Scots n' water

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Bill Myatt crews
for Cathy Kennison Daniels
on Lake Wheeler
Capsized

By Bill McGonigal

So far, the 1977 Flying Scot North American Championships at Charlevoix, Michigan had been pretty rough on us. Even with a luff in most of the main, my wife and I were having a difficult time keeping our Scot flat. We had survived a squall earlier in the week with winds over thirty knots, and some wild-eyed guesses were going as high as fifty knots.

Snug and dry in our life jackets and foul-weather gear, our optimism and confidence were running high. We had survived high winds all week, and were now in the last day of the race. In fact, since we had never capsized any boat during several years of sailing, we both believed that we could always react fast enough to prevent a capsize.

We had made such detailed plans as, "Don't get trapped under the boat," and "I'll meet you at the stern." With this massive amount of forethought and planning, we had been at the brink of disaster many times, both with and without the spinnaker. But, by rapidly letting out the mains, we had always managed to recover before we started swimming instead of sailing.

But now, on a long port tack to the lay line, we were in trouble. The main was carrying a luff all the way to the battens, and my crew frequently had to release the jib to reduce the heel. Our boat speed was decreasing and the three or four foot waves were throwing buckets of spray over the bow. Then an intense puff hit us: not a short "knock-down" puff, but long and heavy. Both main and jib were quickly and completely released. The stalled boat was a sitting duck for the wind and now, broadside waves. The Scot slowly continued to heel more and more. With a funny feeling in the pit of my stomach, I felt the point of no return approach and pass. My wife calmly remarked, "We're going over." But we were frozen with the disbelief that it was really happening. We kept hoping that somehow, the boat would right itself.

Stunned, we wasted those few precious seconds when we could have prevented the capsize. Instead of swinging a leg over the topside of the deck, we braced our feet on the centerboard trunk. By hanging on the row vertical deck side of the boat, we were pulling it over to completely turn turtle. Realizing our mistake, we dropped into the water. My crew landed on the boom and removed all doubt that we were going to turtle. We pushed the slowly descending deck away from us and were never in any danger of being trapped underneath.

Holding around the slippery rub-rail, and spluttering after each wave broke over us, we walked hand-over-hand to the stern. Only a few hours before, Kirsten Bensten-Bilkvist (FS 1667) had encouraged us to install a safety line between the two stern mooring rings. I now fully appreciated what she had been saying. A handhold of only two or three fingers is not comfortable for very long.

My next thoughts were to try to right the boat. Moving back along the side, I discovered that the centerboard had fallen into the trunk. It was impossible to reach the centerboard slot. I briefly considered diving under the boat to find a line to throw over the bottom of the hull. However, remembering the spinnaker, spinnaker lines, spinnaker pole, anchor and anchor line, sails, cover, jib sheets, main sheet, centerboard line, boom vang, etc., I decided that it would be safer to wait for assistance.

A rescue boat from our USYRU race management team quickly arrived. We climbed on board and discovered another problem: the wind and waves were pitching both boats so violently that it was impossible to approach our boat without causing serious damage. A large fiberglass rescue boat with shiny chrome fittings was the last thing I wanted to see crashing through the waves near the bottom of my hull.

Because the Scot's mast is hollow, and sealed at both ends, our Scot gradually self-recovered from fully turtled to a 90-degree list. We then tried to right the boat by lifting the mast. The top of the mast seemed always to ride a wave up as our rescue boat was coming down. Fearing for the hull of our rescue boat (and the mast), we aborted that attempt.

Scots n' Water

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Many problems can be solved by acting, instead of freezing, to prevent a capsize or turning the boat turtle. Sandy Douglass repeatedly points this out in his articles in the "The Highlights of Scots n' Water."

Don't wait for next year, put your safety line in NOW! My flotation was held in with the original fiberglass straps, but two straps are not enough.

I strongly suggest that yacht clubs use a rubber inflatable dingy for rescue work.

Class specifications should require an extra crank handle be securely attached to the boat. Brad Davis attaches his by landyard to the base of the mast.

Gordon K. Douglass in the July '76 "Scots n' Water" suggests the use of a towing bridle designed to lift the bow. On rough water, one of the following is essential:

a. The towing bridle, or
b. Internal bow flotation, or
c. Externally attached flotation at the bow.

Current boat owners and new boat manufacturers should seal the flotation. When submerged, it absorbs water and loses some of its buoyancy.

Eric Ammann of Douglass Boat Company suggests a hot knife or latex paint.

Feeling thoroughly frustrated, I began weighing the alternatives of waiting for conditions to improve, risking damage to the boats, or jumping back into the water. I didn't have much hope of righting a half-ton boat by myself in that storm. The decision became much more urgent when we noticed that the pounding of the waves had caused one of the four large flotation blocks to break loose. As the flotation began drifting farther and farther from our Scot, things appeared to be at an all-time low.

The second USYRU boat, the "Zodiac," arrived. Much to my relief, this was a rubber inflatable boat with an outboard motor. Suddenly, everything looked much brighter because this boat could get in close without causing any damage. I transferred to the Zodiac, picked up the flotation, and we headed for the Scot. As the man on the Zodiac began lifting the top of the mast, I swam aboard with the foam block. I

Continued on page 5.
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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shoved the block under the aft deck, since the bow was too low in the water to push the flotation under the foredeck.

Holding the boat upright required considerable effort by the lone Zodiac crew since the sails were still up. Diving down to get a winch handle to release the sails, I discovered that the underdeck equipment tray was completely empty. Crank handles were nowhere to be found. Meanwhile, the Scot was bouncing up and down in a tug-of-war between the action of the wind and waves and the efforts of the Zodiac crew.

I have always attached my tool kit to an extra life preserver and fortunately, my tool kit picked this particular moment to come floating by. I could have jammed the handle of a pair of pliers in the winch socket, but we elected to release the halyard shackles instead. The Zodiac crew needed the pliers to turn the shake pins and spread the shake sides to release the sails.

With the sails down, we were able to keep the boat righted for more than just a few seconds. However, the shifted flotation caused a severe bow-down list to the starboard side. By this time, the spinnaker and spinnaker lines were firmly wrapped around the tiller and couldn’t be freed. In addition, the spinnaker was holding several large, heavy pockets of water.

Attempts to tow the Scot resulted in either a roll to the starboard side, or the bow digging itself deeper and deeper into the water. The USRYU team overcame the bow-down problem by attaching one of the large course marks to the bow. The third rescue boat which arrived was unable to be of significant assistance because it too had a hard fiberglass hull. Again, the cushion hull of the Zodiac proved its worth.

The tow back to the shore was long, slow and cold. But much of the fatigue and chill of the previous two hours disappeared when we approached the beach and a crowd of fellow Scot sailors came rushing out in the water to give us a hand.

### New Active Flying Scot Members

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<tr>
<th>F/S #</th>
<th>Dist.</th>
<th>Fleet</th>
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Tiller rig locks outboard motor to Scot rudder

By Warren Minners

Doug Brady’s boarding ladder mounting bracket looks like a great idea. As soon as I find a suitable ladder I am going to make one for my boat.

In the meantime his idea inspired me to submit a gadget I made for my boat last year to solve the problem of keeping the rudder clear of the outboard propeller and improving the handling under power.

I have only a 2 HP engine, which makes the Scot underpowered. Whenever the tiller was put to starboard the prop would cavitate and lose power because the rudder would deflect the prop wash back into the prop. Worse yet, when the tiller was put hard over the prop would hit and scar the rudder. However, by making the prop and rudder swing in unison the prop can not hit rudder and the combined action of the rudder and prop increase the manueverability of the boat greatly.

Enclosed are two sketches, one of the whole rig assembled in operating position on the boat, and the second a sketch of the outboard handle extension itself.

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of Sailing Terms

Sanitary Describes an ultimate goodness in something.

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These sails are designed for both speed and ease of handling.

Mainsail 4.5 o.z. firm Dacron—Hard enough to hold shape in any wind condition—soft enough to match mast bend and trim technique differences from skipper to skipper, boat to boat and day to day.

Jib 4.75 o.z. Yarn Temper Dacron—Harder finish to hold shape in all wind conditions, and because there is no such thing as mast bend to help flatten it.

Spinnaker Radial head construction for lack of stretch and long life. Unique taped saper smooth seams. Goes fastest in white Dynac with one color stripe below radian.

Will continue in future months for now Sanitary describes a great suit of sails and a clean easy way to buy them.

Bruce Goldsmith

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MAY 1978
Motel, camping reserved for skippers
Active Fleet 7 skippers to host series

By Leonard M. Saari
Housing Committee Chairman
David Renton announced a large block of rooms has been reserved at the Howard Johnson Motor Lodge in nearby Stamford, CT for the 1978 North American Championships.
A room with double bed allowing up to 3 persons (use of cot or sleeping bag is permitted) will cost $30 per day. A room with two double beds allowing up to five persons will cost $34 per day. Telephone number is 203-357-7100.

Camping facilities will be available at the Greenwich Boy Scouts Seton Reservation located in North Greenwich. Attractive camping sites are available for tents, campers or trailers at a charge of $24 per person for the full week.

Additional information will be included in the information package distributed to all registrants and interested parties.

About half of Fleet 7 is based at Riverside Yacht Club and the other half at nearby Greenwich Point, a beautifully protected harbor which is the site of the Old Greenwich Yacht Club.
The local season divides into three series of seven races, with trophies awarded to winners of each race.

NAC registration form

Flying Scot American Championship — 1978
August 7-11, 1978
Hosted by FSSA Fleet No. 7
at Riverside Yacht Club, Riverside, Connecticut

Skipper_________________Crew_________________
Address______________________
City__________________________
Fleet No._______ Hull No._____ (Sail & Hull No. must be the same) Boat No._____
Hull Color______________________Spinnaker Color______________________

Registration Fee $45 (before July 1st); $55 after July 1st.
(Registration Fee does not include Annual Dinner, Room Fee)

Please make your check payable to FSSA Fleet 7 and mail to:
David Y. Monteith
126 Riverside Avenue
Riverside, Conn. 06878

Note: Flying Scot to be registered with FSSA and 1978 Dues paid.

Will attend Annual Dinner_________Number of persons__________
Will want room reservations_________Campsite__________Chartered boat______

JUNIOR NAC REGISTRATION FORM
August 5-6, 1978
Hosted by FSSA Fleet No. 7
at Riverside Yacht Club, Riverside, Connecticut

Skipper___________Date of Birth______Crew______Date of Birth______
Address______________________
City__________________________State________Zip________
Fleet No._________Hull No._____ (Sail — Hull No. must be the same)
Hull Color______________________Spinnaker Color______________________

Registration Fee $20 (before July 1st); $25 after July 1st.

Make your check payable to FSSA Fleet 7 and mail to:
David Y. Monteith
126 Riverside Avenue
Riverside, Conn. 06878

Note: Skipper and crew must reach their 13th birthday but not their 18th birthday in 1978 to be eligible and be FSSA member.
es and season, based on Cox-Sprague scoring system.

Other awards include the "most improved" and the "invert" trophies (the latter was won this year by a skipper who had the misfortune of capsizing on a cold May Sunday with wife and mother-in-law aboard).

Usually 20 or more Scots compete in each Sunday YRA race. The Fleet is competitive as evidenced by ten different skippers winning one or more of the 21 races last summer.

A "Critique" is held after each Fleet 7 race as skippers, crew and families gather at a member's home to recap the day's events over cocktails on the lawn.

The winning skipper is required to give a "Chalk-talk" (in the picture below, Carl Freyer tries to explain how he won the day's race) and to share his (or her) secrets with the group. The critiques offer a great opportunity for one and all to meet friends and their families, renew old acquaintances and exchange useful hints on how to go fast. The critiques are a major reason why Fleet 7 is the largest one-design fleet of any class on Long Island Sound.

From the Riverside docks looking out to Long Island Sound. The 1978 NAC Championship races will be held just to the left of the islands visible on the horizon [Trask photo.]

At this year's Fleet 7 Awards Dinner, Sally Sawyer holds the coveted YRA Nall Trophy as Fleet Champion of the most active one-design racing fleet on Long Island Sound. She is also a past winner of the Adams Trophy and Syce Cup. Also pictured are Riverside Yacht Club Commodore Bill King [right], new Fleet President Bob Brady, and Past President Barry Hoyt.
Caveat emptor

FS 264 Customflex—Blue hull and white deck—Pamco tilt trailer—New mast boom—2 suits Schreck sails including spinnaker/ pole—motor bracket—cover anchors—misc. equipment—very good condition. Hate to sell, but drysailing on upper Ohio just more work than fun. Price: $2800. J.M. Caffery, 2843 Virginia Ave., Aashland, KY 41101 Phone: 606-325-8659

FS 1269 Douglass—Maroon hull/grey deck North sails including spinnaker, anowo tiller, mast hinge, compens, cockpit cover, anchor, motor bracket, fiberglass dinghy, extras. Excellent condition. Price: $3800. Donald C. Hutchins, 321 Highridge Drive, Syracuse, N.Y. 13215 Phone: 315/476-8731

FS 2643 Customflex—Green hull, white deck, ‘77 Murphy & Nye sails, Boston spinnaker, all Harken blocks, full racing gear, cockpit cover, Pamco trailer w/3rd wheel, compens, anchor, mooring gear. All in excellent condition. Price $3200. D.J. Wolob, 3919 Hedwig Drive, Fort Wayne, IN 46815 Phone: 219/485-6585


Sails for sale
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Hard Spinnaker very good condition $85.00
Ed Stein, 47 Plandome Road, Manhasset, NY 11030 Phone: 516/385-8989

FS 154 Good family boat. Can be made competitive. 2 seasons on sails. Trailer included. Price: $1800. J. Robert Edwards, P.O. Box 90, Auburn, IN 46706 Phone: 219/925-0664

FS 990 Douglass Price: $1850. Trailer available as extra. D.P. Carone, 19 Beechwood Road, Bedford Hills, NY 10507. Phone: 914/866-2557


FS 446 Customflex, white hull, deck, drysailed, Boston sails and spinnaker with gear, outboard bracket Harken blocks, compens, custom full-length under-seat lockers, long and short rudders, vang, cover, main sail furling stops on boom, bridie, Gator trailer. In excellent condition. Price: $2,000. Al Radin, 410 Winter St., Yellow Springs, OH. Phone evenings: 513-767-7826; day: 513-767-7214.

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Wood — same quality you’ve always received, sanded $4.75, varnished $7.50. del. Send check to Dan Blishe, Battens, 804 Euclid Ave., Jackson, MS 39202, if you can’t find what you want at your favorite sailboat dealer.

SPINNAKERS—1 lead spinnakers for sale—Great for practice. $250.00 each. Joseph Tylutki, 5429 Maple, Dearborn, Michigan 48126.

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—

<table>
<thead>
<tr>
<th>Year</th>
<th>Class</th>
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<td>1978</td>
<td>Mid-Winters</td>
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<tr>
<td>1977</td>
<td>North Americans</td>
<td>1st and 3rd</td>
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<tr>
<td>1975</td>
<td>Mid-Winters</td>
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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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Seifrick explains new approach to rulings which is 'Deny, then study' modifications

Measurer tells how subtleties of recent rulings reflect a new measurement philosophy

By Jack Seifrick, Chief Measurer

In March, at the mid-winter board meeting, several new rulings were made by your chief measurer. Perhaps more important than the actual rulings is the measurement philosophy they reflect.

The first ruling was against the use of "twing" lines on the Flying Scot. (Twing lines are floating guys used to facilitate spinnaker maneuvers.) The ruling was made to help prevent the unchecked propagation of unnecessary fittings on the Scot.

The significance of this ruling is that it overturned an informal ruling made by Don Hott at a previous NAC. Don's action reflected a more liberal measurement philosophy. This reference is not to say that such innovations will not find their way on to the Flying Scot.

My philosophy will be to rule such items illegal and refer them to our measurement committee for study.

This group will then evaluate the innovations and make recommendations without the emotional inputs from members who have already rerigged their boats. Examples of rigging innovations which would have been so handled include:

A. thru-deck spinnaker leads
B. spinnaker take-up reels
C. double-ended vang, cunningham, andouthaul controls
D. spinnaker launching tubes
E. short jib tracks

The second rule was to make the fixed spinnaker pole ring legal on the Flying Scot. This builder modification was arbitrarily made to the Scot a few years ago.

The idea here is to give fair warning to not only sailors but to builders on changes to the Flying Scot. Many of the modifications to the Scot over the years have been made by builders. While most may have been desirable and often essential, we need to establish the fact that builder modifications require the same class scrutiny as if they were changes inspired by an owner.

The above action was approved by your board, as, of course, all such rulings must be. Be assured these actions reflect a significant change in measurement philosophy. ("Deny, then study" as opposed to "approve, then debate").

The desire is to maintain a true one design class, in the Sandy Douglass spirit, where owners can be assured of a competitive boat with a minimum of effort and expense. My feeling is that we can accomplish this best within our present specifications with the philosophy outlined above.

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MAINSAIL....Our relatively flat all-purpose new Yarn Temper Main features a fairly open luff, which gives the Scot a light helm and acceleration in all wind conditions. By changing the tension in the foot you get the ability to shift gears for maximum speed and pointing in all conditions.

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SCOTS N' WATER
McLane captures Dixie Punchbowl

A Flying Scot fleet of 28 boats overshadowed other classes at Dixie Sailing Club's Punchbowl Regatta April 1 and 2 at Lake Martin, central Alabama.

Dunkin McLean from St. Andrews Bay Yacht Club dominated, winning the first race in gusty 15-knot winds and then coming in second and third.

Both races Saturday had good winds. Sunday morning, sailors drifted. Another problem was that the coal strike had robbed the hydropower lake, which was always presented to the Scot skipper who finishes just out of the silver sixth at the Punchbowl Regatta.

During the coming year, Floyd is required to invent some additional improvement to the construction of the trophy and return it, enhanced, for next year's presentation.

Charles Lanphier, who sails now out of Mavemella near Little Rock, was second. Sandy Lawton of Birmingham was third and Pete Condol of the Barefoot Club in Atlanta, fourth.

St. Andrews Bay also won silver when Jack Laird finished fifth. That left Floyd Davis, also from St. Andrews, to collect the Lanphier Trophy, a tastefully-mounted rubber chicken on a plaque which is always presented to the skipper who finishes just out of the silver sixth at the Punchbowl Regatta.

Flying Scot Fleets and Districts

MIDWESTERN DISTRICT

Governor: JAMES B. HARRIS
416 C South 58th
Bainville, IL 62223

2—LAFFETTE, IL—Lake Freeman
3—LAFAYETTE, IL—Lake Michigan
9—STURGEON, IL—King Lake
15—MACAUKEE, WI—Lake Michigan
25—MACOUCHEE, MI—Cranberry Creek Reservoir
30—CARBONDALE, IL—Crab Orchard Lake
40—GRAND MARAIS, WI—Eagle Harbor, Green Bay
60—CHICAGO, IL—Barrington Harbor, Lake Michigan
68—DALLAS, TX—Lake Houston
73—ROCHESTER, MN—Lake Pepin
108—MINNEAPOLIS, MN—Lake Minnetonka
102—NEENAH, WI—Lake Winnebago
110—POCATELLO, ID—Lake Pocatello
115—RACINE, WI—Lake Michigan
120—GRAND RAPIDS, MI—Lake Winnebago
125—BOYNE FALLS, MI—Lake Michigan

PRAIRIE DISTRICT

Governor: JOHN BENGES
202 South Tiffin
Tiffin, OH 43474

39—PORT GROVE, IL—Grand Lake of the Cherokees
50—OKLAHOMA CITY, OK—Lake Hefner
59—TULSA, OK—Lake Texoma
89—TOPEKA, KS—Lake Perry
106—NORTH PLATTE, NE—Lake McConaughy
110—HAYWARD, WI—Casier Slough Reservoir

TEXAS DISTRICT

Governor: CHARLES BRAD DAVIS
501 South 19th, Apt. 125
Dallas, TX 75206
214-749-4877

23—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

PACIFIC DISTRICT

Governor: JACKSON T. WITHERIDGE
1201 Hamilton Avenue
Palo Alto, CA 94301
415-321-4949

40—INVERNESS, CA—Tolanea Bay
100—SEATTLE, WA—Lake Washington

MICHIGAN—ONTARIO DISTRICT

Governor: EDWIN C. THEISEN, JR.
434 Maple
Dearborn, MI 48126
(313) 946-4049 (O) 313/945-1900

8—DETROIT, MI—Edison, BC—Lake St. Clair
14—ALGOMA, WI—Musk Lake
15—DARRETT, WI—Dace Lake
16—DETROIT, MI—Detroit YC—Lake St. Clair
17—GRANITE POINT BEACH, MI—Pigeon River
18—LUTHER, IA—Lake Okaw
19—DREXEL, MO—Lake St. Clair
20—FITCHBURG, MA—Portage Lake
33—LONDON, ONTARIO, CAN—Fahnestock Lake
40—CRAYTON, MI—Crystal Lake
52—LAKE ORION, MI—Lake Orion
113—TRAVERSE CITY, MI—Elk Lake
127—DREXEL, MO—Walton Lake, Lake Chautauqua
129—ORCHARD LAKE, MI—Gast & Elizabeth Lakes

OHIO DISTRICT

Governor: PAUL BLUMBERG
2101 Ogburn Avenue
Cleveland, OH 44107

1—WILLIAMSTOWN, OH—Cowan Lake
4—MANSFIELD, OH—Clear Fork Lake
12—CLEVELAND, OH—Edgewater YC—Lake Erie
14—SPRINGFIELD, OH—Keifer Lake
19—CAPEFIELD, OH—Berlin Lake
26—TOLEDO, OH—Maumee River
34—RAY, OH—Clear Lake
57—DEERFIELD, OH—Hoover Reservoir
65—DEERFIELD, OH—Alwood Lake
93—PITTSBURGH, PA—Lake Arthur

GULF DISTRICT

Governor: LAWRENCE W. TAGGART, JR.
5800 Memphis Street
New Orleans, LA 70124

28—FORT WALTON BEACH, FL—Choctawhatchee Bay
38—MOBILE, AL (BWC)—Mobile Bay
45—JACKSON, MS—Ross Barnett Reservoir
55—MOBILE, AL (BWC)—Mobile Bay
75—PANAMA CITY, FL—St. Andrews Bay
79—GULFPORT, MS—Gulf Coast
85—GASTON, AL—Lake Martin
93—PENSACOLA, FL—Pensacola Bay
95—MIA, FL—Lake Bay
99—ALEXANDRIA, LA—Lake Catie
99—PASSACOGULLA, MS—Mississippi Sound
111—NEW ORLEANS, LA—Lake Pontchartrain
111—NEW ORLEANS, LA—Lake Pontchartrain
111—NEW ORLEANS, LA—Lake Pontchartrain
111—NEW ORLEANS, LA—Lake Pontchartrain
111—NEW ORLEANS, LA—Lake Pontchartrain
121—TUSCALOOSA, AL—Lake Tuscaloosa
127—NASHVILLE, TN—Perry Crest Lake, Barren River Reservoir

NEW YORK LAKE DISTRICT

Governor: RICHARD ALLEN
Box 128-9D
Mount Vernon, NY 10540

43—SYRACUSE, NY—Skaneateles Lake
53—WHITNEY POINT, NY—Whitney Pt. Resevoir
104—OLD FORGE, NY—Fourch Lake
105—COOPERSTOWN, NY—Otego Lake
122—HALEY, NY—Great Sacandaga Lake
130—LAKWOOD, NY—Chautauqua Lake

NORTHWEST DISTRICT

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77 Evergreen St.
Duxbury, MA 02332
617/934-5067

6—BURLINGTON, VT—Mallet Bay
10—FOCKFOT, MA—Sandy Bay
36—MONTREAL, QUEBEC, CAN—Lake St. Lucie
63—MIA, FL—Volkert Park, Ft. Lauderdale
50—WOLASTON, MA—Boston Harbor
76—SHARON, MA—Lake Massacopag
77—MAINEHAR, MA—Vineyard Sound
105—OHIO, OH—Cincinnati Harbor
116—MANCHESTER, NH—Lake Massabesic
117—SHELBOURNE, VT—Lake Champlain YC
124—DUXBURY, MA—Duxbury Bay

GREATER NEW YORK DISTRICT

Governor: HUGH MALONE
22 Jane St.
New York, NY 10014
212/324-7115

7—RIVERHEAD, CT—Long Island Sound
10—MORRIS, NJ—Morris Lake
21—LOVELLADIES, BARBARA, N.C.—Carpetbag Lake
22—SPRAY BEACH, NJ—Little Egg Harbor
24—NEW BEACH, CT—Candlewood Lake
31—EAGLE LAKE, FL—Upper Beargrass Lake
46—ISLAND PARK, NY—Hemstead Bay
72—AMITYVILLE, NY—Great South Bay
75—PERHAMS, NY—Hampton Bay
125—LIVINGSTON, NJ—Lake Hopatcong

CAPITOL DISTRICT

Governor: BRUCE B. DRURY
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Bethesda, MD 20014
301/530-2120

5—OAKLAND, MD—Deep Creek Lake
42—WASHINGTON, DC—Potomac River
53—BAYCREEK, MD—Susquehanna River
66—BUTLEROKE, MD—Middle River
51—AUBURNSHIRE, PA—Lake Clark
80—PRINCE GALLITZIN STATE PARK, PA—Lake Geralds
96—BUTLEROKE, MD—Magulpy River
97—BETHESDA, MD—Chesapeake Bay

CAROLINA DISTRICT

Governor: DR. HALLAM WALKER
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Cameron, NC 28326
704/892-1276

27—HENDERSON, NC—Ken Lake Reservoir
48—CHARLOTTE, NC—Lake Norman
71—RIVIERE DE GRACE, MD—Susquehanna River
78—MOREHEAD CITY, NC—Bogue Sound
106—SOUTHPORT, NC—High Rock Lake
125—HIGH POINT, NC—Oak Hollow Lake
Scot skippers Pollak, Johnson take helm of Gulf Yachting

By Hal Marcus

FSSA Immediate Past Commodore Buddy Pollak was elected Commodore/President of the Gulf Yachting Association. FSSA Treasurer Mike Johnson was elected Vice Commodore/Vice President of the GYA.

The Gulf Yachting Association—originally organized in 1901 and reorganized in 1920—is a charter member of the United States Yacht Racing Union. Officiating at the induction, held at Pensacola Yacht Club, was United States Yacht Racing Union’s Immediate Past President Lynn G. Stedman, Jr. Under Stedman’s four-year Presidency, the USYRU was reorganized, and membership doubled.

Stedman had just completed a week of sailing Flying Scots at the St. Andrews Bay Yacht Club in Panama City, Florida while attending an insurance seminar.

Stedman noted the prominence of the Flying Scot Sailing Association in the one-design sailing world, and thanked FSSA for the leadership role that it has taken.

Buyers buys Scots

This month’s winner, Charles H. Buyers of Norfolk, Massachusetts, offers a unique idea for building fleets:

“Fleet 76, Lake Massapog is one whose members have moved towards retirement with a decrease of activity. When I bought FS 304, I was almost alone at the starting line. We now have four active people racing, and are looking for more.

“My Fleet’s Secretary and I were considering means of increasing the Fleet. One way we thought might have possibilities is to purchase a boat early in the season, and have it available when people go looking a little later.

“This weekend, our chance came, and we set out for New Hampshire, where we were successful beyond our wildest dreams. We found FS 355 for sale, fairly priced, and in an almost perfect state of preservation. Quite honestly, it is in better shape than #304, so I have decided to swap boats.

“Interestingly enough, I have already had some interest in the boat, and am optimistic about having a fifth boat on our starting line.”

Congratulations, Charles. That appears to be an excellent way to build a Fleet, as well as taking up the slack in the used Flying Scot market—if there is any slack. During the sailing season people call in the middle of the night looking for a used Flying Scot, “right now.” It would be wonderful to know there are used Flying Scots being “warehoused” by different Fleets throughout the country.

For his contribution, Charles Buyers wins $5.00 worth of Flying Scot items of his choice. Why don’t you send in your suggestion today?

T-Shirts available

Your FSSA National Office tries to supply items you ask for. Continually, we have been asked to carry T-shirts with the official FSSA logo applied.

FSSA T-shirts are now available in all sizes at $5.00 each, including postage and handling. Please use our order form in this issue. Also, we will be able to supply special regatta

Official FSSA Red Ringer T-Shirts

Please send us:

______ each T-Shirts, size ______ at $5.00 each Cool & Comfortable 75% Cotton
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$5.00 per T-shirt including handling & shipping.
Please allow 4 weeks for delivery.

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7. Medical payments provided up to $2000.

This policy is available in most states where Flying Scots are sailed. Send name, address, home port, hull number and age of boat (10 years and older describe condition). Class member, yes or no. Select your area; home port determines premium. Attach check payable Lineburgh & Company.

1978 Premiums are as follows:
Area 1: $70.00 per year. Inland lakes and rivers of the U.S. including the Great Lakes and Chesapeake Bay.
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Area 3: $102.00 per year. North Atlantic Coastal and tributary inland waters above the N.C./S.C. state line.
Area 4: $78.00 per year. Pacific coastal waters and inland waters for the states of California, Oregon, and Washington.

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.orders. For more information on special orders, contact your FSSA National Office.

Hall cruises again

Richard J. Hall (FS 1671) who wrote “Cruising the Great Lakes,” in our January-February issue has been contacted by Sailing magazine to write an article on cruising in a Flying Scot.

’78 dues WERE due

If any Flying Scot friend tells you they did not receive this May issue of Scots n’ Water, ask if they have paid their 1978 dues. We have received from our Scots n’ Water mailing list all FSSA members whose dues are not current.

If you find one of these rare people, please ask them to rush their dues into the FSSA national office at P.O. Box 2488, Pensacola, Florida 32503.

At this writing we have 1,635 active and family active members, up 111 over the same time last year.

By the way, our 1978-1979 FSSA Handbook was delayed going to the printers, waiting for our revised sailing instructions. The instructions have been revised, and your new Handbook should be arriving shortly.

Speaking of 1978 dues and “last reminders,” Phil Didriksen (FS 707) of Fleet 7 in Riverside, Connecticut writes, “We have been skiing and skating, having snowball fights and so forth—and hardly having a thought about our sailing season which does not begin until May. I am paying up here with even though I don’t know if 707 is still under the canvas in the backyard. I’ll peek in about four weeks.”

Mystery Scot list

| 131 | 508 | 911 | 1707 | 2040 | 2639 |
| 146 | 527 | 1021 | 1716 | 2131 | 2649 |
| 212 | 651 | 1028 | 1723 | 2216 | 2671 |
| 221 | 747 | 1371 | 1740 | 2223 |
| 226 | 766 | 1547 | 1741 | 2302 |
| 325 | 812 | 1573 | 1809 | 2304 |
| 332 | 814 | 1634 | 1902 | 2307 |
| 339 | 842 | 1681 | 1952 | 2446 |
| 421 | 902 | 1682 | 2029 | 2450 |
| 425 | 904 | 1638 |

Let’s talk NAC

We are always looking for new locations to sail our North American Championship series each August. If your fleet and yacht club would like to host one of these exciting sailing weeks, let’s get together and discuss the details.

Some of the items that we will talk about are close proximity of approximately 50 motel rooms, launching and docking facilities, clubhouse and meal facilities, meeting rooms and weather conditions.

U.S. to select women for Worlds

The U.S. Women’s Double-Handed Championships scheduled for June will serve as the Selection Regatta for U.S. entries at the World’s Women’s Sailing Championship in Holland in August.

For more information on this regatta, please contact Ellen Horan at U.S.Y.R.U.’s One-Design Headquarters, 820 Davis Street, Evanston, IL 60201. Ellen’s phone number is 312-864-5222.

MAY 1978
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 Dick Elam, Scots n' Water, P.O. Box 8, Chapel Hill, N.C. 27514. (And don't forget to send in the results after the race.)

May 13-14—Oak Hollow Invitational, High Point, North Carolina
May 13-14—Greater 48 Invitational, Lake Norman, N.C.
May 20-21—Buckeye Regatta, Hoover Yacht Club, Hoover Reservoir, Westerville, Ohio
May 21-22—Texas District Championship, Fleet 32, Houston Yacht Club, Galveston Bay, Tex.
June 3-4—Egyptian Cup Regatta, Crab Orchard Lake Sailing Club, Carbondale, Ill.
June 10-11—F.S. Carolina District Championship, Fleet 27 Kerr Lake, N.C.
June 17-18—'Spirit' Regatta, Inter-Lake Yachting Association, Sandusky Bay, Sandusky, Ohio, Sailing Club (contact Rolf Krutseng, Lakewood, Ohio, 216/521-3280)
June 17-18—Governor's Cup Invitational Regatta, Kerr Lake, N.C.
June 23-25—Greater New York District Championship, Candlewood Yacht Club Candlewood Lake, New Fairfield, CT.
July 1-2—Fourth of July Invitational, Lake Norman, N.C.
July 8-9—Oriental Sailing Social, Oriental N.C.
July 14-15—Midwest District Regatta, Lake Carlyle Yacht Club, Carlyle, IL.
July 15-16—'Great Scot' Regatta, Edgewater Yacht Club, Cleveland, Ohio.
July 22-23—Ohio District Championships, Edgewater Yacht Club, Cleveland, Ohio.
July 22-23—New York Lakes District Championships, Fleet 43, Skaneateles Lake, N.Y.
July 29-30—Maryland Flying Scot Invitational Regatta, Deep Creek Yacht Club, Deep Creek Lake, Md.
July 22-23—Michigan-Ontario District Regatta, Detroit Yacht Club, Lake St. Claire, MI.
August 4-6—Northeast District Regatta, Duxbury Yacht Club, Duxbury, MA.
August 5-6—Junior North American Championships, Riverside Yacht Club, Riverside, CT.
August 7-11—FSSA North American Championships, Riverside Yacht Club, Riverside, CT.
Sept 2-3—Labor Day Invitational, High Rock Yacht Club, High Rock Lake, N.C.
Sept 9-10—Blackbeard Invitational, New Bern, N.C.
November 4-5—Sandy Douglass Monohull Regatta, Rudder Club, Jacksonville, FL.

Champions campaign again

The 1978 U.S.Y.R.U. Championship of Champions Regatta will be at the Little Egg Harbor Yacht Club, Beach Haven, New Jersey, from September 27—October 1 in Tarsars. As in the past, competitors for this series are 20 U.S. Class champions selected by USYRU.

FSSA has been represented in every USYRU Championship of Champions to date. This regatta, which began in 1976, is based upon FSSA's 1975 Race of Champions that was held concurrent with our Mid-Winters that year.

Past winners of the USYRU series are 1975 Ensign National Champion Clark Thompson, Jr. of Houston, Texas, and 1976 Flying Scot NAC Chairman Tom Ehman, Jr. of Ann Arbor, Michigan. The 1977 series was not completed due to weather conditions.

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