Measured writing hardware specs... page 2

Mike Douglas wins GYA 'walk'... page 5

Hottest Scot takes 1/2 point win... page 7

Flotation demonstration dispels 'myth'... page 8

End of the sail
Chris Becker basks on Flying Scot 1200 on Deep Creek Lake
Measurer considers hardware

now writing plan to limit Scot fittings

The measurement committee ruled out jib-sheet brackets that project into the cockpit and large thru-deck openings, but work on writing specifications to limit fittings continues.

Jack Seifrick, Measurer, reported that the special "committee to investigate the limitations of the number of additional fittings that may be added to the Flying Scot" determined:

A. "For such a ruling to make sense we must first establish clear, fixed specifications for each system (jib sheet, spinnaker sheet, main sheet, etc.)

B. "Further, that to be accepted, the class the specifications would have to be responsive to the various needs of the class. (i.e. a Scot that is sailed primarily by a husband/wife combination may be rigged differently than one sailed by a crew of three.) Accordingly the committee recommended that each system be specified along with options, where advisable.

C. "It is further recommended that after such specifications are approved by the membership and are in effect, that no additional fittings be permitted.

D. "The measurement committee will proceed to develop the rigging specifications for submittal to the membership as soon as possible.

E. "Fleet Number 1’s proposal to limit the number of additional fittings one may add to the Flying Scot was tabled pending the activity recommended above."

Serving on the special committee with Seifrick have been Sandy Douglass, Allen Douglas, and Don Holt.


The measurement rulings approved by the Board of Governors at the Riverside meeting in August read:

1. "Brackets used to facilitate sheet cleating shall not be attached to the seat back or coaming so as to project into the cockpit area. Effective January 1, 1979.

2. Thru-deck sheeting is permitted only if appropriate thru-deck fittings are utilized. Effective immediately."

Seifrick said both rulings are intended as safety measures.

Ruled illegal are brackets like this which protrude into cockpit. Measurer rules brackets must be removed.

Doyle Hoyt, left, checks a spar with Chief Measurer Jack Seifrick observing North American Championship measurement at Greenwich.
Secretary adds Pat Hartley to crew; reports due from Governors

By Ed Eubanks

Adding the Flying Scot Sailing Association to our client list has been a real "eye-opener". I continue to be surprised and delighted at the amount of time and energy you sailors dedicate to your association. We also are delighted, and in a way surprised, with the patience you have shown us during this transition period. Many orders for materials have had to wait several weeks for delivery, and we hope this is now a thing of the past.

Our company (AMS) now has a sailor on board; her name is Pat Hartley and she's going to be handling the day-to-day affairs of FSSA. So, if you have a problem with address changes, Scots n' Water subscriptions, FSSA materials or whatever and I'm out of the office, feel free to talk to Pat Hartley.

Hilton Head forms fleet

We had our first visit from an FSSA member, George Fischer (FS 3219) from Columbia, S.C., came by to join the association. In honor of this historic first, we gave George a lapel pin. A few days later, we received an application for Fleet Charter from Hilton Head, S.C. Talk about timing, Ed Gibbs, longtime FSSA member and supporter, is the catalyst behind this Fleet's formation, and we're grateful to Ed.

Several District Governors have not yet returned the very important questionnaire we mailed some time ago. If your newly elected Governor, didn't receive it, please call the office so we can get the information we need. If you're dragging your feet, how about taking five minutes and send it back to us?

Fleet Secretaries are reminded that your report was due November 15, and even though this column is being written before November 15 and read by you well after that date, I'm sure there will be, even at this late date, some forms not yet returned. Please send them in.

I had a delightful chat with Sandy Douglass and Eric Ammann as they passed through Columbia on their way home from the Jacksonville Regatta named for Sandy. Eric and Sandy praised David Mayfield of Fleet 131 for the work he has done and continues to do in making this annual affair so successful. Eric and Sandy predict the nineteen boats entered this year will all be back next year and more skippers will join them after hearing of the great hospitality. Sandy wasn't a very gracious guest in one respect—Sandy won.

Dues statements mailed

Dues statements have been mailed, and we hope you'll act on these promptly. A reminder to our Canadian members—when you send a check drawn on a Canadian bank, please mark it "payable in U.S. dollars." If this is not done, your bank pays our bank at the official exchange rate and these days, that's not good.

As we are now in the Holiday Season, our thoughts turn to the past year and the good things that have happened and the great new people we've met. FSSA happened to us this year, and we'll always remember this as one of the best happenings. You are wonderful people to work with, and we hope someday we will know every member personally. We wish you a very happy Holiday Season and Smooth Sailing in 1979. We'll see you at the Mid-Winter in March.

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Mike Douglas wins 'Cock-of-walk', Kleinschrodt 2nd to GYA champion

Mike Douglas of St. Andrews Bay Yacht Club and Fleet 75 won the "Cock of the Walk" regatta for 14 Flying Scots which determines the Champion Skipper of the Gulf Yachting Association.

Following were Kenny Kleinschrodt, Buccaneer Yacht Club, 2nd; Benz Faget, New Orleans Yacht Club, 3rd; Bubby Egan, Bay-Waveland Yacht Club, 4th; and Doug Sansom, Pensacola Yacht Club, 5th.

Daily first place honors were won by Doug Sansom, Benz Faget, Kenny Kleinschrodt, and Bubby Egan.

John Galloway of the Gulfport Yacht Club served as chairman of the regatta, and George Schloegel was race chairman. Races were sailed off Gulfport, Oct. 14-15. On Saturday winds blew 25 miles, but were variable on Sunday.

New active Flying Scot Association members

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Ehman nips Seifrick by 1/2 point to win Hoosier Hot Scot regatta

By R.R. MacKenzie

In light winds Tom Ehman eked out a half-point win over Jack Seifrick in the Hot Scot Regatta.

Fleet 29 hosted the annual Hot Scot Regatta on Prairie Creek Lake at Muncie, Indiana. Twenty-eight boats sailed in the best four-out-of-five race regatta, Sept. 9-10. Clubs from Michigan, Ohio and Indiana were represented.

Light air and hot temperatures caused two races to be shortened and over 110 quarts of free lemonade to be consumed. The light, shifty winds at the finish lines made the final positions of each race interesting. Seifrick, started with two firsts in the first two races, but then had problems in the third race from which he never recovered. There's a brand new yellow hull under that FS 2488 set of sails of the chief measurer's boat, and it looks like he's really got it going. Tom Ehman was in first place at the end of Saturday's three races and never relinquished that position. He retained the Jack Cochran travelling trophy.

With a throw-out race, the fifth race was anticlimactic for some and led to different strategies for others. In discussions at the end of the regatta it was concluded that a throw-out race — indicated below in parentheses — in a five race regatta is not a good idea.

1. Tom Ehman (3020) 2 2 1 3 14 7 3/4
2. Jack Seifrick (2488) 1 1 6 1 10 8 1/2
3. Bob MacKenzie (2865) 4 3 3 (4) 2 12
4. David Pryor (3126) 6 4 2 (9) 6 18
5. Bob Welty (1330) 7 (20) 5 12 1 24 3/4
6. Steve Emerson (2826) 5 9 10 (10) 5 29
7. Dan Miller (1600) 3 8 (14) 7 12 10
9. Paul Maassen (1559) 8 13 7 8 (16) 36
10. John Moyer (548) 12 5 17 (17) (13) 37

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NOVEMBER-DECEMBER 1978
No Flying Scot ‘myths’

‘No Scot has ever sunk because she will float with no foam’, builders show in flotation test

By Gordon K. Douglass and Eric M. Ammann

We are indeed sorry that Bill McGonigal has had such unpleasant experiences with his Scot. (See his article in the May, 1978, issue of Scots n’ Water). His boat is not Douglass-built and is not equipped with proper flotation, having only about 8 cubic feet instead of 12 cubic feet—as we discovered when we hauled his boat ashore at Charlevoix.

His second article, “Skipper Challenges Scot Myth” in the August issue is a different matter, one demanding an answer. It is regrettable that it was published because much of it is based on false assumptions and statements. Worst of all it gives the impression that this is typical of the Flying Scot. For example, the sketch shows the Flying Scot floating in a bow-down attitude. We never have seen a Scot floating this way and to demonstrate how she does float we recently swamped two boats, No. 11 and one of the latest. With two men standing on the seats in the cockpit, 380 lbs., both floated with the bowplate and the transom above water as can be seen in the photos. Even with a man forward of the mast the bowplate was barely submerged.

There are no “myths” about the Scot. It is true that there have been cases where foam blocks have broken loose—no Scot ever has sunk because she will float with no foam—and over the years we have gone from two straps per each of the four units in the early boats to three, and now to four wide straps—and the other builders have been expected to do the same. But we will stand by the statement quoted that in most cases where blocks have come loose it has been the result of improper re-installation by the owner. The fact is that in most cases of capsize the blocks do not come loose at all.

We have given considerable thought to flotation. At the very beginning there was no precedent for solving our particular problem and we have had to learn from experience. We have experimented, even going so far as to try built-in tanks in the bilge and in the bow. From this experiment we learned that the buoyancy apparatus must be high up, finding that with the buoyancy in the bilge it was impossible for two men unaided to right a swamped and capsized Scot.

The mathematical analysis and diagram are approximately correct. However, it is stated that with the swamped boat on her side “most of the buoyancy provided by the tabernacle and the balsa core is above the water and can be neglected.” Can we believe that the 1000 pound boat (the given figure) is lifted more than half way out of the water by 4 cubic feet of foam having a displacement of 240 pounds? In the same manner we are told that the bow foam block—in case displacing only 120 pounds—is holding up “most of the 766 pound load.” How can this be? The block cannot lift more than its own displacement of

Builder swamped a Flying Scot to show how the boat floats filled with water.
Builder Eric Ammann demonstrates that two men... 380 pounds... float with bow plate and transom above water.

should be and this may possibly explain the bow-down attitude if such be the case. This deficiency was discovered at Charlevoix when the boat was hauled out and we hope it has since been corrected.

As for the "myth of the water-tight deck", this is nonsense. The deck is water-tight and the Scot will 120 pounds. When a swamped Scot floats on her side the waterline is well up the upper seat and the upper foam blocks are beginning to bear. In actuality the tabernacle and most of the balsa core are in the water; and in properly equipped boats the bow block lifts about 195 pounds, considerably more than the approximate 120 pounds shown.

The sketch shows the foam blocks as ending at the forard end of the seat. We always have extended the bow blocks considerably beyond the end of the seat. The ones in this boat are not nearly as large as they float on her side indefinitely and be righted without taking in any water. That is all we ever have claimed. Now we are told that the deck is not air-tight, something we have known all along and never have claimed. If more buoyancy is wanted forward it is a simple matter to tether an inflated inner tube below deck to the bow toggle.

Parenthetically let us mention that we are strongly against the practice of cutting holes through the deck and seat back for using internal spinnaker sheets inasmuch as with these holes the deck no longer is water-tight.

What of the "myths" of one-design and goldplating? There are no "myths". The Flying Scot is considered to be one of the most one-design of classes, and we are fighting to keep her that way and to prevent "gold-plating".

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Ken Wright wins Massapoag regatta

a trailer axle breaks,
but Fleet 76 rescues

Guests swept all the silver at the 28th Massapoag Yacht Club Regatta, in Sharon, Mass., Sept. 16-17. The annual five race event was blessed with blue skies and moderate-to-light air and a fleet of 15 Scots, guests of Fleet 76.

But minutes before the start of the regatta, word was received that John Morgan (FS 1444) had broken his trailer axle one mile from the lake. A trailer was dispatched to the scene. A rapid transfer of the boat to trailer, and even more rapid rigging job, brought the Morgan boat to the line in time for the first race.

Four different skippers won races, with only Ken Wright managing two victories. Shifting winds and intense competition contributed to the scrambling of finishes. Consistently excellent sailing carried the event for Ken Wright (FS 471) of Fleet 11. With his wife Peggy as crew, Ken amassed an impressive cumulative total of 11 3/4 points. Second place was taken by Terry Kelleher (FS 2802), Northeast District Governor, and his crew Ham Bowman. Jeff Morgan (FS 1444), with his father John crewing, finished third. The overall regatta statistics are listed below.

Financial statement for '78: '79 budget

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**PROFIT (LOSS)**

$3,269.00

$5,043.47

$1,540.00

NOVEMBER-DECEMBER 1978

11
SCHRECK SAILS

Our record speaks for itself; 72% of the silver in the NAC’s since 1969, countless districts and fleet championships and unnumerable series. Our Scot sails continue to be on top on a national scale:

Northeast: More sails in the top 10 at the NAC’s.
Gulfcoast: 1st and 2nd—Candler Regatta—Open Scot.
Atlantic Coast: 1st, 3rd, and 4th tie—Sandy Douglass Regatta.
Inland Lakes: 1st, 2nd, and 4th—Scots and Y-Flyer Regatta
1st—Carolina Districts.

Of course our list could go on and on, but we’re not hung up on past success; we’re looking toward the future, and you should too.

Schreck sails have consistently been on top. If you care to consistently be there—try our sails.

Schreck sails—fast in the past; faster in the future.

Call or write us today for tune-up tips and latest design innovations. We’re a company on the move offering fast sails and fast service.

*************************************************************************

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

Please ship __________ suit(s). Scot #__________

Velocities where I sail most are ________________ to ________________

I prefer the all-weather suit.

Please mark color(s) 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.

Name_________________________

Address_____________________

City________________________ State_____ Zip_______

Suit—5 oz. Dacron .............. $397.00
Jib—5 oz. Dacron .............. 126.00
Main—5 oz. Dacron ............ 285.00
Spinnaker—½ oz. .............. 185.00
Spinnaker—½ oz. .............. 198.00
Spinnaker—combination ½ and ¾ oz. ...... 198.00

* Includes royalty tag
Quick reef ..................... 30.00
Windows .................. each 10.00
Brummels ................ set 7.00

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

SCOTS N’ WATER
Introducing

Goldsmith’s

lossary

of Sailing Terms

“It’s all in the wrist—”
A kidding way of saying we were fast.

It was “all in the wrist” for the 1st and 3rd placers in the Challenger Division at the 1978 North Americans. The common ingredient was Goldsmith Sails.

Don't miss our Fall discount for some “All in the wrist”

Bruce Goldsmith

Sails by Goldsmith
1140 Chatfield Road
Winnetka, Ill. 60093
312/446-1151
Open 24 hours
Sails available from stock.

Bill Berry wins Wurstfest races

By Robert Killian

Travel 200 miles south and east from Dallas and you will find nestled in the canyons near San Antonio a clear, deep lake bordered by German communities like New Braunfels. That’s where they sail the Wurstfest Regatta in early November.

The travelers from Dallas took home the biggest steins this year. Bill Berry won, followed by fellow Dallas skippers Brad Davis and Richard Wade.

Memphis skipper wins Oktoberfest in Nashville

By Douglas L. Anderson

Gordon "Sandy" Douglass was the honored guest at the recent Oktoberfest Regatta, Percy Priest Lake, Nashville, Tenn.

But Harry Burck, 2864, from Memphis, with a borrowed crew, won the Flying Scot race, beating Nashvillian Bob Petrie, 2709, and his crew Sandy Douglass. Douglass was featured speaker at the Oktoberfest dinner. His presence as crew in the race provided extra excitement for the six Scot sailors.

Jim Morrison, 2898, from Bowling Green, Kentucky, finished third. A member of Jim's crew was so impressed with the whole experience that he has placed an order for a new Flying Scot.

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Sponsored By FSSA

Wally Lineburgh's Insurance is Different!

1. Every Flying Scot is insured to $4100 regardless of age.
2. Every trailer insured for actual cash value up to $400.
3. Hull, spars, sails, covers and all miscellaneous equipment included except personal effects.
4. Coverage is "all risk" while racing, day sailing, trailering and ashore year round anywhere in the U.S. and Canada.
5. Reimbursement for loss in "New or 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 $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.

Area 2: $126.00 per year. South Atlantic Coastal and tributary inland waters below the North Carolina/South Carolina state line including the Gulf Coast.

Area 3: $102.00 per year. North Atlantic Coastal and tributary inland waters above the N.C./S.C. state line.

Area 4: $75.00 per year. Pacific coastal waters and inland waters for the states of California, Oregon, and Washington.

LINEBURGH & COMPANY
1960 Bronson Road, Fairfield, Conn. 06430 (203) 255-1571
ESTABLISHED 1866

Old Greenwich harbor on race morning.
Caveat Emptor

FS 2452—Murphy Nye Spinnaker main and jib, Schreck main and jib, trailer all good condition. Sailed Smith Mt. Yacht Club, dry sailed. Price: $3500

FS 1424—Customflex green hull, white deck; Schreck main, jib, spinnaker, Pemco tilt trailer, 5 hp motor Sea King, running lights. Good condition. Price: $2750.

FS 156—Customflex; main, jib and spinnaker, trailer (spare tire and mount), cover, motor bracket, 1/2 hp Evinrude, spinnaker pole, oars. Price: $2500
John L. Gray, 4554 Starrett Road, Columbus, Ohio 43214. Phone 614/268-1772

FS 1296—Customflex, white hull and deck; teak trim; three suits of sails—Boston, Murphy Nye, and North; Fracker spinnaker, Harken race equipped; full cockpit cover; lifting bridle; motor bracket; anchor; many other extras; Pemco tilt trailer; Excellent condition.
R.F. Cornish, 722 Edgewood St., North Canton, Ohio 44720. Phone 216/499-8605

BARGAIN. Click Schreck main and jib sails, Hard spinnaker, Privit racing sails like new. $200.00
Roy Trochandie, 725 Crystal, ND 70124. 504/283-4450

SAILS—Good condition. Two suits, including spinnakers (Paul Schreck mains and jibs, Click Schreck spinnakers), $260 per suit—less than one-half of the cost of a new suit. These are not club-owned sails.
Larry Taggart, 5809 Memphis Street, New Orleans, Louisiana 70124.

SAILS—Two mains, one very good condition—$150 and one in good condition—$100. Two spinnakers Dynac in good condition—$100 each. All m & a. Call Ed Kom: 312/472-3903.

FS 3936—Customflex—Blue hull, sailed one season, hard main, jib, Pemco trailer—excellent condition. Price: $4000.
L. Sawyer, P.O. Box 753, Long Beach, N.Y. 11561. Telephone: 516/432-4600.

FS 1800—Customflex, white hull and decks. Three suits of sails, two spinnakers, sailed from lift, rigged for quick easy tacking, teak trim, outboard bracket (never used), cover, lifting bridle, trailer with spare. Excellent condition.
Herb Miller, 219/465-7144 or 485-3317, Kenston Drive, Ft. Wayne, Ind. 46815.
3-Way Mid-Winters

3 divisions qualify March 7, 8 followed by March 9, 10 finals

By Betty Smith

Now is the time to plan your sailing vacation in Panama City, Florida, at the Flying Scot Mid-Winters March 6 thru 10, 1979.

The St. Andrews Bay Yacht Club and the members of Fleet 75 are rolling out the welcome mat to all Scot sailors and promise you an unusual sailing week.

This year we have made some changes. We are having three (3) divisions of competition. Championship, Challenger and Commodores Divisions will make up our format. All points will be thrown out after three elimination races and the fleet divided into three divisions as follows: Championship (45%), Challenger (35%), and Commodores (20%).

Trophies will be awarded for the first seven places in the Championship and Challenger Divisions and the first five places in the Commodore Division.

Skippers who wish to enter the final three races only must pre-register and have their sails measured prior to the 0830 skippers meeting on Friday. These skippers will be placed in the division appropriate to their past sailing record. This decision will be made at the discretion of the race committee and is not subject to appeal.

All sails will be measured. 1978 NAC and 1978 GYA Lipton measurement stamps will be accepted. Flying Scot must be registered with FSSA and skipper must have 1979 dues paid. FSSA secretary will be present to accept dues.

This year we have an additional door prize. . . Not one but three sets of Flying Scot sails. One set donated by Schurr Sails, second donated by Schreck Sails and a third suit by Fowler Sails.

Entrance fee will be $30.00 ($25.00 if you pre-register by March 1st.)

Local motels readily available to the club are:

Holiday Inn Downtown
711 W. Beach Dr.
Panama City, Fla. 32401
Tel. 904-763-4622

Howard Johnson Motel
4601 W. Hwy 98
Panama City, Fla. 32401
Tel. 904-785-0222

Ramada Inn
3001 W. 10th St.
Panama City, Fla. 32401
Tel. 904-785-0561