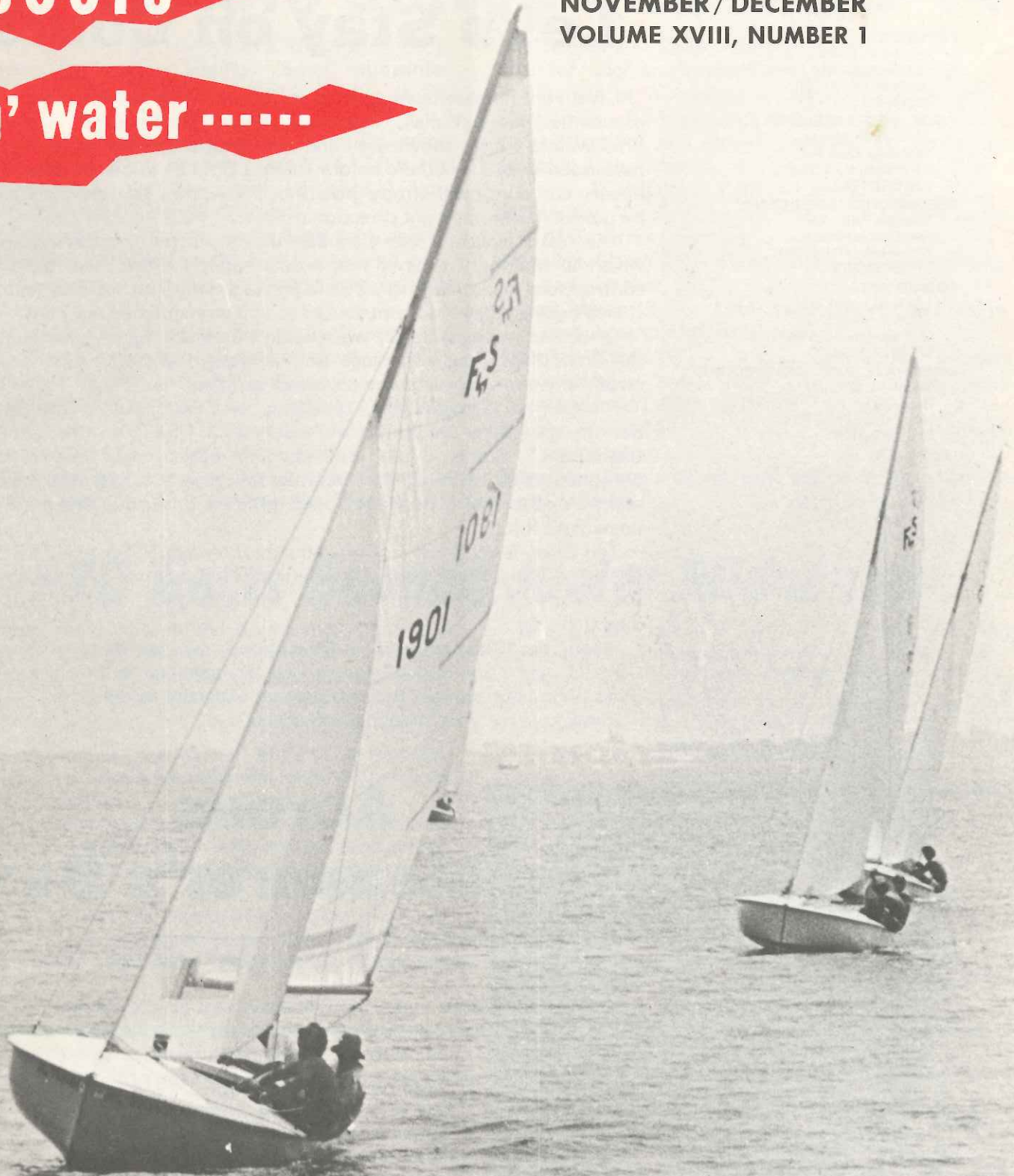


SCOTS

n' water

**NOVEMBER / DECEMBER
VOLUME XVIII, NUMBER 1**



Sitting to leeward in light winds on Lake Pontchartrain, Paul Schreck (1901) nears finish line in 1975 NAC.

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President Says:

Let's Stay on Course

I feel very humble being elected to follow in the footsteps of past FSSA presidents. Buddy Pollak, Ted Glass, Bearn Smith, Ernie Godshalk, and Fred Weintz I have known well and have seen the excellent leadership they have given you. The others before them, I did not know personally, but by history and continued strong growth of FSSA, they too, contributed greatly by pointing us in the right direction.

The real strength of our class lies, though, in the membership in general which is superb. I've never met a Scot sailor I didn't like. Even the few controversial ones I've met, I've liked personally and feel that controversy stirred by them has only contributed to and strengthened our class.

Of course, without Sandy we wouldn't be at all. Sandy's initial design of the Scot, his strong adherence to one design, and our superior builders remain the strong cornerstone on which we stand.

I appointed a committee, consisting of Buddy Pollak, chairman, Bud Barrett and Mike Johnson for "liason with USYRU's Championship of Champions." Buddy, Mike, Bud and Hal Marcus have met with and/or consulted with USYRU, PYC representatives and others interested in the event. A good deal of work has been done by this group and more is in the immediate future.

Ted Glass, Gene Walet, and Hal already represent FSSA to USYRU's "One Design Council" or are members of the North American Sailing Championship Committee and will continue their work for us in this direction.

When the "Championship of Champions" race comes to fruition, FSSA, USYRU, and "one design" sailing will be indebted to this group and the others who have brought their efforts and expertise to the task.

Please give me your thoughts and advice.

Bill Singletary

Across The Measurer's Desk

Re: Spinnaker Launching Tube

There are two general types of Spinnaker Launching Tubes on a Flying Scot.

The "through-deck" type requires a substantial hole through the foredeck and would be disapproved for use on the Scot.

The "on deck" type, with the forward end fastened to the deck near the forestay, and the cloth tube extending back on top of the deck and into the cockpit, is totally legal and may be used on the Scot.

As a matter of warning, one boat in our Fleet used such a launcher several years ago. The skipper managed to master the use of it and only got into trouble retrieving the spinnaker a few times. He loaned a spare tube to several of his competitors, but none of them were impressed with it sufficiently to keep it. I have never seen one used in a North American Championship.

Good Luck,
Donald C. Hott

COVER—Al Audleman Photo, GULF YACHTING

Midwinters Slated March 10-14

A busy weekend of fellowship and competition is scheduled for the Flying Scot Midwinter Championship Regatta March 10-14, 1976, at St. Andrews Bay Yacht Club in Panama City, Fla.

The six-race series will begin on Thursday, March 11, and end on Sunday, March 14. After the first three races, the fleet will be divided into Championship and Challenger Divisions.

Each contestant will start anew with zero points. Trophies will be awarded to the first skipper and crew in each race and the first five places and crew in each division.

Registration will be extended through Saturday morning (March 13) should late entries elect to sail in the Challenger Division the last two days.

The Midwinter meeting of the Flying Scot Sailing Association Board of Governors will be held Wednesday evening prior to the Regatta.

St. Andrews Bay YC will host a complimentary dance and cocktail party during the Regatta for

participants and FSSA members. Club facilities will be open for lunch and dinner during the entire series.

Hal Marcus is holding a block of rooms at the Downtown Holiday Inn as he did last year. Pre-registration and room reservations forms are available in this issue.

SCHEDULE FOR MIDWINTERS

Wednesday, March 10 — registration and FSSA Board of Governors meeting.

Thursday, March 11 — Registration, skippers meeting, and one race.

Friday, March 12 — Late registration, two races, complimentary cocktail party.

Saturday, March 13 — Late registration, skippers meeting, two races (Championship and Challenger), Regatta Dance.

Sunday, March 14 — Final race and trophy presentation.

(Complete details of schedule will be in next issue of Scots 'N Water.)

FYC Hosts Second Junior Midwinters

Fairhope Yacht Club on the eastern shore of Mobile Bay will be the site Jan. 17-18, 1976, of the second annual Flying Scot Junior Mid-Winter Championships.

Juniors of FYC are already working on detailed plans for the weekend. For example, on Friday from 5 to 9 p.m. during registration there will be free beer and a bonfire on the beach. On Saturday night there will be a fish fry and dance.

Skipper's meeting will be at 9:30 a.m. Saturday with the first race scheduled for 11 a.m. and the second race sometime that afternoon. The third race will be at 10 a.m. Sunday.

Two classes will be represented: Junior Division, skippers 12 to 16 with crews 16 and under, and Senior Division, with skippers 16 to 21 with crews under 21.

1975 Junior Midwinters Champ Marc Eagan took second place honors in the 1975 NAC in New Orleans, only 2 points behind Paul Schreck, NAC winner. Here Marc and crew Ed Turnipseed and Jon Levy accept congratulations from FSSA president Bill Singletary beside the table full of silver they won. Marc, age 20, is currently enrolled in Tulane's School of Business.

Registration fee will be \$10 per boat covering registration, and tickets to the fish fry and dance.

Susan Allegri, commodore of the FJYC, has additional information on early registration, lodging and directions. She can be reached at Rt. 1, Box 188, Fairhope, Ala., 36532 or telephone 205/928-7589.



Secretary Sez: Four New Fleets Join FSSA Ranks

By HAL MARCUS

When you're Scot, you're hot.

While the above expression may not be completely original, it's true. We have added four (4) new Fleets. Our latest Fleet number is 116. We have to change our ads that read 111 Active Fleets last summer, but that's okay.

We tell you where our newest Fleets are and how to contact them. Perhaps one of them is convenient for members who do not belong to a fleet.

Fleet 113 — Elk Lake — Contact: Raymond W. Stiles; 15619 Hix Road; Livonia, Michigan 48154.

Fleet 114 — Delavan Lake — Contact: Tom Langer; 3019 Windsor Lane; Janesville, Wisconsin 53545.

Fleet 115 — Lake Michigan and Lake Geneva — Contact: Roger Sekera; 614 Westgate Road; Deerfield, Illinois 60015.

Fleet 116 — Lake Massabesic — Contact: Irmgard Schildroth; 44 Memorial Drive; Manchester, New Hampshire 03103.

TO FORM A FLEET

Secure a minimum of three (3) Active FSSA members in your area who would like to form a Fleet, and let us know in the office. We will take care of everything. There is no charge for starting a new Fleet, but current FSSA national dues must be paid.

FLEET BYLAWS?

Several of the newer Fleets have requested copies of other Fleets' bylaws. If your Fleet has bylaws, please send a copy to the FSSA office so that we can develop a file. We like to help each other as much as possible.

MYSTERY SCOT FINDS FSSA

It is a "mystery" how DR. ARMISTEAD D. WILLIAMS of 12 Bayberry Lane, Williamsburg, VA 23185 found out about FSSA, but he joined us. Since he owns FS 2204, that Flying Scot is no longer a "MYSTERY", and we are removing it from our list.

Our list of "MYSTERY SCOTS" is full enough to give you a wide selection of numbers. Therefore, for the time being, we are not adding new numbers.

The contest continues. Please look for the following numbers, and let us know when you find them. Rewards will be sent to you immediately.

MYSTERY SCOTS

21 212 508 651 1021 1419 1617 1723 2116
106 327 527 720 1028 1457 1623 1902 2124
131 421 546 747 1321 1547 1707 1952 2131
146 425 644 766 1324 1573 1716 1974 2223

HE SHOULD KNOW

We have received interesting responses to our advertising campaign.

We have located owners who did not know about

FSSA and have developed new friends and members. One letter in particular caught our eye. The first page told how the writer found our ad and was glad to make contact. The second page was the clincher, which we quote:

"P.S. I am 14 years old, and I crewed on a Flying Scot last summer at the Stone Horse Yacht Club in Norwichport, Mass. I had a lot of fun and also thought that it was a *really great boat!*" We'll withhold our new Scot sailor's name to avoid embarrassing him, but the sincerity was great.

Of greatest importance is the fact that young people enjoy the Flying Scot so much. This is the lifeblood of the Class.

1976 DUES ARE DUE

Your 1976 dues notice is in the mail. When it comes, please get your dues in the mail as soon as possible. With postage increased, additional dues reminders will be costing FSSA more this year, and we would like to minimize the expense. Many thanks for your cooperation.

Eric's New Jiffy Mast Raising Hinge

New mast raising hinge made by Kenyon Marine. Rugged, strong, all stainless steel. Used by Gordon Douglass Boat Co., mounted as an option on new Scots when requested by buyer. Easily installed on any Douglass Scot with only 4 screws (supplied) on deck behind mast step. Mast butt is NOT cut to accept pin. Simple instructions included. Please send* \$16.42 per hinge (\$16/hinge, 42¢ postage). 15% discount for 5 or more units ordered at same time; \$68.00 plus postage. Money back guarantee.

Heavy-weather Sails

131 sq. ft. "storn" sails of 5 oz. Bainbridge Dacron are popular with those who hate to roller reef and want easier control in heavy weather, or when they sail alone. Carefully designed to use same sheet blocks and provide same fine balance in handling the Scot as with the full size sails. Ideal for youngsters, too — little sails for little muscles. Main and jib \$315.00 plus postage. Numbers extra. Money back guarantee if returned 7 days after you receive them.* Battens, bag included, of course.

Double-ended Halyard Winch Crank

Made of same aluminum alloy, with same shape and same breaking strength, by same mfg. as Douglass' crank. BUT EACH END is square and longer, thus allowing one to file another full-length square on each end if the original square is broken off. Prices include postage. 1—\$1.93, 2—\$3.76, 3—\$5.59. 15% discount for orders of 25 or more; \$37.20 plus postage. Money back guarantee.

Douglass Single-End Winch Crank

Prices include postage: 1—\$1.13, 2—\$2.16, 3—\$3.19.

Beginner's Sailing Primer

Beginners learn to sail quickly and easily with authoritative 16-pg. booklet, "A Minimum Sailing Primer." Camps, clubs, sailing schools, sailboat mfgs buy in quantity year after year. (Over 95,000 sold to date.) 7 sections explain all fundamentals. Easy-to-understand text, simple diagrams. Basic sailing terms all carefully explained, Flying Scot boat nomenclature, a glossary, 15 safety precautions. Quantity prices on request. Single copy 60¢, incl. postage.*

*For prompt mailing, please send your check to:

J. C. Jones, III, 56 Hawes St., Brookline, Mass. 02146.

CHAMPIONSHIP OF CHAMPIONS

We copied the following (with permission) from the November, 1975, One Design Class Council Newsletter: "March 7-10 has been set for the final "Championship of Champions" series in Pensacola, Florida. The United States Yacht Racing Union Sailing Championship Committee, under the direction of Hamilton G. Ford, will invite approximately 20 participants from among current class champions throughout the United States.

"With help from the Flying Scot Sailing Association, the committee is arranging to borrow Flying Scots, which will be as evenly matched as possible for the six race series. New sails will be provided for all boats, and contestants will be allowed to tune the boat to their liking, within Class rules. The committee is hoping to announce participants and further details by Dec. 1." When you're Scot, you're hot.

SECOND ANNUAL JUNIOR MIDWINTERS

Yes, with a guarantee to repeat all of last year's good fun and the addition of fair winds and skies, Fairhope Yacht Club has repeated their invitation.

We look forward to a very big Fleet in Fairhope,

Ala., with lots of smiling faces, Jan. 17-18, 1976.

MARK YOUR CALENDARS

Our Midwinter Warmups will be held at Pensacola Yacht Club on March 6-7, 1976. Our Midwinter Regatta will be held at St. Andrews Bay Yacht Club, Panama City, Florida on March 11-14, 1975. The USYRU "Championship of Champions" participants are invited to race with us in our Warmups in Pensacola, Florida. This is your chance to race against the "big guns" in the One Design Sailing World. Yes, they are beatable.

The "Championship of Champions" participants will NOT be sailing with us in our regular Midwinters in Panama City. This year, this regatta is being reserved for our regular Flying Scot sailors.

SAILORS ELECTROCUTED

We are still hearing reports of sailors being electrocuted when their masts touch overhead power lines. Safety is just as much at stake on shore launching as it is on the water sailing. Please be careful and advise all other sailors to beware. Be sure your home club posts the proper notices. Safety is everybody's responsibility.

New FSSA Members

FS#	Dist.	Flt.	Name	Address	City	State	Zip
120	GNV	24	Thomas D. McKee	11 Dogwood DR	Ridgefield	CT	06877
738	MID	114	Thomas M. Langer	3019 Windsor Lane	Janesville	WI	53545
793	NE	116	Gerald R. Coutts	29 Cabot DR	Nashua	NH	03060
807	TX	23	G.Y. (Lee) Haviland	3941 Centenary DR	Dallas	TX	75225
942	MID	30	Anthony S. Siros, Jr.	15 Rushton DR	Mt. Vernon	IL	62864
959	NE	116	David E. Conant	5 Caron RD	Bedford	NH	03102
1114	MID		Leonard F. Reiter	5009 Bruce AVE, S	Edina	MN	55424
1127	NE	116	Bill Dobe	Route 28	Suncook	NH	03275
1379	M-O	20	David Brooks	11302 Riverbank	Pickney	MI	48169
1390	TX	32	J. David Stevens	2902 Prescott ST	Houston	TX	77025
1783	CAP		Robert S. Solomon	720 Fairway DR	Annapolis	MD	21401
1918	MID	83	John O'Meara	9 Winding Brook	St. Louis	MO	63124
2204	CAP		A. D. Williams	12 Bayberry Lane	Williamsburg	VA	23185
2237	CAR	108	William B. Adams	P.O. Box 1201	Sanford	NC	27330
2274	CAP		Bernard Cowitz	68 Raynham RD	Merion Station	PA	19066
2336	MID		William H. Emerson	593 Greenvale RD	Lake Forest	IL	60045
2452	CAR	71	Jim Prettyman	721 Indian Trail	Martinsville	VA	24112
2492	MID	95	Charles L. Murray	430 Idaho AVE, N	Minneapolis	MN	55427
2541	OH	1	Joseph R. Weil	7793 Windy Hill CT	Centerville	OH	45459
2625	GNV		Norton Friedman	11 Shadowlawn DR	Livingston	NJ	07039
2629	CAR		Denis A. Cortese	Box 6098 Naval Hosp.	Beaufort	SC	29902
2646	CAP	42	William H. Sandiford	1644 Kurpiers CT	McLean	VA	22101
2664	CAR	27	William E. Vickery	508 Hawthorne	Chapel Hill	NC	27514
2675	CAR		Edwin Friedberg	P.O. Box 2979	Raleigh	NC	27602
2677	GF		William O. Brown	Box 66	Killen	AL	35645
2680	CAR	27	Edgar Robinson, Jr.	H-1 Colony Apts	Chapel Hill	NC	27514
2685	OH	65	George Rootring	8485 Sprankle, SW	Navarre	OH	44662
2690	CAP	42	William B. Guild	5312 Gainsborough DR	Fairfax	VA	22030
2694	MID		David Pokorny	RR 3, Box 310	Dickinson	ND	58601
2714	TX		Lynn Fussell	435 Crestover Circle	Richardson	TX	75080
2721	PR	93	James Robert Cox	7202 Eisenhower DR	Lawton	OK	73501
2731	M-O		William Richardson	14131 Golfview	Livinia	MI	48154
2732	M-O		John F. Will	23 College, SE #6	Grand Rapids	MI	49503
2735	GNV		Richard Armiger	Indian Spring RD	Budd Lake	NJ	07828
2739	M-O		Gary A. Albrecht	13589 Waterloo RD	Chelsea	MI	48118
2740	GF	112	Jerry L. Hyatt	5120 Bryndale	Memphis	TN	38118
2758	GF	112	Al Humphers	8579 Ericson	Cordova	TN	38018

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3. 3:1 Remore main outhaul
4. Harken mainsheet blocks
5. Harken jib deck ratchet blocks
6. 6:1 Cunningham adjustment with dual leads
8. Universal joint on tiller extension
9. Maximum Length rudder blade
10. Rudder blade hold down pin
11. Rudder head traveller extension
12. Single ended Spinnaker halyard
14. Shock cord downhaul on pole lift
15. Captive type guy hooks
16. Spinnaker mast and deck hardware
17. Mast head fly
18. Choice of hull color
19. Choice of hull trim
20. Class Registration

Price Complete, less sails — \$3,650.00

For further information contact your nearest Customflex dealer or the factory. Many of the above features are available separately.

Sandy Sez:

An open letter to Brad Davis, Tom Ehman and Hal Walker, the Special committee to consider jib sheet tracks.

Dear Brad, Tom and Hal:

You have been appointed a committee of three to give your recommendation for an Amendment to the Specifications which would settle for all time the status of jib sheet tracks. The reason for your appointment is that a proposed amendment which established tolerances did not receive the approval of a majority of the Governing Board at the New Orleans meeting; and the need for an amendment comes from the fact that the tolerance for the length of the tracks, as shown on the official specifications print drawn up in Detroit in 1961, seldom has been met in practice.

The Governing Board did not accept the proposed amendment to set reasonable tolerances because of current talk to do away with the requirement for the tracks altogether. I believe this is a matter of such great and serious importance that I am using this letter to bring the matter to the attention of the entire Membership. Why is it so important?

I believe the importance of this decision, if it should be made, lies in the fact that, for the first time, it sets a precedent for departure from our cherished one-design principle, sets a precedent for making a change in the Flying Scot's basic one-design rigging solely to suit the convenience of a few racing skippers. It is in this manner that one-design boats evolve into gold-plated racing machines. Until now we have firmly resisted the many suggestions for *improving* the Scot. It is true that at my urging the Class many years ago investigated and adopted my proposal to reduce the minimum required length of the rudder blade from 30" to 25" when it was found that the shorter blade improved the handling quality of the boat. But this one change was made for the betterment of the boat for all. What is at issue in the present case?

The suggestion is being made that jib sheet tracks should no longer be required, that those wishing to do so might shorten or remove existing tracks, and that the only measurement should be the farthest-forward location. Why? The reasons given are that they are uncomfortable to sit on, they are heavy and, "after all, no one ever uses the jib slide in any but the forwardmost position."

Not one of these arguments carries weight. If they're sharp, file the edges. A few ounces of weight is insignificant. And as for the position of the slides, in my own case I *never* have had mine all the way forward, *always* have gotten the best results with the slides farther aft, — and wonder if there might be some

Let's Talk Jib Sheet Tracks

connection between this and seven championships? My feeling is that this is just another fad in common with loose rigging, tight rigging, forward rake, etc., soon to be forgotten. But jib sheet tracks are an indispensable part of the rigging of a jib-headed boat because hardly any two jibs should be trimmed alike; and jib tracks are, and have been, part of the basic standard equipment of all Flying Scots, 2,800 of them. Now we are talking of changing this to suit the pleasure of a few racing sailors. It would be a dangerous precedent.

I wonder how many sailors realize that, strange as it may seem, the greatest danger to one-design classes comes from within, from the sincere and enthusiastic racing skippers who, with the best intentions, often are the ones who work to break down the one-design principle on which the class is founded? In their enthusiasm and competitive zeal they go to the regattas, they become the elected officers; and in their enthusiasm and competitive urge they want to *improve* and *develop* the boat to suit their own convenience, while losing the perspective of the vast majority of the

owners, the ones they are supposed to represent, who are not interested in change.

The FSSA is a "one-design class — to determine the skill of skipper and crew." (Const. Art. IV) In all of my one-design racing I have made it a point to sail my boats just as they have come from the factory with no changes and nothing added. I would not have felt right about having any advantage over my competition, and at the same time I was demonstrating rather convincingly that our basic equipment is more than adequate. It has been a challenge — but isn't this the way one-design racing should be?

In summary, is there anything *wrong* with our present jib tracks, anything which needs to be changed? I hope your committee will realize the dangers, the pitfalls, in suggesting an arbitrary departure from our one-design tradition. What is to be gained at such a risk?

Sincerely,
Sandy
Gordon K. Douglass

Caveat Emptor

(If you've got a Flying Scot or Scot equipment to sell, we'll be glad to advertise it in SCOTS N' WATER. The charge is \$5 for each insertion, and the deadline is the 15th of the month prior to the month of publication. Send copy to Cathy Quinn, SCOTS N' WATER, 8721 Silverhill Lane, Austin, Tx. 78759 and checks to Hal Marcus, P.O. Box 2488, Pensacola, Fla. 32503.)

FS 961—Douglass Three suits of sails (Ulmer, Boston, Schreck) — Two spinnakers — Jiffy mast raising hinge — Bridle — Motor bracket — Sterling trailer with spare tire.
A. J. Pileggi, 200 S. Stanwick Rd., Moorestown, NJ 08057
Telephone: 609/235-4238.

FS 276—Light green hull, white deck — excellent condition and thoroughly competitive — Three suits of sails (one suit new in late 1974). New galvanized trailer — Harken blocks — includes all equipment — anchor, life jackets, etc. Price: \$2,850.
Tom Rawlins, 216 Sena Dr., Metairie, La. 70005. Telephone: Home 504/835-4723; Office 504/529-4393.

FS 2686—1974 Customflex — Sailed only at '74 Midwinters. Murphy-Nye sails never used. Loaded with extras — No trailer. Price: \$3300 or best offer. Vince DiMaio — 419/535-1935.

BATTENS—Floater — 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.

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

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Ranger Boat Company
Kent, Washington 90831

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I certify that the statements made by me above are correct and complete.		
SIGNATURE OF EDITOR, PUBLISHER, BUSINESS MANAGER, OR OWNER <i>Catherine Quinn, M. Editor</i>		

How to Win the NAC

By PAUL SCHRECK

In the first race of NAC, we got the perfect start. Boats sailed out from under us and over us. What was wrong? I hesitate to make changes during a race, even when I am almost positive they should be made. My strongest reason for this, is past experience about snap judgments that were wrong. Crew and I were in proper places. I sailed just like I did for fifty years, yet things were not right. The boat was not going.

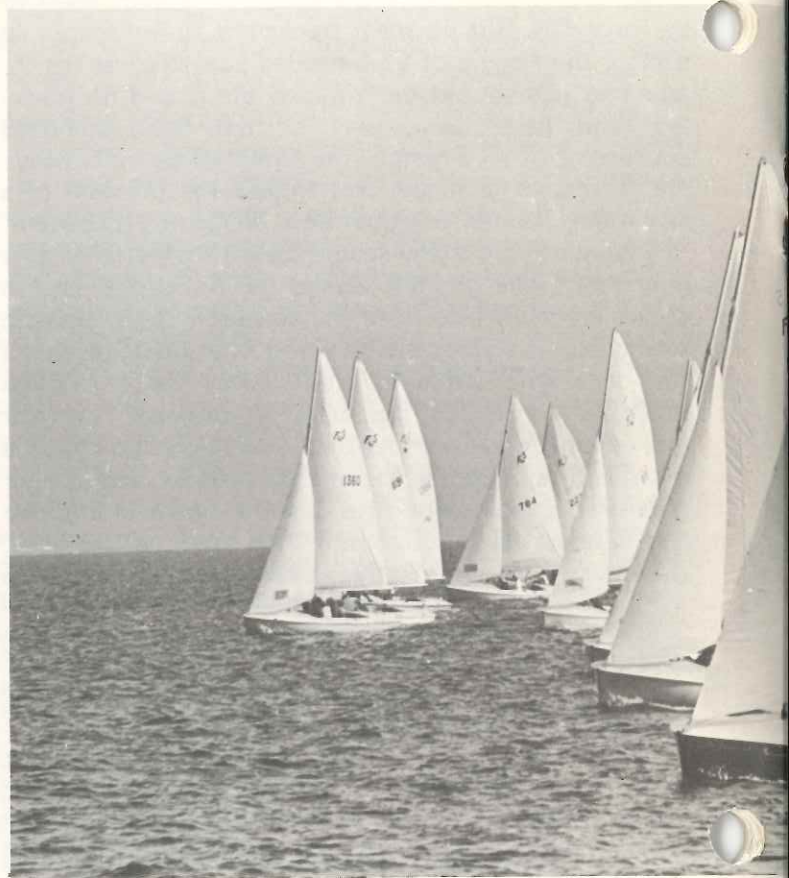
We rounded the first mark in 24th place. On the spinnaker reaches, we picked up to 14th. A proper tack in a genuine throw, put us in 10th on second beat. We stayed with Walet on run and left boats behind us. At what we thought was the proper time, we jibed and blanketed Walet, going ahead by two boat lengths, but at an angle, to the finish. He jibed and dropped his chute in the water. Instead of jibing with him, we opened two more boat lengths and thought we had him beat. The short end payed off, and he beat us.

What was wrong? We had no mark on our jib halyard. We cranked our jib against the vang and were four clicks off. For the second race, we corrected this, marked our halyard and won the race. This race and the next two races, we got lousy starts, but we were flying. Our finishes were 1, 5, 1.

At my age, fifty-five, we have to fly because I have been tempered through the ages to conservative starts. There is no such thing in a fleet of twenty or more. There are too many boats to blanket you, and the consequences are a mediocre start. Two boats get the start, and everyone else is either affected or down the drain. Clear wind after that, except for the first five, is hard to come by.

Yet, we *were* able to clear our wind by finding holes and tacking frequently. In breezes of 1 to 8 knots, a tack costs you 1 to 4 boat lengths, so your tack *must* be beneficial or costs can double. When someone tacks on you, don't tack arbitrarily. Hold on until you get a little more velocity, or a definite throw, and then tack. Of course, there is a limit to how long you can hold on because you will be backing up the whole time. No one ever gains by tacking arbitrarily on a competitor. It must be the proper time to tack. I won't say this when you have only one competitor and you must affect him to keep him behind you with no one else in the running.

This was the case in the last race. To assure myself of a win, I had to stay with Marc Eagan, regardless of the others. I won the race (narrowly) but felt I could have won with distance by sailing my own race. I sailed for twenty minutes in a bad throw, just to cover him, which I would never do against the fleet. This cost us a



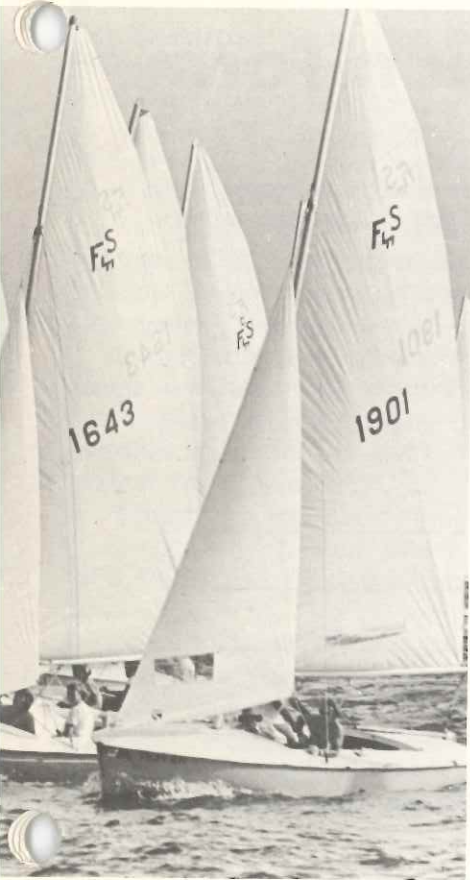
P. Schreck (1901)—J. Aras (1643)—M. Fontenot (1360)—R. Wad

(with three

1,500 ft. lead. It dwindled to two boat lengths. We then opened up to 10 at the finish. This was the first opportunity we had to affect his (Eagan's) wind.

So, what to do to win? Have your boat going, stay out of trouble and don't luff a boat up if it can cost you a position (Ted Glass). Tack only when it will benefit you. Follow the luffs downwind. Don't use your rudder downwind. Steer your boat by weight placement. The skipper places himself in such a place, regardless of velocity, that he can sway his body to steer his boat. Keep at least a one day shave behind so you can feel the breeze. This is no joke. A smooth face cannot feel the breeze. I apologize for my beard but I believe in it.

AC . . .



Al Audleman Photo, GULF YACHTING

1191)—B. Davis (1386)—J. Davis (784).

lousy starts)

CREW

I was fortunate to have John Blonski and my wife crew for me. Both of them know my mind goes blank when someone else is talking. That is, it goes blank to my train of thought and jumps over to what is being said. After this, it takes a while to regain my thoughts, usually too late.

Considering my bad starts, my quiet, understanding and efficient crew is the factor contributing most to our win.

I sometimes speak my thoughts out loud so the crew will know what is on my mind, but this doesn't mean I want any comments. Racing has no time for conversation. Looking back over the years and some 700 odd trophies, winning ones were quiet ones.

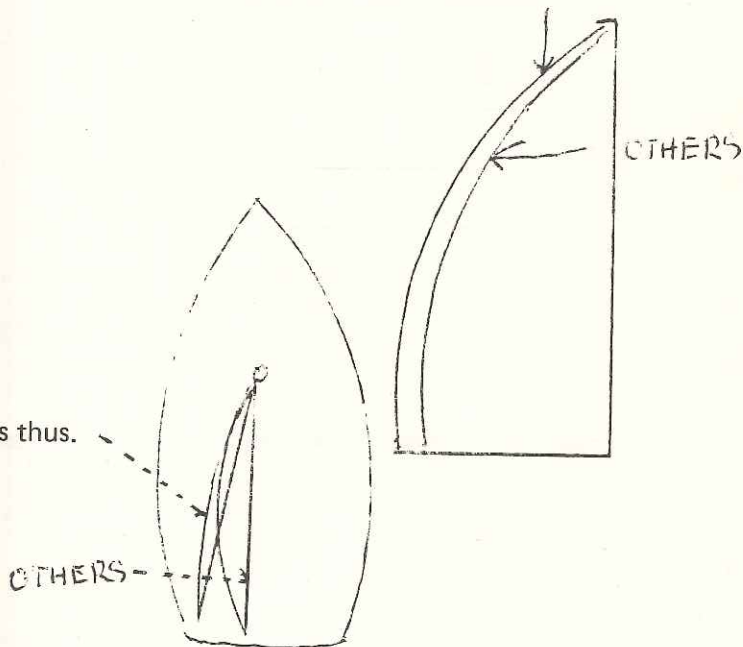
A BIT ON SAILS

Many customers on the inland lakes have told us our sails were too flat. For lots of these people, we have made fuller sails, primarily to please them. We imagine it is a combination of what they read plus talking to the local fleet champion. They can talk to the fleet champion weekly, and his word goes a long way.

To whom do you listen? Some district champions don't make the championship division at NAC. The talent in Scots is unbelievably diversified. Our entire loft believes in flatter sails. Why? You don't have to trim them in so hard to get out the backwind. We witnessed some 60% of the fleet with their booms close to the middle of the boat in light airs, just to trim out the backwind. Their outhaul was out four to six inches; their luff was off four to six inches; and they had a big bag. They went nowhere. Our foot was 1½ inches from all the way out. Our luff was 1½ inches from all the way up.

Our projection of sail area was thus.

Our sheeting was thus.



When you have *no* speed, the angle of trim is most important. With a bag trimmed in, you are bound to go sideways. Do you sail by backwind? You should. Make a bag out of your sail, and you will point at least 5% less and make windward work 10% less. The only bag is a perfect bag. It is not good for any other velocity, and it must be an even draft. There are such sails, but they will not go in a velocity. The successful sailmaker has to consider this in such a way that a sail will shape itself in any velocity, regardless of whims. Hard to do? Yes. And of course, he must make it look appealing.

Some boats go very well with bags, but not a Scot. Boats with deep forefoots or boats with lots of lateral resistance, will do well in 1 to 8 knots but suffer horribly in anything over this.

1976 Midwinters Registration Form

Help us plan better for the 1976 Midwinters Regatta and help yourself avoid the struggle of having to register at the same time you are trying to rig and launch your boat. Please send in the registration form below with small \$15 registration fee.

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[] This reservation is guaranteed for late arrival (after 4:00 p.m.)

NOTE: Make your room reservations thru your FSSA office to get these low group rates. We have a limit of 50 rooms at these prices – FIRST COME – FIRST SERVED

Ehman edges Meno in M-O Meet

By LESLIE WILSON

The 1975 Michigan-Ontario Districts, Sept. 20-21, at Huron-Portage Yacht Club turned into a match race between Fred Meno (FS 2648) and Tom Ehman, Jr. (FS 2403) racing for top spot in the thirty boat fleet.

New for '75 was an "open" district championship which brought together top Michigan-Ontario sailors as well as non-district crews.

The five-race series never saw winds under 15 knots. Ehman, sailing with three people in the boat, had a distinct weight advantage over the two Menos in the heavy air.

Ehman took the series with five straight firsts but could not relax until after the final race since Meno was always within striking distance. Meno had five second place finishes giving him second overall and first in the open division.

Behind the top two finishers, the competition was very close with Bob Welty (FS 1330), Ted Glass (FS 1890) and Perry Saunders all in contention for awards.

Dave Pryor was Regatta chairman, and Tom Ehman, Sr., served as Race Committee chairman. Host Fleet 20 Captain Dave Pryor and wife Carolyn had the on-shore details to worry about all weekend but managed a fifth place finish in the M-O Districts.

Final Standings

Open

1. Fred Meno, Columbus, Ohio
2. Ted Glass, Mt. Vernon, Ill.
3. Bob Edwards, Auburn, Ind.

M-O Districts

1. Tom Ehman, HPYC
2. Jim Smith, DYC
3. Duane Smith, CSC
4. Perry Saunders, HPYC
5. Dave Pryor, HPYC

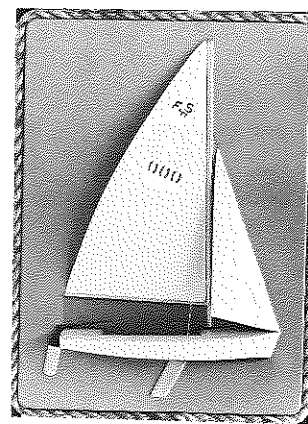
Overall

1. Tom Ehman, #2403, 2. Fred Meno, #2648, 3. Jim Smith, #15, 4. Ted Glass, #1890, 5. Bob Edwards, #1901.

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Pollak Wins Mallory In New Orleans Meet

By LEWIS B. POLLAK
FSSA Commodore

The Flying Scot Class was once again honored by having the finals of the 1975 Mallory Cup sailed in our sloops, Sept. 24-27 at Southern Yacht Club, New Orleans, La.

Emblematical of the men's sailing championship of North America, the Mallory Cup was won by Christopher W. Pollak from Cedar Point Y.C., Long Island Sound. Second was Nat Wells, a member of FSSA from Corinthian Y.C., Dallas, Tex., and third was Charles Scott, Annapolis Y.C.

Racing conditions were superb. Hurricane Eloise left the Gulf area in a beautiful high pressure system, and unusually cool weather prevailed.

From a spectator point of view, the racing was most interesting. Going into the last race there were still three skippers who could win the series, and the final places were not determined until the third place boat had finished.

Nine new Flying Scots were furnished by Eric Ammann of Gordon Douglass Boat Co. Also, nine new suits of sails were provided by Rick Grajirena of Murphy & Nye, Clearwater, Fla., loft.

Gene Walet, III, a member of FSSA and Area F coordinator for the Mallory Cup, was general chairman of the regatta.

Judges were Staton J. Peele, Jr., chief judge, Lewis B. Pollak, Commodore FSSA, and G. S. Friedrichs, Jr., member of Southern Y.C., USYRU executive committee and former Olympic gold medalist.

Also in attendance were Theodore G. Glass, FSSA immediate past commodore and member of the National Mallory committee, and Hamilton G. Ford, chairman of the USYRU Mallory committee.

FSSA owes a great deal of thanks to Gene Walet who was most instrumental in getting USYRU to choose our boat and to Eric Ammann who was ever present to see that all boats were in perfect condition.

Skipper	Final Standings								Points Pos.	
	5	5	6	7	5	2	4	5		
Area A Paul L. Duane (So. Mass YRA)	5	5	6	7	5	2	4	5	39	4
Area B Chris Pollak (Long Island Sound)	4	3	1	8	1	1	2	2	21½	1
Area C Charles Scott (Chesapeake Bay YRA)	1	2	2	2	3	6	5	3	23%	3
Area D Will Sloger Jr. (Dixie Inland YRA)	2	6	5	5	7	7	8	1	40%	5
Area E Harold Allen (Inland Lake YRA)	6	7	7	6	4	8	6	DNF	53	8
Area F Nat Wells (Texas YA)	3	1	3	1	2	5	3	4	21½	2
Area G Stephen Washburn (So. Calif. YA)	7	4	4	3	6	3	7	7	41	6
Area H David P. Powell (Pacific Int. YA)	8	8	8	4	8	4	1	6	46%	7

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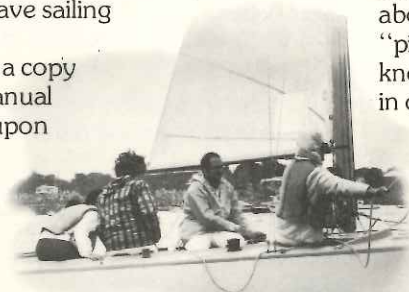
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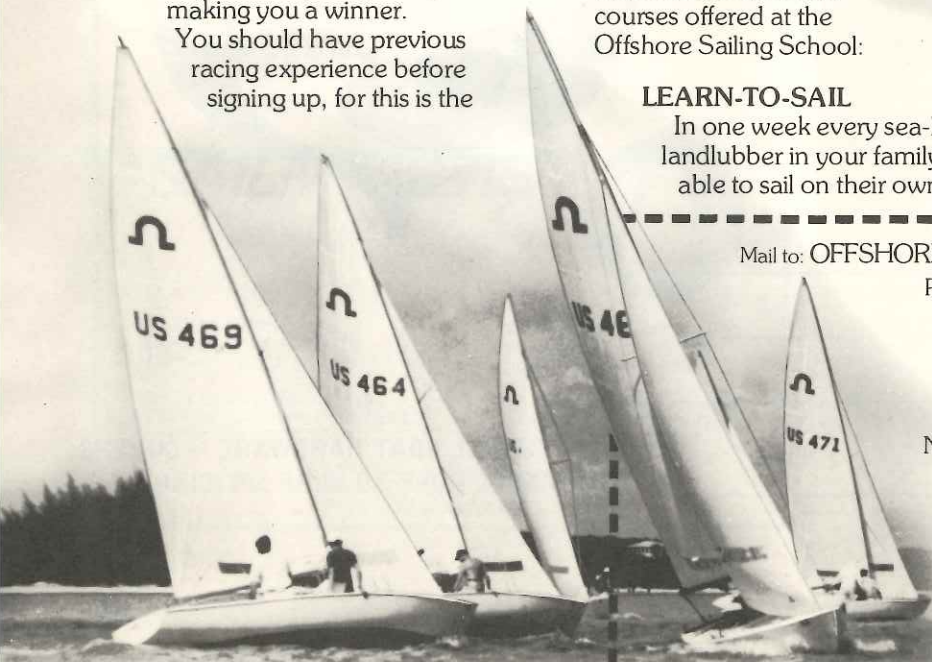
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Regatta Round-Up

GOVERNOR'S CUP

For the second year in a row a Flying Scot won the Governor's Cup Trophy in the 18th annual Invitational held at Satterwhite Point, Kerr Lake, NC, June 21-22.

Floyd Davis of Panama City, FL posted the best overall fleet average determined by a high point scoring system.

Carolina Sailing Club sponsored the event which attracted 191 boats; Flying Scots comprised the largest class with 33 boats entered.

Davis and his crew, Idus Darby, also of Panama City, traveled over 750 miles to sail a 2-1-1 series for top honors. Carolinas District Champion Richard Schultz of Reidsville, NC, placed second with 1-2-2.

Baxter Gordon of Lynchburg, VA, was third with 8-4-3; and last year's winner Kirk Kirkland of Durham, NC, was fourth with 3-10-6. Bud Barrett, Gulf District Champion from Gulf Breeze, FL, and Debbie Peterson of Raleigh, NC, tied for fifth place.

EPHRAIM

Fleet 44 hosted 23 Flying Scots and 11 Lasers at the 69th annual Regatta at Ephraim, Wisconsin.

Five races were sailed on the Green Bay waters of picturesque Eagle Harbor, starting with a drifter on the

day for the first race. In the afternoon two races were sailed in 6-10 mph winds. The next day wind conditions picked up to 15-20 mph for the final two races.

Skipper	Sail No.	Total Points
1. Fritz Hanselman	488	113
2. Joel Ungrodt	765	108½
3. Skip Heidler	1322	95
4. Jack McCoy	433	91
5. Nancy Claypool	1460	88

HARVEST MOON

Twenty Flying Scots made up a total entry of 115 boats at the Atwood Yacht Club 1975 Invitational "Harvest Moon" Regatta held Sept. 6-7 at Atwood Lake, Dellroy, Ohio. The weather was bright and clear, however, the winds diminished from moderate to heavy on Saturday, to light and variable on Sunday. Sailors from Berlin Yacht Club, Fleet #19, captured the first four places.

The standings with fleet numbers in parenthesis

Skipper	Sail No.	1	2	3	Points
1. William Kobel (19)	1038	2	2	7	11
2. John F. Busch (19)	575	7	4	2	13
3. Willard Albertsen (19)	1105	3	3	8	14
4. Al Fitch (19)	472	5	6	4	15
5. Jack Stewart (65)	1342	4	5	9	18

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 25-MILWAUKEE, WISCONSIN—Lake Michigan
 29-MUNCIE, INDIANA—Prairie Creek Reservoir
 30-CARBONDALE, ILLINOIS—Cran Orchard Lake
 34-RAY, INDIANA—Clear Lake
 44-EPHRAIM, WISCONSIN—Eagle Harbor, Green Bay
 47-EGG HARBOR, WISCONSIN—Green Bay (s)
 54-FREMONT, INDIANA—Lake George
 60-CHICAGO, ILLINOIS—Burnham Harbor, Lake Mich.
 68-MADISON, WISCONSIN—Lake Monona
 70-ROCHERT, MINNESOTA—Cotton Lake
 83-CARLYLE, ILLINOIS—Lake Carlyle
 88-IOWA CITY, IOWA—Lake Macbride
 95-MINNEAPOLIS, MINNESOTA—Lake Minnetonka
 107-NEENAH, WISCONSIN—Lake Winnebago
 110-ROCHESTER, MINNESOTA—Lake Pepin
 114-JANESVILLE, WISCONSIN—Delavan Lake
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 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
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 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
 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 Bay
 94-LAKE HIAWATHA, NEW JERSEY—Western L.I. Sound

CAPITOL DISTRICT

Governor: JOHN D. BARNES
 7710 Chatham RD
 Chevy Chase, MD 20015

6-OAKLAND, MARYLAND—Deep Creek Lake
 42-WASHINGTON, D.C.—Potomac River
 63-HAVRE DE GRACE, MD.—Susquehanna River
 64-BALTIMORE, MD.—Middle 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: DR. HALLAM WALKER
 P.O. Box 2185
 Davidson, NC 28036

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
 108-SOUTHMONT, N.C.—High Rock Lake

Regatta Schedule

- Jan. 17-18 — Junior Midwinters, Fairhope YC, Fairhope, Ala.
- Mar. 6-7 — FSSA Midwinter Warmups, Pensacola Yacht Club, Pensacola, Fla.
- Mar. 7-10 — USYRU Championship of Champions, Pensacola, Fla.
- Mar. 10-14 — FSSA Midwinter Championship Regatta, St. Andrews Bay YC, Panama City, Fla.

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