

SCOTS

n' water



VOLUME XIV NUMBER 8

AUGUST 1972

Regattas

- August 5-6 Lord Reading Yacht Club Annual Regatta
(Fleet Championship)
- August 6-12 Lake of the Woods Regatta
Lake of the Woods, Minnesota
- August 19 Baie d'Urfe — Beaufort Annual Regatta
(Ishkoodah Cup)
- August 21-25 North American Championship
LaPorte, Texas
- August 26-27 Great South Bay Championship
Amityville L. I., New York
-
- Sept. 2-3 Hudson Yacht Club Annual Regatta
- Sept. 2-3 West River Regatta
Galesville, Maryland
- Sept. 2-3 The Louisiana Flying Scots Championship
Lake Charles Country Club Regatta
Lake Charles Country Club
- Sept. 9-10 Hoosier Hot Scot Regatta
Muncie, Indiana
- Sept. 16-17 Flying Scot Sailing Association Canadian
Championship Regatta
Club Nautique Deux Montagnes
- Sept. 16-17 President's Cup Regatta
Potomac River, Washington, D. C.
- Sept. 23-24 Fleet 95 Invitational
Wayzata, Minnesota
-

Green Bay — Scot of the Year

- August 19-20 Sturgeon Bay Yacht Club
- August 26-27 Egg Harbor Yacht Club

Michigan-Ontario District, Midwest Regional Combination Regatta — Huge Success! Ehman Wins

By: Mary Doolittle



Trophy winners are, left to right: Tom Ehman, Bob Cowles, Joe Moore, Ted Glass, Hans Kuschnerus, Jim Smith and Duane Smith.

Kalamazoo, Michigan's Fleet 15 of Gull Lake met with tremendous success in this area's first attempt combining a District Regatta with a Regional. Thirty-eight boats registered with entries from Michigan, Ohio, Indiana, Illinois, Wisconsin, and Minnesota. With 33 of these boats actually making the starting line, competition was tough!

A three race series was held with two races sailed on Saturday, July 8th and one on Sunday, July 9th. Defending Champion, Bob Cowles of Detroit Yacht Club found it tough going as he was edged into 2nd place by eighteen year old Tom Ehman of fleet 20 Pinckney, Michigan. The winners circle is not new to Tom as he has captured many previous titles including the Michigan-Ontario District's in 1970; the Hoosier Hot Scot

(continued on page 3)

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Schedule Of Events

FLYING SCOT NORTH AMERICAN CHAMPIONSHIP HOUSTON YACHT CLUB LaPORTE, TEXAS

Saturday, August 12, 1972

0800 – 1700 Measurement of Local Boats

Saturday, August 19, 1972

0900 – 1700 Registration and Measurement

Sunday, August 20, 1972

0900 – 1700 Registration and Measurement

Monday, August 21, 1972

0800 – 1700 Registration and Measurement
1700 Registration Closed
1330 Skippers Meeting (Tune-Up Race)
1430 Tune-Up Race
1700 Governors' Meeting Regatta Inn

Tuesday, August 22, 1972

0800 – 1200 Re-Measurement (as required)
1300 Skippers Meeting
1430 First Race Division I
1445 First Race Division II
2000 Annual Meeting

Wednesday, August 23, 1972

1030 Second Race Division I
1045 Second Race Division II
1430 Third Race Division I
1445 Third Race Division II
1930 Informal Shrimp Boil – HYC

Thursday, August 24, 1972

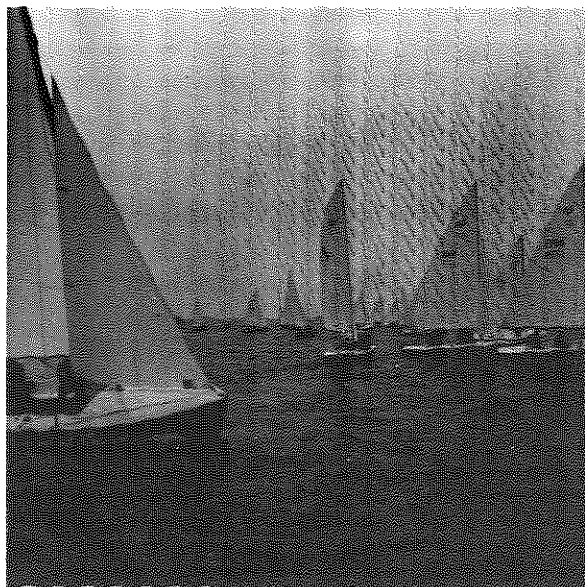
1430 Fourth Race Championship Division
1445 Fourth Race Challenger Division

Friday, August 25, 1972

1030 Fifth Race Championship Division
1045 Fifth Race Challenger Division
1900 Awards Banquet – HYC

Michigan-Ontario Districts . . . from page one

in 1971; the Port Clinton Regatta; the SUN FISH, Jr. North American Championships in 1968; and the M.I.Y.A. Jr. Championship five years running.



Boats maneuver before start at Gull Lake.

Tom placed 4th, 1st and 2nd accumulating 6 $\frac{3}{4}$ pts. to capture both the District and Regional Titles. Bob Cowles took a 1st, 4th, and 7th accumulating 11 $\frac{3}{4}$ pts. for a 2nd place in both events. Fifteen year old Joe Moore of Fleet 34, Ray, Indiana was leading going into the 3rd race after sailing very consistently and taking two 2nds in the first two races with westerly winds light and variable. In the 3rd race, the winds were south westerly — 12 knots with fairly heavy seas and slightly built Joe with his Father, Bob, as his crew found the going a bit more difficult and placed 10th, accumulating 14 pts. which gave him 3rd place in the Regional.

FSSA's 2nd Vice-President, Ted Glass, from Fleet 30 — Mount Vernon, Illinois sailed very consistently placing 7th, 8th, and 3rd, giving him 18 pts. for a 4th place in the Regional. Detroit Yacht Club skippers sort of captured the lime light with three skippers placing in the top 5. District Governor, Jim Smith of D.Y.C. took 3rd place District and 5th place Regional while another sailor from D.Y.C., Hans Kuschnerus, won 4th place District. Duane Smith of fleet 41 seized 5th place in the Districts.

Trophies were given to the skipper and crews of the first five places in both events. A grand and fun time was experienced by all. At least one person from each of the 28 off-the-lake boats insisted the Gull Lake group sponsor a similar regatta next year. "You simply must continue to share this beautiful Gull Lake and the lovely facilities of the Gull Lake Country-Yacht Club with other F. S. skippers in the future." was the comment by many.

After many comments from the participating skippers praising the efficiently and well run and well organized regatta, the hard working crew of fleet 15, captained by Owen Middleton, Regatta Chairman and Max Doolittle, Race Chairman says — "We'll welcome the return of Scot Sailors anytime. Our warm hospitality is extended to Scot Sailors, always!" There was only one protest the entire week end and a fellow Gull Lake Yacht Club National Lightning skipper who was serving on the protest committee commented — "What a great group of clean sailors. Two races and no protests. Wow!" Several Country Club non sailor observers, who witness regattas several weekends all summer commented, "what a wonderful orderly group these Scot Sailors are." Which all goes to verify what I've said before — Nobody tops the Scot Sailor.

Fleet 41 — Crystal Lake, Michigan

The Fleet and Yacht Club is in the middle of an extremely active summer. The Sailing School has been completed with graduation races held on July 15. A long range Planning Committee is making a study for expansion of the club.

Some of the leading Scot sailors are:

July 4 Informal Races:

- 1st — Vincent Wright
- 2nd — Elmer Mauson
- 3rd — Arthur Koch

Lions Club Regatta

- 1st — Duane Smith
- 2nd — Sam Tellschow
- 3rd — Bob Sullivan

June Series

- 1st — Duane Smith
- 2nd — Robert Riedle
- 3rd — Gene Martineau

About This 'N That

By: The Editor

The revised specifications, published in the July issue of Scots n' Water, will be voted on at the Annual Meeting. Chief Measurer, Don Hott, says the purpose in revising the specifications was to make them "tighter and more definitive". Fred Tears and others have complained for several years about the looseness of the specifications. Buddy Pollak, members of fleet 87, and the measurement committee have spent much thoughtful effort in the preparation of the revision.

Don Hott reports that Fred Tears supplied copies of specs from other classes and made several suggestions. Tears was supplied an early draft of the revisions but made no comment.

Despite several adverse comments the Chief Measurer expects the new specifications to be approved. Some dissatisfaction has been expressed over the section dealing with the adjustment of the outhaul. Sandy Douglass seems to feel that the new wording opens the way for gadgeteers to have a field day. Paul Schreck thinks that as long as some "purchase" is permitted we might as well go all the way in order to avoid measurement

problems. Schreck also points out new materials including permanent inks are available and perhaps the printing of numbers and insignia should be permitted on sails.

Sandy Douglass the current and seven times North American Championship will not defend his title. Sandy says "it's time to retire". He is going to crew for Don Hott. We're sure Don will appreciate the help.

Paul Schreck looks for strong competition to come from the Gulf and Texas Districts in the up coming North American Championship. Some names mentioned by Paul and Sandy are: John Laird, Robert Jefferies III and Dwight Le Blanc. Sandy also mentions Schreck.

Don Hott says the N.A.C. Committee are operating efficiently and are working closely with him on measurement problems and procedure.

Mary Doolittle reports the active membership in FSSA, as of July 18, was 1340 or an increase of 185 over a year ago. She also states that the membership has nearly doubled in the last three years. Ten new fleets have been added in the past year. *All Fleet Secretaries are encouraged to send their Annual Meeting Proxies to Bears Smith — promptly.*

Next issue of Scots n' Water will carry the story and results of the NAC Championship. Bob Jefferies and Walter Jensen are arranging to give our readers a good report of championship. The issue will be delayed somewhat but should be in the mail by mid September.

All Regatta Chairman are encouraged to send us reports of their Regattas. We can only print the results we receive.

Fleet 95

Pam Foster has all the details of the Fleet 95 Invitational to be sailed on Lake Minnetonka, Minnesota. Her address is: 6229 Pillsbury Avenue, Minneapolis, Minnesota, 55423.

North American Championship

Bob Jefferies, Regatta Chairman for this years championship, reports that all is in readiness. Sailors familiar with waters in the Houston area say most anything can be expected in terms of weather and wind. This area is noted for good strong wind but in mid August some light air is to be expected.

The Committee has issued the following advisory bulletin:

1. In accordance with Article B-1-6 of the FS by-laws (page 35), "To be eligible to compete in the North American Championship of that year, members must have paid their dues before July 1 of that year." If for some reason you failed to do so, please do not come to sail as we will have to rule you ineligible. (Believe it or not this has happened).
2. There have been instances where temporary devices such as staples and/or tape have been used to adjust the size of a sail in order that it would conform to the specified dimensions. The use of staples and/or tape are only temporary and may be blown out in racing. The measurement committee for the 1972 NAC has made the ruling that no temporary measures for altering sail size in order to cause it to

conform to the measurement requirements will be permitted.

3. All main sails and spinnakers measured-in by any skipper must bear the same sail numbers, this includes club boats. No boat will be allowed to sail with two sets of different sail numbers.
4. A number of sailmakers and others have started using stick-on numbers. The sailing instructions state that all numbers must be permanently attached to the sail. In addition to this instruction a DSQ (disqualified) position will be assigned any boat finishing with visible sail numbers different than registered for that boat. In simple words if you have stick-on numbers you are taking a chance on calling it permanent.
5. Very few (3) protests were recorded at the Tornado Catamaran, Sea Spray, and Geary 18 national championships held at HYC thus far this year. There are two good reasons, (1) Excellent sportsmanship and adherence to the rules and (2) failure of participants to have and fly a protest flag when the infraction occurs. Bring your protest flag but let's have a good clean championship — study the rules and play the game.

Beating To Windward

Editors Note: The following paragraphs have been lifted from Yachtsman's Omnibus, a book published in 1953 by The Mac-Millan Company and authored by H. A. Calahan. This book is written for the beginner — it deals with fundamentals and covers such subjects as "selecting a boat", "the mooring", "acquiring a vocabulary", and "the theory of sailing". We believe it is a worthwhile addition to a sailor's book shelf.

With the boat then properly trimmed, and with nothing interfering with the effectiveness of the sails, let us try to work her to windward.

The cardinal sin of most helmsmen is that of pinching. They are so anxious to work up every inch into the wind that they luff too often, too much, and for too long duration. The helmsman must glue his eye to the luff of the sail high up on the mast. At the first sign of fluttering, he must pull his helm up slightly to windward and fill away. He must avoid luffing again until he suspects a slight shift in the wind, in which case he may then feel his way slightly closer to the wind and bear away at the first sign of a flutter. He must not do this suddenly or violently. He must bear in mind that any change in direction keeps the boat from going ahead. Your good helmsman will keep at the point where his sail just doesn't flutter. Perhaps the best warning against too much pinching may be stated in another way. Do not try to out-point your competitors. If you do it naturally, if your boat is more weatherly, well and good, but in general, you will have a very good chance of winning the race if you point as high as your competitors and move a little bit faster. All good boats will point up to just about the same degree.

Bear in mind too that whereas some boats may point a trifle higher than others, it is not important unless they can make speed while pointing higher. The negative phase of pinch-

(continued on page 6)

"Scrambled Match Game For 1972"

- | | |
|-------------------------|---------------|
| Texas Districts | Fred Meno |
| Mid Winter Championship | Robert Rich |
| New York Districts | Donald Church |
| Carolina Districts | Paul Schreck |
| Buckeye Regatta | Ralph Manee |
| Egyptian Cup Regatta | John Aras |
| Harve DeGrace Regatta | Vince DiMaio |

Match the winners of these Regattas scrambled opposite them and you will see how many different skippers won using our sails for 1972. They may have won many more but these are all that have reported to us so far this year. We could go on down the list naming 2nd, 3rd and 4th, etc.

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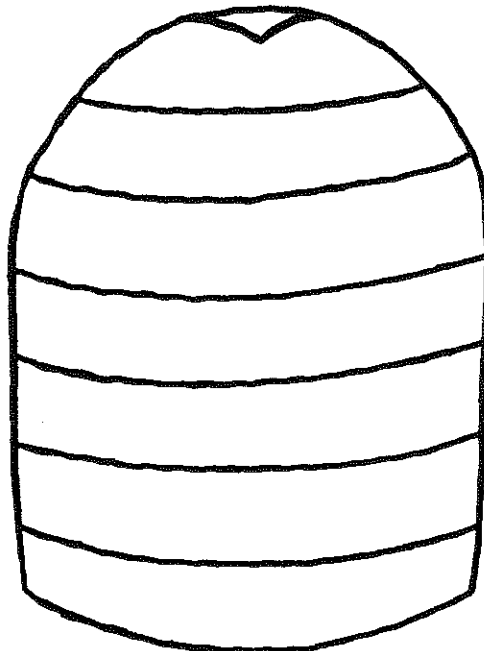
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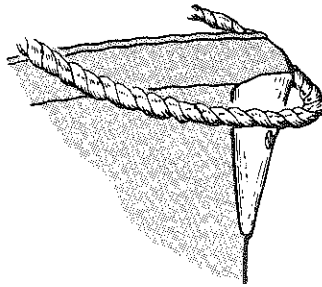
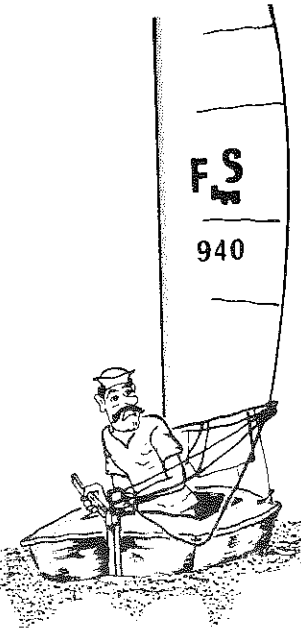
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shoot a long way into the wind. My own boat shoots seven times her length. It cannot be stressed too often that when you are sailing to windward, distance into the wind is of utmost importance. You must not stay in the wind so long as to lose steerage way, but while you are still going ahead at a good rate of speed, bear away on the other tack. When you fill away, keep the helm up till you are just a little bit beyond the point where you should be sailing. This will enable you to gather way quickly on the new tack. But the instant you feel that you have gained way, bring the boat back as close to the wind as she will sail. Most helmsmen bear away too far when they go about, thus rapidly losing a large part of the distance they have gained by shooting up into the wind.

Proper tacking loses little, if any, ground. The distance gained by going into the wind more than makes up for the delay caused in going about. If you are sailing in close company with another boat which is endeavoring to cover you, and if your tacking is just slightly better than your opponent's, go about frequently, then tack back again. On every tack you will gain. And if your tacking is very well done, you will lose nothing to the other boats that are holding a course.

Of course, it is very important to have your crew handling the jib sheets efficiently. If your jib is so arranged that the sheets must be cast off and trimmed again every time you go about, you must watch the crew carefully to see that they do their trimming properly. The leeward sheet must be let go just as the boat is about to come up to the wind. If it is let go too soon there will be an unnecessary amount of flapping to the jib. This always interferes with headway. If it is let go too late, the jib will be trimmed to weather, will stop your headway and carry you to leeward too fast and too far. On the other hand, the man who trims the sheet after the boat goes about must start to trim just after the jib comes amidships and must have it down on the cleat as you fill away. If he trims too fast, the jib is aback before you are into the wind. This kills headway, makes you put your helm down unnecessarily far and may even prevent your getting about at all. If he trims too late, the efficiency of the jib on the new tack is materially decreased and the whole smoothness of the tack is spoiled.

In sailing on a puffy day, the helmsman must be on the alert to head up into every little puff of wind. He can always point higher in the puffs, and this he should do whenever possible. On a Northwest wind on the Atlantic seaboard, and generally on all land breezes anywhere, the wind shifts fairly constantly. In such a breeze, the wind while predominantly Northwest, will sometimes shift as far as West and sometimes as far as North. Let us assume that with the wind Northwest you are sailing on the starboard tack headed West. If the wind shifts toward the North, head up. If the wind shifts back to Northwest, bear away again. But if the wind shifts toward the West, go about at once. You will thus be sailing nearer to Northwest on the port tack than you could possibly sail on the starboard tack. That puff may be of short duration, the wind may swing back again toward the North. If it does, go about again even though you may have sailed only a hundred yards on the port tack. You may look foolish and feel foolish, but do not hesitate to go about every time the wind heads you. I have won more races through this policy than from any other single cause.

ing is just as bad. Some helmsmen are so afraid of pinching that they sail bare, that is to say, they point away from the wind farther than is necessary and might well make as much as a quarter of a point higher into the wind if they remained alert and dared to test their position every once in a while by luffing slightly. Pinching and sailing bare are the two great worries in helmsmanship while on the wind. A good helmsman never tires, never stops working, but is constantly holding his boat just as high as possible and never too high.

A word about tacking. The wrong way to put a boat about is to jam the helm down suddenly and hard and try to get about as quickly as possible. Yet this error is committed probably more frequently than any other. Skippers are so proud that their boats are "quick in stays" that they try to come about on a nickel and bear away and get sailing on the opposite tack as soon as they can. By doing so they kill their headway and, furthermore, they lose all the distance that they might otherwise eat up into the wind.

The correct way to come about is to put the helm down slowly and gradually, rounding up into the wind on a long slow gradual curve, bringing the helm back amidships so that the boat shoots a long way to windward, then putting the helm down once more to bear away on the other tack. By this maneuver the boat loses practically no headway. She does not fight herself. A good boat with heavy ballast or a good deep keel will

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Two races come to mind. In one I tore my spinnaker from head to foot at the start of the first leg. When the boats ahead of me rounded the second mark and started to beat back to the finish, they were so far ahead that I could not distinguish the numbers or even the very large class symbols on their sails. I felt hopelessly beaten but settled down to the policy of tacking on every slight shift of wind. I think I must have tacked thirty times on that windward leg. By doing so I sailed through the entire fleet and finished second, a heart-beat behind the winner. It was solely due to the fact that I was always sailing closer to the base line, closer to the average wind, than any of my opponents. In another race two years ago I was hopelessly out-classed on the first leg by the only other boat in the race. The second leg was a beat. I tacked so often that the skipper of a boat in another class which I sailed through lost his temper. I had unwittingly interfered with him. He thought I was crazy and remarked that he was racing. When I replied that I was racing too, he clearly thought I was insane, but I rounded the next mark ahead and eventually won the race. On three occasions when close to the other boat, I tacked while the other boat held its course. The wind held for some time on each of those shifts and right there I won the race.

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- 47-EGG HARBOR, WISCONSIN—Green Bay
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- 70-ROCHERT, MINNESOTA—Cotton Lake
- 83-CARLYLE, ILLINOIS—Lake Carlyle
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- 59-TULSA, OKLA.—Keystone Lake
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- 67-SAN ANTONIO, TEXAS—Canyon Lake
- 69-AUSTIN, TEXAS—Lake Travis
- 84-LAKE CHARLES, LOUISIANA—Lake Charles

PACIFIC DISTRICT

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

- 40-IVERNESS, CALIFORNIA—Tomales Bay
- 100-SEATTLE, WASHINGTON, Lake Washington

(S)—Charter Suspended

DISTRICTS



FLEETS

MICHIGAN-ONTARIO DISTRICT

Governor: JAMES R. SMITH
229 Lothrop Road
Grosse Point Farms, Mich. 48236
313-885-2352

- 8-DETROIT, MICH.—EDISON BC—Lake St. Clair
- 15-KALAMAZOO, MICHIGAN—Gull Lake
- 16-DETROIT, MICHIGAN—DETROIT YC—Lake St. Clair
- 17-GROSSE POINT SHORES, MICH.—G.P.T. YC—Lake St. Clair
- 18-DETROIT, MICH.—DETROIT BC—Lake St. Clair
- 20-PINCKNEY, MICHIGAN—Portage Lake
- 33-LONDON, ONTARIO, CANADA—Fanshawe Lake
- 41-CRYSTAL, MICHIGAN—Crystal Lake
- 52-LAKE ORION, MICHIGAN—Lake Orion

OHIO DISTRICT

Governor: ROLF KROTSENG
1241 Bonnie View Avenue
Lakewood, Ohio 44107
216-521-3250

- 1-WILMINGTON, OHIO—Cowan Lake
- 4-MANSFIELD, OHIO—Clear Fork Lake
- 12-CLEVELAND, OHIO—EDGEWATER YC—Lake Erie
- 14-SPRINGFIELD, OHIO—Kiser Lake
- 19-CANFIELD, OHIO—Berlin Lake
- 26-TOLEDO, OHIO—Maumee River
- 35-CHAUTAQUA, NEW YORK—Chautauqua Lake
- 37-WESTERVILLE, OHIO—Hoover Reservoir
- 43-CAZENOVIA, NEW YORK—Skaneateles Lake
- 53-CAYUGA, NEW YORK—Cayuga Lake
- 65-DELLROY, OHIO—Atwood Lake
- 101-AKRON, OHIO—Turkey Foot Lake

GULF DISTRICT

Governor: LEWIS B. POLLAK
2410 Connell Drive
Pensacola, Florida 32503
904-433-5959

- 38-MOBILE, ALABAMA—Mobile Bay
- 45-JACKSON, MISS.—Ross Barnett Reservoir
- 56-FORT MYERS, FLORIDA—Caloosahatchee River
- 75-PANAMA CITY, FLORIDA—St. Andrew Bay
- 79-GULFPORT, MISS.—GYC—Mississippi Sound
- 85-MONTGOMERY, ALABAMA—Lake Martin
- 87-PENSACOLA, FLORIDA—Pensacola Bay
- 90-MIAMI, FLORIDA—Biscayne Bay
- 91-ALEXANDRIA, LOUISIANA—Lake Coteau and St. John
- 92-PASCAGOULA, MISSISSIPPI—Mississippi Sound
- 96-NEW ORLEANS, LOUISIANA YC—Lake Pontchartrain
- 98-BAY ST. LOUIS, MISSISSIPPI—Bay St. Louis
- 99-NEW ORLEANS, LOUISIANA NOYC—Lake Pontchartrain

NORTHEAST DISTRICT

Governor: RICHARD HOSMER
12 Huntington Street
Sharon, Massachusetts 02067
617-784-2176

- 5-BURLINGTON, VERMONT—Mallet's Bay
- 11-ROCKPORT, MASS.—Sandy Bay
- 36-MONTREAL, QUEBEC, CANADA—Lake St. Louis
- 57-HARWICH PORT, MASS.—Nantucket Sound
- 58-WOLLASTON, MASS.—Boston Harbor
- 76-SHARON, MASS.—Lake Massapog
- 77-MENAUHANT, MASS.—Vineyard Sound

GREATER NEW YORK DISTRICT

Governor: ROBERT E. RICH
144 Raymond Street
Rockville Center, New York 11570
516-536-6905

- 7-RIVERSIDE, CONN.—Long Island Sound
- 10-MORICHES, L.I., NEW YORK—Moriches Bay
- 21-LOVELADIES' HARBOR, NEW JERSEY—Barnegat Bay
- 22-SPRAY BEACH, N. J.—Little Egg Harbor
- 24-BROOKFIELD, CONN.—Candlewood Lake
- 28-SHEEPSHEAD BAY, N. Y.—Rockaway Inlet, L. I. (S)
- 31-SHORE ACRES, NEW JERSEY—Upper Barnegat Bay
- 46-ISLAND PARK, N. Y.—Hempstead Bay
- 72-AMITYVILLE, N. Y.—Great South Bay
- 73-PERTH AMBOY, N. J.—RARITAN YC—Raritan Bay
- 74-NYACK, NEW YORK—Hudson River
- 94-LAKE HIAWATHA, NEW JERSEY—Western L. I. Sound

CAPITOL DISTRICT

Governor: ROBERT E. DAVIS
6 Majestic Court
Wilmington, Delaware 19810
302-475-4242

- 6-OAKLAND, MARYLAND—Deep Creek Lake
- 42-WASHINGTON, D. C.—Potomac River
- 63-HAVRE DE GRACE, MD.—Susquehanna River
- 80-PITTSBURGH, PENNA.—Lake Arthur
- 81-WRIGHTSVILLE, PENNA.—Lake Clarke
- 82-PRINCE GALLITZIN STATE PARK, PA.—Lake Glendale
- 86-BALTIMORE, MARYLAND—Magothy River
- 97-BETHESDA, MARYLAND—Chesapeake Bay

CAROLINAS DISTRICT

Governor: WILLIAM V. SINGLETARY
32 Beverly Drive
Durham, North Carolina 27707
919-489-1528

- 27-HENDERSON, N.C.—Kerr Lake Reservoir
- 48-CHARLOTTE, N.C.—Lake Norman
- 71-ROANOKE, VIRGINIA—Smith Mountain Lake
- 78-MOREHEAD CITY, N.C.—Bogue Sound