Marc Fagan
1977 North American
Flying Scot Champion

Alabama City Regatta March 1-5 ... page 2

Worst example of physics of his Scot ... page 8

Four years, 10 years ago, looking better now than
Mid-Winters promise 'vacation,' with championship dimensions

Regatta chairman Allen M. Douglas calls the 1978 Flying Scot Mid-Winter championships a “great sailing vacation in Panama City, Fla.” But over the past years, the regatta has taken on the significance of a second national championship.

This year’s Mid-Winters may follow the pattern of attracting the top skippers in the class.

Last year Gordie Bowers won in a series shortened to two races. He defeated Marc Egan, the defending Mid-Winter’s champion, Tom Ehman, the defending North-American champion.

Chairman Douglas expects this regatta to be superlative.

“The St. Andrews Bay Yacht Club and Fleet 75 promise you the biggest and best Mid-Winters ever held,” Douglas writes.

As in previous years, there will be two divisions. After three elimination races, points will be thrown out and the fleet divided into Championship and Challenger Divisions. Trophies will be awarded for the first seven places in each Division and the winning skipper and crew for each individual race.

Skippers who enter the Mid-Winter regatta only n the final three races must pre-register and have sails measured prior to skippers meeting at 0830 Saturday morning. These skippers will be placed in the division appropriate to their past sailing record. This decision will be at the discretion of the Race Committee.

This year, in addition to the free cocktail party and the dance, St. Andrews Bay Yacht Club will host a raw oyster bar and beer on the lawn and award a grand door prize for all registrants. Prize is a set of Flying Scot sails donated by Schurr Sails of Pensacola, Fla.

All sails will be measured. 1977 NAC and 1977 GYA Lipton measurement stamp will be accepted, and Alfred Schurr will have a sewing machine available to alter sails if needed. Flying Scot must be registered with FSSA, and skipper must have 1976 dues paid. FSSA secretary will be present to accept dues.

Entry fee is $25.00; $20.00 if you pre-register by 25 February.

Local motels readily available to the club are:

Holiday Inn Downtown
711 W. Beach Drive
Panama City, Florida 32401
Tel: (904) 763-4622

Howard Johnson Motel
4601 W. Highway 98
Panama City, Fla. 32401
Tel: (904) 785-0222

Ramada Inn
3001 W. 10th Street
Panama City, Fla. 32401
Tel: (904) 785-0561

Allen Douglass, regatta chairman

Scots n' water
P. O. Box 8
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Registered Trademark, Published monthly except Oct., Dec., and Feb. by the FSSA at P.O. Box 2488, Pensacola, FL 32503.
Postmaster: Please send form 3579 to FSSA, P.O. Box 2488, Pensacola, FL 32503.
Mid-Winter Championship Registration Form

Skipper ________________________________

Address ____________________________________________

City ___________________________ State ___________

Sail no. __________________________

Fleet no. ____________________________

Registration fee: $25.00. $20.00 if you pre-register by February 25th.
Make your check payable to: Mid-Winter Regatta Fund
Mail check to:
Mrs. Betty Smith
P. O. Box 406
Pnnama City, Fla. 32401

---

Between races you can sit in the sun, like Norma McKenzie, and watch fellow Midwesterner Florence Glass, right, finish her needlepoint.

Janet Besse dominates on New York lake

By L.E. JONES

Janet Besse won four firsts, and finished second in one race to dominate the annual New York Lakes District Regatta sailed at 4th Lake, Old Forge, N.Y.

Fleet 104 hosted the regatta which drew 13 boats.
Winds varied from 8 to 16 miles per hour under overcast skies of Aug. 20. On Aug. 21, the skies cleared, and winds dropped to 1 to 12.

---

Flying Scot Sailing Association

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Thomas F. Enman, Jr.
6940 Dexter-Pinekney Rd.
Pinekney, MI 48169
313/944-0230

TREASURER
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104 Parr Road
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ASSISTANT MEASURER
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Box 2B
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301/334-4841

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P. O. Box 2498
Pensacola, FL 32503
904/477-7942

November-December 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>$275.00</th>
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<tr>
<td>Two claw brumelis.</td>
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**FLYING SCOT ROYALTY TAGS INCLUDED ON ALL SAILS**

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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


Oct. 22-23 Hospitality Regatta, Jackson Club, Jackson, Miss.

Nov. 12-13 Sandy Douglass Monohull Regatta, The Rudder Club, Jacksonville, Fla.

Dec. 31-Jan. 1 Sugar Bowl Invitational Regatta, New Orleans Yacht Club, New Orleans, La.


March 2-5 Mid-Winter Championships, St. Andrews Bay Yacht Club, Panama City, Fla.

Aug. 5-6 Junior North American Championships, Riverside Yacht Club, Riverside C.t.

Aug. 7-11 North American Championships, Riverside Yacht Club, Riverside, C.t.

New members of Flying Scot

<table>
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<th>F/S #</th>
<th>Dist.</th>
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November-December 1977
MURPHY & NYE
SCOT SAILS

WIDE
GROOVE*

+the ability to obtain maximum efficiency over a wide range of wind and sea conditions

This is the basic design goal for every suit of Flying Scot sails Murphy & Nye produces.

We take the guesswork out and leave the driving to you

Call or write Bruce Goldsmith, Jeff Baker, or Tom Bennett at 312/384-2828.

MURPHY & NYE
SAILOMAKERS

Sugar Bowl invites Scots to end year

The annual Sugar Bowl Invitational Regatta will be held on December 31-January 1.

Host club for this year’s event will be the New Orleans Yacht Club. Both NOYC and Southern Yacht Club race courses and facilities will be used, with Open Flying Scots most likely sailing on the SYC course.

Fleets 96 and 99 invite all Scot Sailors to participate in this fun event, and experience New Year’s Eve in New Orleans (even in the French Quarter if you would like).

Larry Taggart

---

*NOTE:

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Call or write Bruce Goldsmith, Jeff Baker, or Tom Bennett at 312/384-2828.
Anybody found a bottle floating down to Florida?

Tale of a Scot skipper’s battle against doldrums, tide and ferry boat

By JAMES L. ANDREW

There had been four beautiful days of Flying Scot sailing weather on lower Delaware Bay, and I felt certain that this would be the fifth. We were staying in a beach house in Lewes, Delaware for a week’s vacation and the Scot spent each night anchored 100 feet from shore. At low tide reaching the boat was an easy wade, but this morning’s high tide meant a chilly 7 a.m. swim. The wind was blowing mild and steady along the shore and the boat sprang quickly to life when the sails were raised.

My son had drafted a note which began “Dear John Weber” and had corked it into a Boones Farm wine bottle for a water borne trip to Florida. My mission was to drop it into the outgoing tide on the seaward side of the Harbor of Refuge breakwater and let nature take its course.

The five mile trip out went smoothly. The bottle went overboard well beyond the breakwater and disappeared seaward. The breeze had diminished slightly but was still steady as I tacked the boat and headed for shore. The day’s first ferry to Cape May was just clearing the breakwater pulsing along at 15 knots. My course would cross the ferry lane, but there was a good breeze and plenty of maneuvering room.

Inside the breakwater, but still three miles from shore, I encountered several power boats drifting with their occupants intently watching the water. A few moments later a school of six silvery porpoises with horizontal gray stripes slowly surfaced close aboard the quietly sailing Scot and gave us a looking over. Their breathing “Whoosh” was quite audible each time they arched out of the water. They stayed close to the surface for a few minutes, then disappeared for a long interval before doing more somersaults several hundred yards away. My imagination was stirred by the impression of strength, beauty and speed the porpoises displayed and by their perfect adaptation to a physical world so adverse to man.

As I neared the end of the inner breakwater the breeze died completely. Ordinarily this would not be a problem, just a wait for the afternoon winds. But now the tide was racing out, lunch time was getting close, and the boat was in the ferry lane. Out came the paddle and I worked it enough to gain steerageway and get around the end of the breakwater.

Clearing the end of the breakwater, I looked up to find the ferry smoking down the lane right at us. I laid the power of the paddle and made the water swirl aft in little whirlpools. The Scot moved ahead gaining slowly on the tide. A quick look up to check the ferry—it hadn’t changed course and still appeared bow on. More power to the paddle and brought the tempo up to ramming speed.

The ferry’s rails were lined with passengers watching the drama. There was no sound except that of the paddle biting the water.

The Scot gained distance and finally the ferry bore off slightly and rushed past astern. I warily lifted my arm and gave a wave to the silent people on her decks. As if miraculously released, they all responded with waves and exclamations unaware that they were acting as a group. I was delighted by the sight and will recall it as a rare moment. The calm lasted only a short while longer, then the afternoon breeze filled in from the southwest and gave us a pleasant reach home to the beach.

(Jim Andrews lives in Towson, Md., and sails with Fleet 98.)
When you are making waves you are flying your Scot

A physicist puts his Flying Scot to a mathematical test

By CHARLES IVEY, PhD ©

Without resistance, a sailing craft would continue to accelerate, i.e., gain speed to unbelievable proportions. However, a steady, constant speed is reached when the resistance of the boat to wind and water matches the thrust produced by sail action. Perhaps this is difficult to visualize, but a little elementary physics shows that the thrust and frictional resistance must be exactly equal when the boat speed is constant. When thrust is momentarily greater than the total resistance, the boat speeds up until the resistance, which increases with speed, equals the new thrust.

Thrust and resistance are both measured in units of force, newtons in the metric system and pounds in the English system. At the risk of being chastized by other physicists, I’ll use pounds for force in this discussion because of the greater familiarity with that unit.

Surprisingly little thrust is needed to lift a Flying Scot to a steady speed of about four knots. Thirty pounds or so will do it; that means there is somewhere a “hidden” force of thirty pounds opposing us—otherwise, we would speed up indefinitely. Where is that 30 pounds?

Resistance comes from three factors when sailing to windward:

1. Wind resistance: pressure on sails, rigging, hull and people. This resistance vanishes when running and actually acts as additional thrust force when sailing before the wind.

2. Surface friction: the friction of water on the wetted surface of the hull.

3. Form resistance: the action of creating waves and turbulence in the wake.

We can look at each factor and hopefully change some resistance to achieve better speeds. One thing is certain, the current state of mathematical analysis has not produced an overall suitable formula for all wind speeds and boats.

Item 3, above, is probably the least understood, so we'll look initially at Form Resistance. First one must define the speed to length ratio, R:

\[ R = \frac{V}{L} \]

where \( V \) = relative speed in knots

\( L \) = waterline in feet

For any boat below planing speeds, the ratio R is fixed by the condition that both a bow wave and a stern wave are produced and the dynamics of wave making limit R to about 4/3 or 1.33. This is why keel boats cannot normally exceed speeds of \( V = 1.33\sqrt{L} \) in knots.

This means on those glorious days when you are planing at about 10 to 12 knots, you are actually moving faster than an America’s Cup racer normally travels.

Because of a slight barging effect due to the design of the Flying Scot, the effective water line is a bit longer than the actual line of 18'4". We can conservatively list the Scot at 18'6", so that our optimum condition formula gives a maximum, nonplaning speed of

\[ V = 1.33\sqrt{18.5} = 5.7 \text{ knots} \]

We can now record speeds as R values so that, for example, a speed of 4.0 knots becomes

\[ R = \frac{V}{L} = \frac{4}{\sqrt{18.5}} = 0.93 \]

Incidently, just because we can reach the critical value of \( R = 1.33 \) does not mean we automatically start planing. A rule of thumb for flat bottomed dingy sloops is R must be about 1.75 (7.5 knots lor a Scot) before a boat can free itself from the stern wave (see figure 2). This speed seems optimistic for Scots, but maybe someone can send us data that fixes this number for optimum conditions.

Since we are mainly concerned with windward performance, we can neglect planing or reaching high R values.

On those glorious days when you knots, you are actually moving fas
One can seldom achieve an R of 1.33 to windward. Depending on wind and chop you can be anywhere from $R = 0$ to 1.33. The point is form resistance depends on your R value. The graph in Figure 3 (next page) shows how wave resistance varies with R and hence speed.

One can see that wave making resistance really kills attempts to increase speed, and $R < 1.33$. When higher R values are reached, suddenly the resistance actually decreases and your speed really jumps for a given thrust until other forms of resistance equal the thrust.

Remember, if we can reduce resistance from any other effect, the wave making resistance will have to be increased until the sum of all the resistances matches the thrust. The only way that can happen is for our boat to increase its R value (i.e., speed) until we have moved to the right on the graph to a point where we balance all forces. (Remember, we are on the steep upward part of the curve.)

Recall that not only wave making, but also turbulence adds resistance. We must eliminate the resistance of a rudder cocked off the centerline, a misaligned centerboard, or any dragging lines.

Have you ever wondered about why everyone agrees you should sail a Scot with little heeling? Reasons abound: you reduce your effective sail area, you have more wind resistance on the hull, and the underwater line becomes unfavorable when heeling is excessive. Perhaps equally important however is the increased turbulence. When the Scot is over-heeled, the leeward slip around the centerboard adds resistance and the constant fight to counter the induced weather helm of the buried chine requires a weather-cocked tiller that adds tremendous resistance. On the other hand, heeling can reduce wetted surface friction, so what should we do? Do what Sandy Douglass has always said, heel her about 17° or less as a best compromise.

Any weather or lee helm causes higher form resistance. The normal tendency toward weather helm as the wind picks up can be eased somewhat by a harder jib, eased main, and slightly raised centerboard.

Now that we understand form resistance it should be obvious that we want as much of our total resistance to come from the highest possible R value. In other words we want to reduce resistances from all other sources so that more appears as wave resistance. By putting our resistance into wave making we achieve higher speeds. Of course, once planing, wind resistance increases because wave making resistance decreases dramatically. However, that's rather a nice problem.

We have left out items 1 and 2 listed earlier as factors contributing to resistance. Most call these factors "drag." Item 1, wind pressure on sails, rigging, people, etc. can be very important. By keeping your crew close together and low, presenting a minimum cross-sectional area to the wind, you can turn that loss in wind resistance into wave resistance instead and therefore go faster. Never have

are planing at about 10 to 12

iter than an America’s Cup racer

- November-December 1977

Continued on page 10
Where is that 30 pounds ‘hidden’ force opposing us?

Continued from page 9

excess items on board that block the wind. A spinnaker hoisted partly above the deck, unneeded pennants, crew members poorly located, excessive heeling that raises the weather chine high into the wind, etc., all make unwanted resistance.

Item 2, wetted surface friction, is of greater concern in light winds and becomes progressively less important in heavier air. Positioning of crew weight is a factor one can use to change wetted surface area, and all the typical rules of thumb for weight placement apply to Flying Scots. Clearly, the worst thing one could do would be to have weight aft in light air. Weight forward and to leeward is best on calm days. The leeward heel is important not only to slightly reduce wetted area, but also to keep the proper sail shape. Gravity helps keep the belly of the sail filled out.

The only other wetted surface factor of concern is the centerboard and rudder depth. Centerboard control is well covered in many articles, but rudder angle is still open to controversy. In some light boats, a partially raised rudder in light air is an advantage. Scot skippers should shove it all the way down.

It is comforting to recognize that all those things of merit others have said concerning resistance reductions in Scots have a sound physical basis. Sail shaping and trim combined with concern for resistance are the extras every winner understands. No physics exists that can properly analyze the skipper, yet the proverbial “Nut on the tiller” puts it all together.

Charles Ivey and wife Toni with their two young children sail and race Flying Scot 1520. Dr. Ivey is a physicist. He teaches and researches at Abilene Christian University, where he is chairman of the Physics Department. Toni also teaches physics in high school. Their address is 1725 Westwood, Abilene, Texas, 79603.

---

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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—1st and 3rd in 1977 North Americans
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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!

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SCOTS N’ WATER
Chip and Emile Merlin win Podickory

Chip Merlin and his sister Emile won three out of four races to win the Podickory Yacht Club Summer Invitational sailed out of Annapolis, Md. Aug. 6-7.

Nine Scots entered the multi-class event that attracted 78 boats.

The John Burnsides won the fourth race to keep the Merlins from sweeping the series. Unusually windy conditions, 12-20 knots both days, and a sudden squall that hit after Saturday’s second race provided excitement—especially for those who did not drop their sails before the squall struck.

Trophy Winners:

Flying Scot Fleets and Districts

MIDWESTERN DISTRICT
Governor: JAMES B. HARRIS
416 E. South St.
Belleville, IL 62223

2—LAFAYETTE, IN—Lake Freeman
3—WILMETTE, IL—Lake Michigan
5—STURGIS, MI—Lake Michigan
6—MILWAUKEE, WI—Lake Michigan
29—MUNCIE, IN—Prairie Creek Reservoir
30—CARBONDALE, IL—Grab Orchard Lake
44—EPHWAH, WI—Eagle Harbor, Green Bay
60—CHICAGO, IL—Burnham Harbor, Lake Mich.
69—MADISON, WI—Lake Monona
70—ROCHESTER, MN—Cotton Lake
83—CARLYLE, IL—Lake Carlyle
89—KOWA CITY, IA—Lake Ma什bore
95—MINNEAPOLIS, MN—Lake Minnetonka
107—NEENAH, WI—Lake Winnebago
110—Rochester, MN—Lake Pepin
114—LANEVILLE, WI—Delevan Lake
115—RAINE, WI—Lake Michigan
125—OSHKOSH, WI—Lake Winnebago
123—BOITITNEA, NO—Lake Mategaibo

PRAIRIE DISTRICT
Governor: JACK BARCUS
2522 South Trenton
Tulsa, OK 74114

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50—OKLAHOMA CITY, OK—Lake Hefner
59—TULSA, OK—Keystone Lake
89—TOPEKA, KS—Lake Perry
105—NORTH FLATTE, NE—Lake McConahey
119—HAYS, KS—Cedar Bluff Reservoir

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Governor: CHARLES BRAD DAVIS
5191 Sandhurst, Apt. 125
Dallas, TX 75204
214-745-4787

22—DALLAS, TX—White Rock Lake
32—HOUSTON, TX—Galveston Bay
66—PORT ARTHUR, TX—Lake Sabine
67—SAN ANTONIO, TX—Canyon Lake
69—AUSTIN, TX—Lake Travis

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Governor: JACKSON T. WITHERSPOON
1255 Hamilton Avenue
Palo Alto, CA 94301
415-321-4497

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100—SEATTLE, WA—Lake Washington

MICHIGAN—ONTARIO DISTRICT
Governor: RICHARD HEBREcht
4106 Weibranino
Okemos, MI 48864
517-349-3204

6—DETROIT, MI—Edison, BC—Lake St. Clair
15—ALAMOZO, MI—Gulf Lake
16—DETROIT, MI—Lafayette BC—Lake St. Clair
17—GROSSE POINTE SHORES, MI—G. Pt. YC—Lake St. Clair
19—DETROIT, MI—Detroit, BC—Lake St. Clair
20—FINNLEY, MI—Fortage Lake
53—BENDON, ONTARIO, CAN—Flinnshaw Lake
41—CRYSTAL, MI—Crystal Lake
52—LAKE ORION, MI—Lake Orion
113—TRAVIANCE CITY, MI—E&H Lake
126—PETOSKEY, MI—Walloon Lake, Lake Charlevoix
129—ORCHARD LAKE, MI—Cass & Elizabeth Lakes

OHIO DISTRICT
Governor: PAUL BLOUSKI
1250 Lake Avenue, A401
Lakewood, OH 44107

1—WILLINGTON, OH—Coward Lake
4—MANSFIELD, OH—Clear Fork Lake
12—CELEVER, OH—Edgewood YC—Lake Erie
14—SPRINGFIELD, OH—Lake St. Louis
19—CAMPBELL, OH—Berlin Lake
26—TOLEDO, OH—Maumee River
24—DAY, OH—Oxe Lake
37—WESTERVILLE, OH—Hoover Reservoir
45—DELL RORY, OH—Atwood Lake
80—PITTSBURGH, PA—Lake Arthur

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New Orleans, LA 70124

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45—JACKSON, MS—Ross Barnett Reservoir
55—MOBILE, AL (BYC)—Mobile Bay
76—PANAMA CITY, FL—St. Andrews Bay
79—GULFPORT, MS—Mississippi Sound
85—MORRIS COUNTY, AL—Lake Martin
87—PENSACOLA, FL—Pensacola Bay
90—PONTEV, FL—Bayview Bay
91—ALEXANDRIA, LA—Lake Cote and St. John
92—PASCAGOULA, MS—Mississippi Sound
95—NEW ORLEANS, LA—Lake Pontchartrain
108—BAY CITY, MI—Lake St. Louis
99—NEW ORLEANS, LA—Lake Pontchartrain
103—FORT PRICE, AL—Mobile Bay
117—ATLANTA, GA—Lake Lanier
112—RIVER CITY SAILING ASSO.—Anakula Lake, MS
116—BIRMINGHAM, AL—Lake Logan Morgan
121—TUSCALOOSA, AL—Lake Tuscaloosa
127—NASHVILLE, TN— Percy Priest Lake, Bittern River Reservoir

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Mount Vision, NY 13810

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53—CAYUGA, NY—Cayuga Lake
105—BURLINGTON, VT—Lake Champlain
128—HADLEY, NY—Great Sacandaga Lake
139—LAKEWIN, NY—Chautauqua Lake

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Acton, MA 01720

6 17/263-0033

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11—ROCKPORT, MA—Sandy Bay
36—MONTREAL, QUEBEC, CAN—Lake St. Louis
57—HAIRWICH, MA—Narragansett Sound
58—WOLLASTON, MA—Boston Harbor
76—SHARON, MA—Lake Massapog
77—MENAHAN, MA—Vineyard Sound
105—COMASSET, MA—Cohasset Harbor
116—MANCHESTER, NH—Lake Masonacci
117—SHELLSHINE, VT—Lake Champlain YC
124—DUXBURY, WA—Duxbury Bay

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New York, NY 10014

212-725-7115

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10—MORRO, L. NY—Morro Bay
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22—SPRING BEACH, NJ—Little Egg Harbor
23—NEW FAIRFIELD, CT—Candlewood Lake
27—SHORE, NC—Upper Barneff Sound
46—ISLAND PARK, NY—Hamptons Bay
72—AMITYVILLE, NY—Great South Bay
73—PERTH AMBOY, NJ—Raritan Bay
125—LIVINGSTON, NJ—Lake Hopatcong

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Governor: Bruce B. Dairy
909 West Park Dr.
B Middle, MD 20014

301-339-2120

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42—WASHINGTON, DC—Potomac River
63—HANCO, DE—Silageano River
64—BALTIMORE, MD—Middle River
81—WRIGHTSVILLE, PA—Lake Carlo
82—OSSEO, AL—Cullinan STATE PARK, PA—Lake Glendora
88—Baltimore, MD—Magothy River
37—BETHESDA, MD—Chesapeake Bay

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Davidson, NC 28038

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48—CHARLOTTE, NC—Lake Norman
71—ROANOKE, VA—Smith Mountain Lake
78—MOREHEAD CITY, NC—Bogue Sound
36—SOUTHPORT, NC—High Rock Lake
26—HIGH POINT, NC—Gore Hollow Lake

November-December 1977
SCHRECK SAILS

Our sails have taken every Flying Scot North American title since 1969, except three, and have come in no worse than 2nd in those three. This is an unbelievable average.

A perfect example of how good Schreck sails are: in this year's Gulf Coast Championship, the Lipton Regatta, with 18 clubs and 4 skippers from each club, there were 5 of our sails and the rest were a mixture of North, Hard and Murphy Nye. Where did our sails place? 1st, 2nd, 3rd, 5th, and 6th — that is really putting them up front. This regatta puts the onus on sails more than any other.

OTHER WINS:
The Sandy Douglass regatta (65 boats); 1st, Paul Blonski; 3rd, Sandy Douglass. Paul had our old sails. Sandy had new sails. Dick Schultz won the Governor's Cup. Jeff Stamper won at Washington.

Naturally, we won most of the other districts.

If you want the best, buy our sails.

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Please ship________ suit(s). Scot #________
Velocities where I sail most are________ to ________
I prefer the all-weather suit.
Please mark colors on spinnaker sketch.
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Suit—5 oz. Dacron .................. $397.00
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SWAGING — ALL HARDWARE FOR SAILS — COVERS
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Dallas opens house 10 years later, and Fred Tears moves up 9 places

By THOMAS SHEPARD

To appreciate the current event—Fred Tears winning the Dallas “Open House”—you need some historical comparison.

Flying Scot Fleet 23 held its annual “Open House” Regatta on its home waters, White Rock Lake, Dallas, Tex., on September 24 and 25, 1977.

Although billed as the fifth annual regatta, the first Fleet 23 “Open House” Regatta was held in 1965.

In 1965, the highest numbered boat was Flying Scot 565, skippered by Bill Drum. This year the highest numbered boat was Flying Scot 3006, skippered by Park Boyer.

Sixteen boats sailed in the 1965 regatta. Three were from out of town and enjoyed staying in local skippers’ homes. A skipper from Abilene, Tex., sailing FS 474 won. That skipper was Dick Elam, current editor of Scots n’ Water. His son, Kelson, who was second in the 1976 N.A.C., was crew. Mrs. Harris Garrett, 1963 N.A.C. champion and later an Adams Cup finalist, finished second in FS 267. David D. Steere, later of “Yankee Girl” fame finished fifth in FS 317. Fred Tears, a newcomer, skippering FS 553, finished tenth.

In 1977 “ole Man o’ the sea” Fred Tears still at the helm of FS 553 bested a field of eighteen boats with a score of 3½ points. Fred’s crew was son Rick and Scott Young. Scott was 1976 Smythe (USYRU Junior Single Handed) National Champion.

This year to stimulate the interest of the new and less experienced skippers, the fleet was divided into championship and challenger divisions for trophy award purposes. However, all boats started at the same time and finishes were scored consecutively. Each skipper made his choice prior to the start of the first race of the three race series. Nine skippers chose to be classified in the championship division and nine in the challenger division.


The skipper of FS 243 Kosaku “Ko” Uyeda, sailing his first Scot regatta, placed fourth over all with 16 points and received the Challenger Division first place award. Park Boyer in FS 3006, also sailing his first Scot regatta, finished with 31 points to earn second place in the Challenger Division and tenth over all.

It is interesting to note that only one skipper who chose to be a challenger finished in the top nine boats and only one who chose the championship division finished with the challenger.

The weather was sunny, hot and windy. The two races on Saturday were sailed in shifty breezes ranging from eight to twenty knots.

On Sunday morning southerly winds again prevailed with the velocity varying from twelve to twenty knots. There were no capsizes and only three minor breakdowns.

Again this year three boats enjoyed Fleet 23 hospitality. C.E. (Chick) Lanphier, FS 2621, came from Little Rock, Ark., Dennis Gettelfinger, FS 2159, came from Wichita Falls, Tex., and Marvin (Jimmy) Fontenot, FS 1360 came from Port Arthur, Tex. All who participated enjoyed a delicious steak dinner served out of doors at the Corinthian Sailing Club on Saturday.

<table>
<thead>
<tr>
<th>Boat</th>
<th>Skipper</th>
<th>Points</th>
<th>Over all Position</th>
<th>Champion Position</th>
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<td>3½</td>
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ADVERTISING RATES:
Following are the advertising rates for Scots n’ Water:

CAVEAT EMPTOR (Maximum 50 words)—$5.

FULL PAGE—One time, $65; 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

November-December 1977
Secretary says

By HAL MARCUS

Congratulations to David Mayfield, III [FS 2429] who succeeded in forming Fleet 131 in Jacksonville, FL., after trying for two years. Fleet 131 will sail on St. John’s River, with Mayfield serving as Fleet 131’s Charter Secretary. The Charter Captain is Mike O’Brien [FS 3058] and other charter members include Howard F. Randall [FS 2711], C. Davis Whelchel, III [FS 2124], and Harold Newman [FS 1831].

Fleet 131 cohosted the Second Annual Sandy Douglass Mono Hull Regatta held in Jacksonville.

MYSTERY SCOTS FOUND

Carlton [Chappie] Chapman [FS 2869] reports that during the summer of 1976, he saw FS 720 sailing on Grand Lake in northeastern Oklahoma, and “could never get within hailing distance, but I did make an effort to contact them. In fact, I had tried all last winter to find out who the owner was. At the time, I did not realize that FS 720 was a Mystery Scot. My interest in the boat was that the number preceded my old Scot by one number, as I was the original owner of FS 721.” Chappie has since discovered that the owner of FS 720 is Dr. James Mayoza of Tulsa.

Albert Hartsig, III, a sustaining member of FSSA, recently purchased FS 1821 and then noticed his yacht was on the Mystery Scot list. He wrote, “FS 1821 is no longer among the missing. I own it!” Mr. Hartsig has upgraded his membership to regular, and has received both an official FSSA emblem and lapel pin. Chappie Chapman has received his emblem and as soon as Dr. Mayoza joins FSSA, Chappie will earn his lapel pin.

Jacksonville fleet charters, Carribean cruise billets fill

Mystery Scot owners Peter Lodge [FS 219] and Arnold Knutson [FS 1008] have recently joined FSSA and their “discoverers,” Steve Cieslewicz and Gerrie Becker, each received lapel pins.

Our FSSA Mystery Scot Contest is still successfully locating lost boats and getting their new owners to join the Association. To enter the Mystery Scot Contest, report the name and address of the owner of the Mystery Scots listed below to the national office. New Mystery Scots for this issue are: 1681, 1682 and 1683.

Official Mystery Scot List

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President Bob Vance, Chairman of our 1978 Caribbean Cruise, reports all ten Windward 44’s chartered by our members. The Fleet will be divided into two groups, with the first leaving St. Vincent on Sunday, March 5, and the second leaving on Monday, the 6th.

Sailors will visit the island of Bequia, Union and Palm as well as Tobago Cays in the Grenadines. A “jump-up” ashore is scheduled on Wednesday night, March 8 at Petit, St. Vincent, to hear the famous Steel Band.

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, 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 1856
National office moves, dues are 'bumper' crop

The National office is moving to new quarters. For the benefit of members who visit us, after December 1 we will be located at 428 Kibbee Lane in Pensacola, FL.

Everything else remains the same. Mailing address is still Post Office Box 4466, Pensacola, FL 32503, and our telephone number is 904/477-7843. You can reach us by phone from 9 am to 5 pm (CST). Monday-Friday.

Flotation and Safety

Brad Davis [FS 3053] reports his committee has been working on newer stronger methods of securing flotation. Davis expects conference calls with committee members Paul Blonski [FS 2843] and Sandy Douglass [FS 3000] as well as Terry Kilpatrick of Customflex to yield results soon.

Jack Culley of Sailboats, Inc. is our first Sponsor for 1978. His address is Post Office Box 412, Excelsior, MN 55431.

Dues have been rolling in. You will receive a new Flying Scot bumper sticker with your 1978 membership card.

Caveat emptor

FS 2505 Customflex — Galvanized trailer, spare tire, yellow hull, white deck, Schreck main, jib, spinnaker, full cover, motor bracket, compass, lifing bridle, anchor, Boarding ladder, etc. Beautiful condition. Price: $3300
David A. Canepa, 961 Belfast Pl., Winston-Salem, N.C. 27106. Phone 919/723-6736 (Home) or 919/727-3614 (Business).

FS 2855 Customflex-white with yellow accent — M/Nye sail — Radial head spinnaker with take-up reel — aft position, internal Cunningham block and boom vang-all Harken equipped — cover — tilt trailer — sailed 2 mcs last year, stored in winter — excellent condition. Price: $4200
Rick Garson, 7233 Winnegabo Dr., Fort Wayne, Ind., 46805. Telephone: 219/749-5663 after 5 p.m.

FS 2192 Douglass-just custom painted, white hull, oyster, Schreck main, jib, fenders, cushions, cockpit cover, motor bracket, new 1977 Sterling trailer. Stored indoors. Price $3300

FS 2788 Douglass — Light blue hull/white deck. Schreck main and jib, cockpit cover, motor bracket, large trailer. Outstanding condition. $4250 or best offer
Jim Cullen, 4914 Ravensworth Road, Annandale, Va. 22003. Telephone 703/941-5996.


Glenn Palmer, 11 Sheffield L., East Moriches, N.Y. 11940

FS 2507 Douglass — Ivory with orange accent. Schreck main and jib M/Nye rainbow spinnaker/race equipped Harkens, cockpit cover, slng and H.D. galv. steering trailer, compass, Danforth, etc. Raced one season. Dry sailed and inside storage. Price $4200.

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

BATTENS
Floaters — 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. Send check to Don Blythe, Battens, 804 Euclid Ave., Jackson, MS 39202. If you can't find what you want at your favorite sailboat dealer.
Eagan, Bowers sail at Annapolis

Two Flying Scot champions faced a showdown in the United States Racing Union Championship of Champions in November.

Marc Eagan, the 1977 North American Flying Scot Champion, was to have sailed against Gordy Bowers, the 1977 Flying Scot Mid-Winters champion and 18 other class champions.

Bowers won his berth in the USYRU event by winning the E-Scow title this summer.

Races were sailed at the U.S. Naval Academy, Annapolis, on Nov. 17-20. Copy for Scots n’ Water had already been sent to printers at the time of the event. Details will follow in February.

Tom Ehman, the 1976 Scot North American Champion, won the second annual event last year.

This third championship will be sailed in 20 new Chrysler Buccaneer dinghies. The dinghies were donated to USYRU by Marine Products Division of the Chrysler Corporation.

Ted Glass, past president and commodore of Flying Scots, has been appointed judge for the event.

“You take the high road, and I’ll take the low road,” appears to be skipper Walt (Terry) Wittenberg’s (FS 1962) song as he covers his opponent. This camera illusion was captured at the Midwest District championships. Terry sails with Fleet 83, Carlyle, Ill.