FSSA First Vice President Robert Vance of Riverside, Connecticut, in action on Lake Norman, North Carolina, during 1976 North Americans competition.
What Price Gold Plate?

By Gordon K. Douglass

Many owners feel that the Flying Scot is at a cross-roads and that something needs to be done to tighten our rules before we follow the sad example of so many other classes in letting our boat develop from a simple one-design into a gold-plater racing machine. A special committee is being set up by President Bill Singletary to study the matter.

"The greatest skippers come out of one-design classes. They win because they have proven they have the ability and judgment." No, this is not just my idea. I found it in the March YACHT RACING, taken from an interview with Coney Shields who for many years was rated one of the smartest racing skippers in the country. "His solution — solid, strictly regulated one-design classes with a limit on 'extras.'" How better could it be presented?

For many years we had no serious problem. The Class grew bigger and stronger. But in recent years, as competition has grown, so has an attitude of wanting to win at any cost. Some individuals, some clubs, seem willing to spend whatever it takes to produce what they think will be a winning boat, willing to stretch our rules — and our basic philosophy of sportsmanship — to and beyond the breaking point. We are well started on a race toward gold-plating and are beginning to lose the very quality of one-design simplicity on which the success of the FSSA is founded. What is to be gained by adding more and more hardware? Anything but profit to the hardware dealer, if the truth be known?

Let me ask a couple of simple questions: Is there anything really wrong with the original factory hardware? Has anyone developed anything which makes the Scot go faster? The answer, of course, is no. In the thirteen years I sailed in Flying Scot national competition, with not one thing changed or added, no one was able to demonstrate any superiority in performance in light weather or heavy. Certainly I was under no disadvantage. When I didn't win it was my fault. I never before had sailed a boat rigged this way, but after some experiment I found that it seemed to be best for the Flying Scot. While it is not just the way many other boats are rigged, today, the expert sailor should be able to adapt himself to whatever boat he sails. I had to.

What is gained by adding hardware? Nothing but convenience, and by convenience I mean just that. (For example, I would like to have a pair of cam cleats on my aft deck to hold the spinnaker sheets when they're not in use — but that would spoil my record.)

If any gadget or device is successful it will be copied, and then everyone will be even again and only that much worse off. A point in case is cross-sheeting the jib. If, indeed, it is better, the only one to have an advantage was the first one to use it. Now that everyone does it, no one has an advantage — and everyone is out of pocket some $42.00 for the Harken blocks. What has been gained?

Is slump hiking becoming a problem? Ten years ago the Class voted that "No hiking straps, flying trapezes or other contrivances which achieve the same purpose may be used." (My emphasis). The intent is to keep sailing a test of skill, not one of weight and strength. One young man tells in the S&W how he won in heavy weather by having all 550 lbs of crew slump hiking. He'd done even better if he'd had three trapezes. (And I'm still trying to figure out how under our rules that skimmer could have slump hiked.) At the other extreme, Kelson Elam won second place in the heavy-weather 1976 North Americans with a crew of two weighing only 320 lbs without slump hiking. Now that showed skill. That is something he really can be proud of.

The current situation is serious and a solution may require considerable compromise all around. The ideal, of course, would be to standardize our boats to be all alike. I might even have to add some hardware to mine.
Orchard Lake, Michigan, is the home of new Fleet 129. M. Theodore "Ted" Wade, Fleet 129's charter captain (FS 1569), reports the fleet sails on both Cass and Elizabeth Lakes. Tom McPhillips (FS 1569) is charter secretary, and other members are David G. Hertzberg (FS 1626) and John R. Plants (FS 2061).

We met Ted Wade at our Mid-Winters in March, and he told us he would have a new fleet started very quickly. We congratulate Ted and his charter members for their efforts and wish them every success.

Rumor has a new fleet starting at Chautauqua Lake Yacht Club. If their fleet application arrives next, they will be Fleet 130.

1977 ADVERTISING CAMPAIGN ROLLING
As many have already noticed, your Flying Scot Sailing Association, in cooperation with Customflex, Inc. and the Gordon Douglass Boat Company, has been advertising in national sailing magazines this year. Our May advertising schedule includes a quarter-page in Sail and a quarter-page in Yacht Racing.

We also had an ad in the New York Times Sunday supplement, May 1.

When we started advertising, we showed 111 active fleets. Our ad copy now has 129 active fleets, an increase of 18 in less than two years. We congratulate everyone for their efforts in this success story.

BUMPER STICKER CONTEST HAS ENDED
A panel of impartial judges is making their decision in the bumper sticker contest. Their decision should be difficult due to the excellent ideas submitted.

We thank all who entered the contest for their enthusiasm and support.

Our June column will announce the winner and carry a sketch of the new "official" FSSA bumper sticker which will be printed on vinyl to allow easy removal.

WHY NOT DEDICATE A TROPHY?
FSSA has several openings for trophy awards in the North American Championship series, in both the Championship and Challenger Divisions. Openings are for overall position places and individual races in both divisions.

Do you have a loved one you would like to memorialize with a perpetual trophy? Perhaps you and your spouse would like to dedicate a trophy in your names to be awarded each year at the North American Championships.

If so, please contact your FSSA office. All communications will be as confidential as you desire.

No Time Wasted
As 129 Organizes

MYSTERY SCOT FOUND BY ACCIDENT
Mary Ammann recently sent a list of used Flying Scots purchased from the Gordon Douglass Boat Company. On this list was Mystery Scot 1419 now owned by Richard Stafford of Rockville, Maryland.

Mary was sent her official FSSA pocket emblem and will receive a lapel pin when Mr. Stafford joins FSSA.

Remember, when you see a Mystery Scot, introduce yourself to the owner and get his name and address. Send the information to your FSSA Office, and we will ask him to join FSSA.

This month we add the following Mystery Scots: 2029, 2038, 2040.

WINDWARD 44's, HO!
As we told you last month, FSSA has reserved ten new, luxurious Windward 44's for a full week of Bareboat sailing in the Grenadines next March. Five yachts will leave St. Vincent on Monday, March 6, at noon, and the second will leave Tuesday, March 7.

The Windward 44's will charter for $253.00 per person with six people on board, including full provisioning for the entire seven days. Liquor and soft drinks are extra. This special rate for FSSA members gives you added value for your membership.

For more information on this exciting trip and the Windward 44's, please fill out the coupon.

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

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

May, 1977
Let’s Keep Racing Fun

Dear Editor:

I read with great interest about the pros and cons of slump hiking — oops — hunk hiking — no, slump hiking vs. hiking straps, etc.

Why argue over this when we can simply follow the example of one Snipe sailor who added a 500 lb. lead keel to his baby so that he could “hold her down” better in heavy winds. She is now for sale.

It is my unscientific calculation that the Scot could easily carry 1000 lbs. of keel which would make her a real Pussy Cat of a boat.

But seriously, I feel that we Scot owners have the finest quality One-Design boat and I heartily agree with Sandy that we should keep her that way. There seems to be no end to the variations and ideas of how to make her still 1/1000 of a second faster by certain ways of hiking or adding a neurotic assortment of go-fast to match some skippers’ temperaments.

Must we take all the fun out of racing by making it ever more physically demanding and/or gadget-complicated at the risk of losing our very fine One-Design Concept (along with a good many people) in order to please a hand full of over-achievers?

Sincerely,
Irmgard Schildothen
Fleet Captain, Fleet 116

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Trophies

TROPHY PROBLEMS SOLVED. Fleets nationwide come to us because of our variety, unusual sail plan 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.

WRITE OR PHONE FOR OUR COLOR CATALOG

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Phone (617) 631-4250

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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

Where Quality is a Tradition
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).  Scoot # _______

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
Brummeils .................. set 7.00

Name

Address

City ___________________________ State ______ Zip ________

Signature

SWAGING – ALL HARDWARE FOR SAILS – COVERS
RIGGING – ROPE TO WIRE SPICING

May, 1977
NAC REGISTRATION FORM

Flying Scot North American Championship—1977
August 15-19, 1977
Hosted by Huron Portage Yacht Club
at Charlevoix Yacht Club, Charlevoix, Michigan

Skipper: ___________________________ Crew: ___________________________
Address: ___________________________ Crew: ___________________________
City: ___________________________ State: ___________________________ Zip: ___________________________
Fleet No. _______ Hull No. _______ (Sail & Hull No. must be same)

Registration fee $40.00 (before July 4th); $50.00 (after July 4th)
(REGISTRATION FEE does NOT include Annual Dinner and/or the Awards Dinner)

Make your check payable to FLYING SCOT FLEET 20. Send check and this form to:
Ib Bentzen-Bilkvist
3313 Yellowstone Drive
Ann Arbor, Michigan 48105

Will attend the Annual Dinner □  Awards Dinner □  No. of Persons ____
Will want chartered boat □

ROOM RESERVATION MEMO

Name: ______________________________________________________________
Address: _____________________________________________________________________________
            Adults   Children
Number of Guests: _______________________________________________________________
Deposit $30.00  Rate ___________________________
Date  Time
Arrival: ____________________________________________________________ Departure ______________
Firm Name: __________________________________________________________
By: ___________________________ Ph. No. ___________________________ GUARANTEED? __________
Accommodations Required: Single  Double  Twins  Twin & Double  2 Double  Other
Remarks: Reservation is to be in the block held by Steve Emerson, Flying Scot Association.

________________________________________________________________________

SCOTS N' WATER
Charlevoix Hosts Scots, Art Fair

The 1977 Flying Scot North American Championships, Aug. 15-19, will coincide with Charlevoix’s 19th Annual Waterfront Art Fair, a major attraction in Michigan and the Midwest and another reason to make early reservations for the NAC.

As previously mentioned, Windmill Farms Campground is available for those interested in recreational vehicle or tent camping. Regatta officials have secured a large portion of the area for NAC participants, and those interested should confirm their needs with a $5.00 deposit before July 1, identify themselves as FSSA members, and note arrival and departure dates.

Windmill Farms Campground is about seven miles from Charlevoix and located on five hundred wooded acres.

In addition, five rooms each have been blocked at: Archway Motel, Junction U.S. 31 & M 66, 1440 S. Bridge St., Charlevoix, Mich. 49720, Phone: 616/547-2096 and Capri Motel, Junction U.S. 31 & M 66, Charlevoix, Mich. 49720, Phone: 616/547-9224.

Rooms at these two motels will run about $24 per night for a single. Confirmed reservations must be made prior to June 15 with a deposit equal to one night’s stay. Deposits are refundable on cancellations made no later than two weeks prior to arrival date.

See April issue SCOTS N’ WATER for addresses of the Lodge and Weathervane motels where larger blocks of rooms are reserved. Send room reservation form on facing page to motel of your choice.

1977 NAC SCHEDULE

Friday, Aug. 12
9:00 am-5:00 pm Registration & Measurements at Irish Boat Shop
7:30 pm CYC & NAC Race Committee joint meeting
8:30 pm CYC to host cocktail party for NAC Committee Chairman

Saturday, Aug. 13
9:00 am-5:00 pm Registration & Measurements
9:30 am Jr. NAC Skippers Meeting & 1st Race
1:30 pm 2nd Jr. NAC Race
3rd Jr. NAC Race — time & weather permitting (back to back with preceding race)

Sunday, Aug. 14
9:00 am-5:00 pm Registration & Measurements (start 3rd Jr. NAC Race, if necessary)
1:30 pm Executive Committee Meeting
3:00 pm Board of Governors Meeting
Evening (5:30-7:00 pm) Welcome cocktail party

Monday, Aug. 15
9:00 am Race Committee Meeting
9:30 am Skippers Meeting — 1st Race, Elimination Series
1:30 pm 2nd Race — Elimination Series
7:00 pm Board of Governors & Ladies Dinner at Weathervane

Tuesday, Aug. 16
9:30 am 3rd Race — Elimination Series
Afternoon Open for free sailing, sight seeing, etc.

Wednesday, Aug. 17
9:30 am Skippers Meeting — 1st Race, Championship/Challenger Division
1:30 pm 2nd Race — Championship/Challenger Division
7:30 pm Dinner and FSSA Annual Meeting at the Grey Gables

Thursday, Aug. 18
9:30 am & 1:30 pm 3rd & 4th Races — Championship/Challenger Division

Friday, Aug. 19
9:30 am Final (5th) Race — Championship/Challenger Division
Afternoon Make-up race if necessary — otherwise open
7:00 pm Awards Banquet at Grey Gables

May, 1977
Sailing Seminar Panel of Experts

Experts at the Mid-Winter championships answered questions about:
- mast rake and mast bend
- where to trim centerboards
- how to avoid a broach
- when to tack downwind and spinnaker handling.

*Scots’n Water* transcribed the seminar, and we will present excerpts of the experts’ opinions. This issue reports on mast rake. Topics not covered in this issue will be continued next month.

Two North American champions, a Mallory champion, four sailmakers, and champions from two other classes made up the six members of the panel. That totals nine, but Paul Schreck is both sailmaker and North American champion. Larry Kline and Al Gooch make sails and win other classes. Gordon Bowers builds sails, wins other classes, and after participating in the seminar won the Mid-Winters. Gene Walet won the Mallories twice, and Tom Ehman has won the NAC thrice.

Mike Johnson of Fort Walton Beach, Fla., moderated.

*Mast rake*—Experts debated sailing loose and tight rigs. They argued, politely, among themselves about a magic number of feet and inches between the top of the mast and the transom. They differed on inches, but agreed on adjusting the boat to sails and crew. Here’s the testimony:

**TOM EHMAN** — Mast rake is interrelated, as is everything else, to crew weight, sails, and sailing conditions . . . You can’t put a tape measure to the head of the spar and measure down to the transom and come up with a magic number.

There seems to be a range for the Flying Scot between 28 feet 3 inches and 28 feet 9 inches — which is a big difference at the head of a spar, but, that difference of 4 or 5 inches on the transom seems to be the range in which everyone is sailing.

There’s no magic saying we’re going to sail at 28 feet 6 inches because Doug Sansom does, because Paul Schreck sails at 28 feet 8 inches. It can’t be done. Conditions change, sails change, crew weight changes, and what feels good is what’s important . . . If the boat drives well to weather and is pointing, then you probably have mast rake right . . . Things about the Scot don’t seem to hold true in other classes . . . because the Scot is a basic telephone mast; the mast does bend, and it bends differently on different tacks. The key thing, perhaps, is maintaining the jib-luff tension, so your jib sets properly — probably more important than where the mast is raked.

As you crank forward on the Scot mast you’re cranking against the side stays if your rig is at all tight, and you’re cranking against the main sheet tension, so you’re tending to reduce the amount of jib luff curve . . . which tends to flatten the jib, and may help you point in some conditions.

There’s no magic numbers to mast rake. All you have to do is go out there and sail, and I did it Tuesday in Pensacola. I set up a brand new boat, tried everything for an hour. Then my crew put a 5 or 6 inch shroud adjuster on the forestay. We started with the mast forward 23 feet, and we came all the way back to 28 feet. I’ve sailed Scots at 29 feet 3 inches, and I have mine now set at 28 feet 8 inches or 28 feet 7 inches, and there’s no magic number. You have to move around ‘til it feels right. And it’s going.

**GENE WALET** — I agree with Tom, in full. As a starting point I use 28 feet 7.5 inches, and as the breeze increases I take rake out of the boat. As the breeze decreases, I put rake in the boat. And the reason is that if I don’t put some rake in lighter stuff, the boat gets neutral and doesn’t have any helm. And I want the boat to always want to go up into the wind and have some weather helm.

Be sure your rudder is all the way down in a heavy breeze, because if your rudder is slightly kicked up, it throws the balance of the boat off completely. With say 10 knots of wind, and the rudder as far down in the vertical position, then you can start moving the rake out of the mast and tighten up the jib halyard, and I find the

Seminar panel listens as Tom Ehman (right) expresses Walet, Mike Johnson (moderator), Larry Kline (behind Gordon Bowers are not pictured.
boat will point a little higher.

PAUL SCHRECK — I like my boat to sit down by the rudder when the wind is blowing, and I like the mast back in heavy air, and that also gives me a little more forward lead on my jib . . . As long as we can hold the boat on a reasonable angle, we'll sit forward (and reduce the helm further by where we seat ourselves) in a knot, like Tom Ehman and everybody else does — all three crew together right behind the shroud. When it gets unmanageable, that means your bow is digging in, and your stern spinning over, regardless of whether your rudder is straight down or otherwise. At that time you have to move aft, get your rudder digging in, lift your bow out, and you have less helm. But in between the unmanageable and the manageable, you slide forward and you slide aft.

What Gene is saying is technically right, but . . . the Scot, as you know, is a big spoon-billed, son-of-a-gun that's going to throw off a big bow wave . . . and that's like running into a brick wall. That's when you have to slide aft, and the reason I put more rake in the mast is to get the boat sitting on a level plane.

As long as you are managing the boat, you can probably do exactly what Gene says: keep your mast further forward as the wind comes up, if you can manage it. But if the wind gets too heavy, you cannot do it because the boat is going to heel by the bow every time. You can sail a Scot without a jib in any kind of breeze . . . which means that you have sail area well forward, more so than most boats.

BUDDY POLLAK (the Commodore contributed information from the floor) — If there is a magic number, it is not 28 feet 7.5 inches. Seriously, we rigged these boats for the Champion of Champions last year, but (for an even better example), I'd go back to the Mallory Cup at Southern Yacht Club. Larry Taggart and his crew rigged eight boats, and I gave them the "magic number," and they worked off 28 feet 9.5 inches. Now, you can't set every one of these 28 feet 9.5 inches, particularly the Customflex boats will not set up at 28 feet 9.5 inches for some reason, and I don't know why. Larry set up eight brand new boats, never in the water, some sold, some not sold, but never a mast up. We worked off 28 feet 9.5 inches.

At the end of an eight-race round robin series, the top boats were within six points of one another, and it didn't matter who sailed them.

One boat fell about 15 points out, or more, and I said, "Larry, there must be something wrong with that one boat."

Sure enough, we put a tape measure on it, and, somehow, it had slipped. I think it was 3 or 4 inches out of kilter with the other boats as far as rake . . .

I think you can set these boats up . . . I believe there is a magic number you should start with . . . You start somewhere around 20 feet 6 inches or 28 feet 9.5 inches or 10 inches, and then you make the adjustments for the sails you've got, and the conditions you're sailing in. There has got to be a starting point to tune that boat.

MIKE JOHNSON — I observe that Doug Sansom, one of our area's better sailors, sails his Flying Scot just as tight as a guitar string. While on the other hand, Paul Schreck sails so loose that I don't see how the mast keeps from falling off. If you think I'm kidding, go shake the mast on (Schreck's) "Duppy Cups." And, yet, it goes to what Tom Ehman said about flying by the sail of your pants and what looks right, and what really makes a boat feel like it's going.

Panel, how do you sail? Tight or loose?

GORDON BOWERS — Mine is pretty tight.

TOM EHMAN — I've done it both ways. I've sailed as loose as Jack Seifrick, who I think has the best upwind boat speed in the class, and I've sailed tight, not quite as tight as Gordy has his set up . . . I can't seem to tell the difference. I do think having a tight rig in sloppy seas is better. I do think that having a loose rig in flat water helps your off-wind performance. There are tradeoffs . . . whatever feels good.

AL GOOCH — I sailed with Gene Walet, and we had a medium rig last week, and we had really good speed.

(Continued on next page)
Seminar (continued)

LARRY KLINE — I have always set up the Highlander very tight — most people in the class seem to do it that way. If I were sailing a Scot, which I will be, I would set it up very tight.

PAUL SCHRECK — I sail it tight in smooth water, and loose in rough water.

GENE WALET — I'd sail it just the opposite of Paul. I start in the calmer weather with a very loose rig, and, if it is choppy, I tighten the rig by taking mast forward on the halyard tension of the jib. But, again, it has a lot to do with whether your sails are full or flat cut, how much weight you have in the boat, whether you sail with two or three people. I sail with three people, and I average 455 pounds. I never sail with two people because I like the extra pair of hands in the boat.

QUESTION FROM BACK OF ROOM — Buddy, referring to the boat that was 15 points off the others (in the Southern Yacht Club Mallories), where was the mast set, forward or back of the others?

BUDDY POLLAK — Too far aft.

QUESTION — Assuming you have a somewhat loose rig, or medium or loose rig, when you're going downwind — with the wind anywhere aft of beam — is it advantageous to crank your jib halyard forward as tight as you can to move your center of effort forward?

LARRY KLINE — If it is light air, choppy, and the rig is flopping around, that would probably help — but I think that you can't pull the mast much farther forward than the wind is going to blow it. If you are going off the wind, and it is blowing above eight miles, I don't see the point in it.

AL GOUCH — I agree with Larry. That would tighten the jib luff, and at that time you'd want the jib luff sort of eased on broad reaching. So you would want to leave the jib alone, letting the rig go forward on its own. It's an adjustment that is not automatic.

TOM EHMANN — I don't think it's worth the trouble. You can put somebody on the leeward shroud to keep the shroud from flopping. A waste of time — especially if you've got the boat set up well to go upwind. You start changing mast rake — that's what you're doing when you change the jib — and if you don't have a piece of tape on the jib halyard someplace, you can't be assured you will return to where you set the jib before. I wouldn't mess around with it.

GORDON BOWERS — I agree with Tommy. If you start messing around with a bunch of different settings without an accurate and fast way to control it, I think you're doing yourself a disservice. I've seen more guys throw the boat out of tune. You give yourselves more problems.

GENE WALET — You get to fooling around with the boat too much, and you let your tactics get away from you, and you're not thinking about the boat ahead of you. Don't lose sight of the tactics by trying to change the boat too much. The legs are too short, for one thing, when you are talking about a race course about a mile or a mile and a quarter.

PAUL SCHRECK — My crew forgets. The crew is supposed to crank that mast forward every downwind leg, but George Haynie was the only crew who ever remembered to do it. We try to. Downwind, you eliminate the play, and you increase the drive of the chute and the sails if your mast is not flopping all over the place.

You should be following every wave (downwind), and that is much more important than where you have your chute or crew. The waves are the power, and they're downhill, and, if you don't follow them, you are going to lose some ground. And you can follow waves much more readily if you crank your mast forward. It is simple physics to realize that everything should be forward going downwind. There's less steerage way, less work on the rudder, less work on the crew.
JUNIOR NAC REGISTRATION FORM

Flying Scot North American Jr. Championship—1977
August 13-14, 1977
Hosted by Huron Portage Yacht Club
at Charlevoix Yacht Club,
Charlevoix, Michigan

Skipper: _______________________________ Crew: _______________________________
Address: _______________________________ Crew: _______________________________
City: ___________________________________ State: ___________ Zip: ___________
Fleet No. __________________________ Hull No. _______________ (Sail & Hull No. must be same)

Registration fee $15.00 (before July 4th); $20.00 (after July 4th)
Make your check payable to FLYING SCOT FLEET 20. Send check and this form to:
Ib Bentzen-Bilkvist
3313 Yellowstone Drive
Ann Arbor, Michigan 48105

Measuring starts August 12, 1:00 P.M.
Skipper must be eligible for Sears Cup competition and a member in good standing of F.S.S.A.

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

May, 1977
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, our sails were aboard for their first national championship regatta of this class and took a first and second in the two-race series.

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 spinnaker 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.

<table>
<thead>
<tr>
<th>MAIN</th>
<th>All weather, yarn tempered dacron including window, battens, Cunningham grommet numbers and bag.</th>
<th>$275.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>JIB</td>
<td>All weather, hard finished dacron including window, and bag.</td>
<td>$125.00</td>
</tr>
<tr>
<td>SPINNAKER</td>
<td>All white, low stretch cross cut Dynac including numbers and bag.</td>
<td>$195.00</td>
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<tr>
<td></td>
<td>Two claw brummels.</td>
<td>$4.00</td>
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FLYING SCOT ROYALTY TAGS INCLUDED ON ALL SAILS

NAME______________________________

ADDRESS___________________________CITY_________ZIP_________

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 prepared.

WRITE OR CALL COLLECT

BOWERS SAILS, INC.
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MINNETONKA, MN. 55343 PHONE (612) 933-6262
Caveat Emptor

If you've got a Flying Scot or Scot equipment to sell, we'll be glad to advertise it in SCOT'S 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, SCOT'S N' WATER, 8721 Silverhill Lane, Austin, TX 78759 and checks to Hal Marcus, P.O. Box 2488, Pensacola, Fl. 32503.


FS 2196—Customflex — Red hull/white deck — Race rigged including double ended boom vang and cunningham — Tilt trailer — Harkens — Excellent condition — New boat is on the way, must sell. Price: $3,400. Contact David North, 10219 Arbor Trail, Ft. Wayne, Ind. 46804. Phone: 219/461-2557 (Office); 219/432-4917 (Home).


FS 2502—Customflex — All white, two sets of sails, full spinnaker rigging, outboard motor bracket, anchor, full cover, compass, tilt trailer, lifting bridie. Price: $4,000. Dan Sudermann, 908 Mallard Circle, Annapolis, MD. Phone: 301/765-2188 or 301/647-7100, ext. 222.


FS 2318—Douglas — Light blue hull/white deck — Top condition, dry sailed only one season. Schrack sails, including spinnaker. Full race equipped with compasses, Harken blocks, etc. Trailer and full cover. Price: $3,700. C. B. Park, 2035 Wendover Rd., Charlotte, NC. Phone: 704/366-1352 or 377-1561.


BATTENS—Fleeter — 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, del. Sand check to Don Blythe, Battens, 804 Ewford Ave., Jackson, MS 39202, 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 Scott and Thistle sailors — $6.75. Postpaid. Send check to Curt Meisner, 2511 Drexel Ave., Racine, Wis. 53403.


One Design Office Opens

U.S.Y.R.U.'s new One Design Racing Office is open, according to director Bill Bentzen.

Their address is: United States Yacht Racing Union, 820 Davis St., Evanston, Ill. 60201, telephone: 312/864-5222.

Bentzen and his assistant Mary Griffith keep office hours 8:30 to noon and 1 to 4:30 p.m., Monday-Friday.

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, traveling 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 Scotts 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: $51.00 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.

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1211 N. Beth Lane
Clearwater, Florida 33515
Phone: 813/441-4731
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.)

June 4-5 — Egyptian Cup Regatta, Crab Orchard Lake Sailing Club, Carbondale, Ill.
June 18-19 — Governor’s Cup Invitational Regatta, Carolina Sailing Club, Satterwhite Point on Kerr Reservoir, Henderson, N.C.
June 16-19 — 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 9-10 — Annual CLYC Open Regatta, Clear Lake Yacht Club, Fremont, Ind.
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
Sept. 10-11 — Annual Hoosier-Wolverine Hot Scot Regatta, Clear Lake Yacht Club, Fremont, Ind.

The Fleet’s In

41—Michigan—Ontario District Slated

Fleet 41 is sponsoring the Michigan-Ontario District Regatta July 9-10 this summer at Crystal Lake, Crystal, Mich.

For more information contact Dick Remsberg, 519 Fairlane Dr., Alma, MI 48801.

DICK REMSBERG

127—Harbor Island YC Hosts Tennessean

Harbor Island Yacht Club in Nashville was host to the Tennessean 24th Annual Regatta. Two races were sailed Saturday, April 16, and one race sailed Sunday. Winds were generally light and variable.

Nine Scots from Fleets 112 and 127 competed for the silver with George Steffens taking first place, Rich Dohrn, second, and Dave Bell, third.

BOB PETRIE

83—Fleet Roasts Carpenter

Parks Carpenter was honored with a “roast” at Fleet 83’s Founder’s Day fleet meeting, Jan. 22.

Carpenter received a rubber duck award for joining the capsize group, a collision kit, complete with a WW II style silhouette book and helmet from Terry Wittenberg, and a close-crossing kit supplied by fleet chaplain, Rev. David Wyatt. A “cover story” was given by J. Harris, and the Fleet 83 Players presented a skit demonstrating “before the race” Carpenter-style preparation.

The meeting was held at the home of Joe and Althea kortenhof, Fleet captain. Eighteen boats out the 25 in the fleet were represented. Guests included Dean and Rose Overy and Paul and Jackie Richey, former Scot sailors and charter members of the fleet.

E. P. MOORE, JR.