feet around the sheet keeping
your legs straight. The forward hand holds the sidestay
while your upper body leans back. This style dis tributes
the load evenly on arms and legs, thereby reduc ing
the strength requirements considerably. You can
alternately rest the forward arm or the legs and aft arm,
but unfortunately not both!

SPINNAKER TAKEDOWNS
To my knowledge, we were the only boat to take our
chute down to weather at the leeward marks. The
technique is as follows: steer a little high, so you can
bear off to a more downwind course. As you approach
the leeward mark the crew will disconnect the pole
while the spinnaker is kept flying. Then release the
sheet while the crew gathers the foot of the spinnaker
from the weather clew to the leeward clew, lowers it
to the weather comber of the cockpit and stuffs it
under the weather deck leaving the sheets and head
attached. No repacking, pulling sheets around or jibing
is necessary for the chute to go up on the leeward side.
Usually it goes up twist free just as it came down.

MIDWESTERN DISTRICT
Governor: TERRY R. SCHROEDER
106 N. Park Ave.
Niles, MI 49666
414/274-5655

1-DETROIT, MI—Edison, BC—Lake St. Clair
2-KALAMAZOO, MI—Gull Lake
3-DETROIT, MI—Detroly YC—Lake St. Clair
4-SCHRIEVER, MI—Big Powder River
5-DETROIT, MI—Detroit YC—Lake St. Clair
6-PINECONE, MI—Burlington YC—Lake Huron
7-LONDON, ONTARIO, CAN—Fonfirth Lake
8-CRYSTAL, MI—Crystal Lake
9-LAKE ORION, MI—Lake Orion
10-TRIANGLE CITY, MI—Elk Lake
11-DETROIT, MI—Charlevoix
12-OCTOBER, MI—Gass & Elizabeth Lakes

OHIO DISTRICT
Governor: HAROLD E. FORREST
1409 E. Berkshire Dr.
Canton, OH 44708
216/777-5322

1-WILMINGTON, OH—Cowan Lake
2-MANSFIELD, OH—Clear Fork Lake
3-CLEVELAND, OH—Edgewater YC—Lake Erie
4-SPRINGFIELD, OH—Lake Erie
5-CANFIELD, OH—Barrie Lake
6-TOLEDO, OH—Maumee River
7-RAY, OH—Great Lake
8-WESTERVILLE, OH—Hoover Reservoir
9-DELFOSSE, OH—Atwood Lake
10-PITTSBURGH, PA—Lake Arthur

GULF DISTRICT
Governor: CHARLES L. DEES
930 Sea Gull Dr.
Fort Worth, TX 76133

10-DENVER, CO—Lake Champlain YC
11-HEAVENLY, NV—Lake Tahoe
115-NEW ORLEANS, LA—Lake Pontchartrain
12-DURHAM, NC—Lake Jordan
13-VALENTA, GA—Lake Lanier
14-ROANOKE, VA—Smith Mountain Lake
15-BURLINGTON, VT—Mallet's Bay
16-ROCKPORT, MA—Sandy Bay
17-MONTREAL, QUEBEC, CAN—Lake St. Louis
18-BURLINGTON, VT—Lake Champlain YC
19-DURHAM, NC—Lake Jordan
20-DURHAM, NC—Lake Jordan
21-KENTUCKY, KY—Lake Barkley
22-JACKSONVILLE, FL—Lake Apopka
23-ATLANTA, GA—Lake Lanier
24-ROANOKE, VA—Smith Mountain Lake
25-BURLINGTON, VT—Mallet's Bay
26-ROCKPORT, MA—Sandy Bay
27-MONTREAL, QUEBEC, CAN—Lake St. Louis
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40-ATLANTA, GA—Lake Lanier
41-BURLINGTON, VT—Mallet's Bay
42-ROANOKE, VA—Smith Mountain Lake
43-DURHAM, NC—Lake Jordan
44-JACKSONVILLE, FL—Lake Apopka
45-ATLANTA, GA—Lake Lanier

CAPITOL DISTRICT
Governor: BRUCE D. DRURY
619 Greenbriar Dr.
Silver Spring, MD 20910
301/585-1261

104—OLD FORGE, NY—Fourth Lake
105—COOPERSTOWN, NY—Ogago Lake
106—HADLEY, NY—Great Sacandaga Lake

NORTHEAST DISTRICT
Governor: JAMES S. BEEVON
45 Kristin Ln.
Canaan, MA 02021
632-8249

PRAIRIE DISTRICT
Governor: JOHN E. RUTLEDGE
600 N. Dunpa Heights
Eureka, OK 73041

1-104—OLD FORGE, NY—Fourth Lake
105—COOPERSTOWN, NY—Ogago Lake
106—HADLEY, NY—Great Sacandaga Lake

GREAT PRAIRIE DISTRICT
Governor: JOHN E. RUTLEDGE
600 N. Dunpa Heights
Eureka, OK 73041

1-104—OLD FORGE, NY—Fourth Lake
105—COOPERSTOWN, NY—Ogago Lake
106—HADLEY, NY—Great Sacandaga Lake

105—COOPERSTOWN, NY—Ogago Lake
106—HADLEY, NY—Great Sacandaga Lake

GREAT NORTHEAST DISTRICT
Governor: JAMES S. BEEVON
45 Kristin Ln.
Canaan, MA 02021
632-8249
April 1977

Dear Flying Scot Sailor:

Every one design class has peculiarities that require a broad sailing understanding to get consistent winning speed. I'm proud of the Murphy & Nye One Design sailmaking team that has used this understanding to develop fine sails in more classes than any other sailmaker.

Due to the straight forward nature (and lack of possible adjustment) of the Flying Scot rig, your boat has two major factors involved in boat speed. The first is, of course, skipper and crew skill which is tough to buy and we're not allowed to sell. The second is sails. These you can buy, and, we're in business to sell them to you. To keep providing the best possible sails for your class, our design team constantly works and consults with your officers, builders, dealers and sailing "heavies". In Tom Ehman, you have a truly fine sailor who has chosen Murphy & Nye main, jib and spinnaker to win three of the last four North American championships including 1976. Even after these victories we felt our mainsail would be a more versatile sail if we tightened the leech slightly. Our suspicions were correct and Fall speed shows were even more devastating as a result of this change for our 1977 All-weather Main. The 1977 All-weather Jib has more reach at the upper batten. Slightly more draft was necessary to make this unmeasured area set properly.

For you small lake sailors we have added the Pond Pounder Jib for 1977. Basically, it is designed as a light air jib and specifically for the doldrums of those inland lakes in July and August. It is easy to read and trim because of the softer finish 4.75 oz genoa type dacron. It is the right second jib for the less experienced club sailor and/or overweight crews.

SPINNAKERS - For years we have been making a Stabikote nylon crosscut spinnaker. Last summer we put a lot of effort into developing a radial cut spinnaker that would reach higher, hold its shape, last longer and still be easy to fly. The new chute is available in 13 colors of nylon Stabikote III or white Dynac. The White Lightnin', as we have nicknamed the Dynac version, is highly recommended as the best all around spinnaker available. You may even put one panel of color right below the radials without hurting performance. It takes away the white blaths, is easier to trim and even acts like a shock absorber panel, reducing the tendency for Dynac to tear easier.

We hope you will join many fine Flying Scot sailors who are winning with Murphy & Nye sails. Please use the order form on the reverse side or call us at (312) 384-2828 to discuss or order your 1977 Flying Scot sails.

Cheers and good sailing in 1977,

Bruce Goldsmith
Vice President
Murphy & Nye Sailmakers
NAME                        ORDER DATE                        ZIP
ADDRESS

TELEPHONE NUMBER

COLOR PREFERENCE FOR NUMBERS AND INSIGNIA  ( ) RED  ( ) BLACK  ( ) BLUE  ( ) GREEN

( ) ALL-WEATHER MAIN - 4.5 oz, medium-finish dacron with window and cunningham ring. Designed for use in all winds. $285

( ) ALL-WEATHER JIB - 4.5 oz, yarn tempered dacron with window, luff tell tales and wire luff. Recommended for 0-25 knots. First choice for the one-jib boat. $135

( ) POND POUNDER JIB - 4.75 oz, medium-finish dacron with window, luff tell tales, wire luff, full cut. Recommended for 0-8 knots. Great for inland lake drifting conditions. $135

( ) ALL-PURPOSE SPINNAKER - Available in all colors of .75 oz nylon Stabilkote. Radial head design. Reaches and runs equally well. $195

( ) WHITE-LIGHTNIN' ALL-PURPOSE - Same as above but made with .75 oz Dynac. Reaches better but tears slightly easier. $195


2 clew brummels $4, head swivel brummel $7


DIRECTIONS FOR COLOR CHART: Use crayon or print preferred color in each panel. White-Lightnin' is white Dynac with top horizontal panel in Stabilkote III color of your choice. White numbers are available in this panel.

PRICES INCLUDE: Bags, battens, windows in main and jib, racing numbers and insignia. A Flying Scot Class Royalty Fee of $3 per sail MUST be added to the above prices. A 50% deposit required with all orders or use:

( ) Master Charge  or  ( ) BankAmericard

NUMBER_________________________  SIGNATURE_________________________  EXPIRES______________

SF _______  DEPOSIT _______  SHIPPED _______
Caveat Emptor

(If you've got a Flying Scot or Scot equipment to sell, we'll be glad to advertise it in SCOTS N' WATER. The charge is $5 for each insertion, and the deadline is the 15th of the month prior to the month of publication. Send copy to Cathy Quinn, SCOTS N' WATER, 8721 Silverhill Lane, Austin, Tx. 78759 and checks to Hal Marcus, P.O. Box 2488, Pensacola, Fl. 32503.)


FS 52—White deck, yellow hull — 2 sets sails, spinnaker — New spin-naker sheets and running rigging. Harken blocks, inclinometer safety equipment, Shaefer main sheet, Gator trailer, spare. Price: $2,300
Eugene Pearson, Lexington, Ohio. Phone: 419/884-2207 or 419/ 756-5896

FS 2347—Customflex — Blue hull/white deck — Schreck sails — includes trailer, motor bracket and full boat cover — dry sailed only — like new. Price: $3,900.
R. C. Hoeftlin, 2345 Kemp Rd., Dayton, Ohio 45431. Phone: 513/ 423-1301 (evening), 513/423-6112 (days).


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, spar, sails, covers and all miscellaneous equipment is included except personal effects.
4. Coverage is "all risk" while racing, day sailing, trailing and ashore year round anywhere in the U.S. and Canada.
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

FS 1198—Douglass — White hull, oyster deck, three suits of sails (Boston, North and brand new Ulmen) — Sterling trailer — will sell immediately following Midwinters. Has placed high in North American championships and Midwinters. Worth $3,600. Dick and Helen Elam, 1801 Lavaca 14K, Austin, TX 78701.
Phone: 512/478-3534.

FS 2387—Douglass — White hull/off-white deck — Schreck main, jib (used 2 years) and new spinnaker — Full spinnaker gear — Shoreline trailer (spare tire). Danforth (corsair) compass, cockpit cover, motor bracket, lifting bridge. All excellent condition, dry sailed. Price: $3,900.
D. L. Bokelman, 81 Wood View Dr., Doylestown, PA 18901.
Phone: 215/349-9572.

Earl J. Obermeyer, P.O. Box 54, Amherst, NY 14226.
Phone: 716/485-1532.

BATTENS—Floater — Unbreakable, tapered, floating, flexible, 1" wide smooth butyrate cover, glass rod core, set for main — $12.75 delivered.
Wood — same quality you've always received, sanded $4.75, varnished $7.50, df. Send check to Don Blythe, Battens, 894 Euclid Ave., Jackson, MS 32602, if you can't find what you want at your favorite sailboat dealer.

STAINLESS STEEL HALYARD CRANK—Hardwood, roller handle is fitted on a machined stainless steel crank — Used successfully by hundreds of Scot and Thistle sailors — $6.75. Postpaid.
Send check to Curt Meissner, 2511 Draykel Ave., Racine, Wis.
53403.

April, 1977

Trophies

TROPHY PROBLEMS SOLVED: Fleets nationwide come to us because of our variety, unusual sailplan engravings, and attractive program discounts. Choose trophies for every event, from under $5 to over $100.

ETCHED CRYSTAL & GLASSWARE, brass, silver-plate, plaques, pewter, Lucite embedments, screened glasses, and much more.

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Marblehead,
Massachusetts 01945
Phone (617) 631-4250
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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
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 of 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 prove 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 spinakker 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.

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

FLYING SCOT ROYALTY TAGS INCLUDED ON ALL SAILS

NAME ____________________________ CITY __________ ZIP ______
ADDRESS __________________________
PHONE __________________________
SAIL NUMBERS __________________________
COLORS □ RED □ BLUE □ BLACK

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

WRITE OR CALL COLLECT
BOWERS SAILS, INC.
14916 MINNETONKA BOULEVARD
MINNETONKA, MN. 55343 PHONE (612) 933-6262
Regatta Schedule

If your fleet has a major regatta open to Scots from other fleets, we’d like to include it in the Regatta Schedule. Just drop a note or postcard to Cathy Quinn, Scots n’ Water, 8721 Silverhill Lane, Austin, Tex. 78759. (And don’t forget to send in the results after the race.)

April 30-May 1 — Gulf District Championship Regatta, Bay Waveland Yacht Club, Bay St. Louis, Miss.
May 14-15 — Texas District Championships, Austin Yacht Club, Lake Travis, Austin, Texas.
May 21-22 — Buckeye Regatta, Hoover Yacht Club, Westerville, Ohio.
June 18-19 — Ohio District Championship, Atwood Yacht Club, Atwood Lake, Dellroy, Ohio.
July 8-10 — Greater New York District Championship, Moriches Yacht Club, Inc., Moriches Bay, New York.
July 8-10 — Wisconsin Cup Regatta, Milwaukee Yacht Club, Lake Michigan.
July 15-17 — Midwest District Regatta, Lake Winnebago, Neenah, Wisc.
July 30-31 — Sandy Douglass Invitational Regatta, Deep Creek Yacht Club, Deep Creek Lake, Oakland, Maryland.
Aug. 13-14—FSSA Junior NAC, Lake Charlevoix, Michigan
Aug. 15-19—FSSA North American Championship, Lake Charlevoix, Michigan

The Fleet’s In

25—Wisconsin Cup Regatta Slated

The annual Wisconsin Cup Regatta will be held July 8-10 at the Milwaukee Yacht Club on Lake Michigan. Fleet 25 will sponsor; Regatta Chairman is Don Polacheck.

Last summer Fleet 25 (through the efforts of Art Bartling, FS 2511) invited members of BOLD (Blind Outdoor Leisure Development) to share a summer evening sail on Lake Michigan. Each blind guest was made familiar with the boat, and one Scot mentioned how well they remembered what they had “seen” and moved in anticipation of course changes, etc. This winter some Fleet 25 members joined BOLD members in cross country and downhill skiing. We hope to continue the relationship this summer and interest other fleets.

CONNIE PFISTER

69—Lake Travis Site for Texas Districts

Fleet 69 and Austin Yacht Club will host the Texas District Championships May 14-15 on Lake Travis. Three races will be sailed Saturday and two races Sunday morning.

For more information contact Jerry or Carol Pearson, P.O. Box 3157, Austin, TX 78704 or 512/442-2313 (daytime).

JERRY PEARSON

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.

SCOTS N’ WATER