

SCOTS

n' water



VOLUME XVII, NUMBER 2

JANUARY-FEBRUARY, 1975



CASTING OFF — It's time to find a new anchorage on this cruise. For an account of the trials and tribulations of cruising on Grand Traverse Bay, Mich., in October, see this group's account on Pages 10 and 11. It's all about four persons on a Flying Scot cruise — with plenty of hints on DO's and DON'Ts. (Photo by Trish Heidersbach)

Great Midwinters ahead

The best fleet of skippers ever to compete in a Flying Scot event will be on hand for the eighth annual FSSA Midwinter Championship Regatta in Panama City, Fla., Feb. 26-March 2.

Six national and international champions in other classes will to be on hand to compete against the top Scot skippers in five days of top-flight racing at St. Andrews Bay Yacht Club.

A new dimension has been added with a "Race of Champions" preceding the Midwinters. The six "visiting" champs will face four Scot champs in a four-race series Feb. 26-27. Then the "visiting" champs will join the field for the Midwinters beginning the

afternoon of Feb. 27.

Heavy pre-registration indicates that a record number of Scots will be on hand to challenge the "visiting" champs. The \$15 registration fee includes a complimentary cocktail party hosted by St. Andrews Bay Yacht Club Friday evening, according to regatta chairman John Morrow.

A dance will be held at the club Saturday evening. (A registration form to be mailed to Morrow, Panama City, and a room reservation form to be mailed to Hal Marcus, Pensacola, are on Page 6.)

(Please see PANAMA CITY, Page 3)

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Pensacola, Fla. 32503

Midwinters Schedule

WEDNESDAY, FEB. 26

- 9:00 a.m. Skippers' meeting — Race of Champions
- 10:00 a.m. Registration
- 10:30 a.m. Start of 1st Race — Race of Champions
- 1:30 p.m. Start of 2nd Race — Race of Champions
- 3:00 p.m. Start of 3rd Race — Race of Champions
- 6:00 p.m. FSSA Board of Governors meeting — Upper Deck

THURSDAY, FEB. 27

- 10:00 a.m. Registration
- 10:30 a.m. Start of 4th — Race of Champions
- 12:00 p.m. Skippers' meeting — Midwinter Championships
- 2:20 p.m. Warning gun — 1st division
- 2:30 p.m. Start of 1st division and warning 2nd Division
- 2:40 p.m. Start of 2nd Division
- 6:30 p.m. Discussion Session with the Champs — Upper Deck

FRIDAY, FEB. 28

- 9:00 a.m. Late Registration
- 10:20 a.m. Warning gun — 1st division, 2nd race
- 10:30 a.m. Start of 1st division and warning 2nd division
- 10:40 a.m. Start of 2nd division
- 12:00 p.m. Lunch at the club
- 2:00 p.m. Warning gun 1st division, 3rd race
- 2:10 p.m. Start 1st division and warning 2nd division
- 2:20 p.m. Start of 2nd division
- 6:00 p.m. Cocktail party

SATURDAY, MARCH 1

- 9:00 a.m. Late registration and skippers' meeting — Upper Deck
- 10:20 a.m. Warning gun, Championship Division, 1st Race
- 10:30 a.m. Start Championship and Warning Challenger Division
- 10:40 a.m. Start of Challenger Division
- 12:00 p.m. Lunch
- 2:00 p.m. Warning gun, Championship Division, 2nd Race
- 2:10 p.m. Start Championship and warning Challenger Division
- 2:20 p.m. Start Challenger Division
- 8:00 p.m. Regatta Dance — Upper Deck

SUNDAY, MARCH 2

- 10:20 a.m. Warning gun, Championship Division, 3rd Race
- 10:30 a.m. Start of Championship and Warning Challenger Division
- 10:40 a.m. Start of Challenger Division
- 12:00 p.m. Lunch
- 2:00 p.m. Trophy presentation

Regatta Schedule

Feb. 22-23—Flying Scot Midwinter
Warm-Ups, Pensacola, Fla.,
Yacht Club

Feb. 26-March 2—Flying Scot Mid-
winter Championships, St.
Andrew's Bay Yacht Club,
Panama City, Fla.

April 5-6—Punch Bowl Regatta,
Lake Martin, Ala.

June 14-15—Ohio District Cham-
pionship, Berlin Lake, Ohio.

Aug. 11-15—Flying Scot North
American Championships,
Southern Yacht Club, New
Orleans

Race of Champions

'Visiting' Champs

Lee Davis, Fireball
Art Ellis, Comet
Rick Grajerina, 470
Bruce Goldsmith, Lightning
Bill Shore, Albacore
Gene Walet, Mallory Cup

VS.

Flying Scot Champs

Tom Ehman, '73, '74 NAC
Fred Meno, '68, '69, '74
Midwinters
Paul Schreck, '70, '72 NAC;
'70, '71, '72 Midwinters
Woody Stieffel, '73 Midwinters

PANAMA CITY:

(Continued from Page 1)

Six new Scots will be on hand for the "visiting" champs to sail while the four Scot champs will use their own boats. Ten new suits of sails will be used in the "Race of Champions" to make all factors as equal as possible.

FSSA executive secretary Hal Marcus reports that Bill Shore of Newport, R.I., International Albacore champion; Art Ellis of North Sails, San Diego, Calif., (with wife Joan crewing), 1973 Comet champion; and Lee Davis, International Fireball champion, have been added to the field for the "Race of Champions."

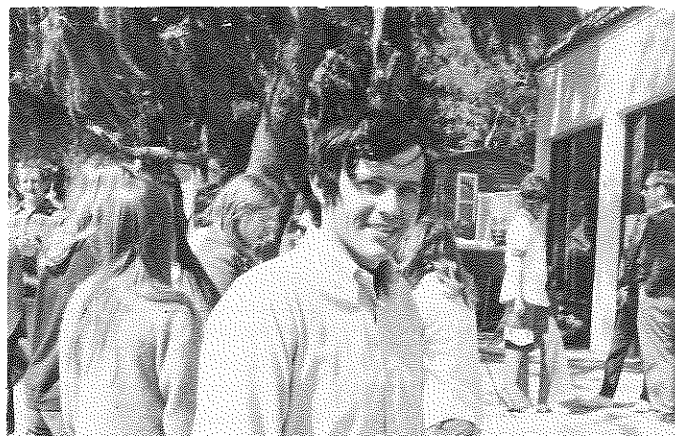
Previously announced were Rick Grajerina, International 470 champion; Bruce Goldsmith, International Lightning champion; and Gene Walet, Mallory Cup winner.

Representing the Flying Scot class will be Fred Meno, three-time Midwinters winner and the defending champ; Tom Ehman, 1973 and 1974 North American champion; Paul Schreck, two-time NAC winner and three-time Midwinters champ; and Woody Stieffel, 1973 Midwinters champion. Meno's name was omitted inadvertently from the previous list.

Following the "Race of Champions," all 10 will then enter the Scot Midwinters where every Scot skipper has a chance to "beat the champs."

The visiting champs also will be present at a panel discussion Thursday evening at the yacht club to discuss sailing techniques and answer questions.

Although the registration list isn't complete, it's certain that the "champs" will face tough competition in the Midwinters. Likely to be in the fleet are Doug Sansom and George Haynie, second and third at the '74 NAC, and Bud Barrett, Gulf District champ the last two years, all of Pensacola, Fla.; John Murray, runner-up in the '74 Midwinters and seventh in the NAC, of Mobile, Ala.; Floyd Davis, who finished 2-4-2 in the last three races at the NAC, and 1969 NAC champ Jack Laird of the host club; Dick Elam, fourth in the '74 Midwinters, of Austin, Tex.; and Marc Eagan, second and sixth in the last two Midwinters, of Bay St. Louis, Miss.



THE SCENE — John Morrow, regatta chairman for the 1975 Midwinters, pauses outside the St. Andrews Bay Yacht Club in "sunny" Panama City, Fla., during a previous Midwinters. Morrow is also treasurer of the Flying Scot Sailing Association.

The first race of the Midwinters' qualifying series will be Thursday afternoon, and the second and third races will be Friday. The fleet will then be divided into the Championship and Challenger divisions. Points from the qualifying series will not be carried over.

Two races Saturday and one Sunday will determine the championships. Skippers may enter the Challenger Division by registering as late as Saturday morning.

Regatta chairman Morrow reports, "Again we will have trophies galore — first-place skipper and crew in each race and first five places and crew in each division."

In addition to the sailing and fun, the FSSA Board of Governors will hold their annual mid-winter meeting Feb. 26, with President Buddy Pollak in charge.

Throughout the week, the yacht club will be open for lunch and dinner, and spectator boats will be available for race viewing.

For those wanting to make it a real sailing vacation on the Florida Gulf Coast, the Midwinter Warm-Ups again will be on Saturday and Sunday (Feb. 22-23) before the Midwinters at Pensacola, Fla., Yacht Club. Registration will be from 8 a.m. to noon on Feb. 22 with two races that afternoon. The final race will be Sunday morning.

Secretary Sez

Join the Midwinters' fun and 'Beat the Champs'

By HAL MARCUS

All we need is YOU at our "Beat the Champs" Midwinters!

Our exciting five-day Midwinter Regatta Feb. 26 thru March 2 is outlined for you in this issue. If you can join us for the Warm-ups on February 22-23 in Pensacola, you will have a total of nine fun-filled days of Flying Scot sailing on the Florida Gulf Coast. GENE WALET and ART ELLIS plan on sailing in our Warm-up Regatta in addition to the Midwinters to get the feel of the Flying Scot and "the fleet," so here is your opportunity for some more competition against top skippers.

In our article in our last issue naming the Flying Scot champions who will be sailing in our "Race of

Champions," we inadvertently left our 1974 Midwinters champion, FRED MENO, off the list. Fred definitely will be part of the action.

Regarding PUBLICITY on our "Beat the Champs" Midwinters, RICK GRAJERINA tells us DIANE MULFIELD, associate editor of YACHT RACING, will be part of his crew along with BOB COOPER. Rick will be writing a four-page spread on our Midwinters for YACHT RACING. Plus — PAT HAYWARD, who covered our 1974 NAC in Cleveland, will be with us and covering our "Beat the Champs" regatta for SOUNDINGS magazine.

Now, if all this excitement isn't enough for you, we have more! Our invited champions have agreed to hold seminars during the evenings in Panama City to help us with our sailing and get to know us better. We hope to see hundreds of you there.

REGISTERED BOAT; YES or NO

We have gotten enough notes from members whose 1975 membership cards are marked "Registered Boat — No" to warrant another explanation of what is happening. Undoubtedly there are others of you who were not mad enough to write but are still wondering what has gone wrong.

The FSSA bylaws state that membership cards should show "Registered Boat" if the records show a Registration Certificate has been issued. Because of the several moves our FSSA records have made over the years, many of our original Registration Certificates are missing.

We do not expect anyone who has a Registration Certificate already issued in his or her name to have to pay \$2 for another one. We would like a photocopy of your certificate for our records through. If you do not have access to a copy machine, just send us the original and we will copy it and send your original immediately back to you. We promise!! We are trying to bring our FSSA records up to date and we are slowly making progress in this regard.

1975-1976 MEMBERSHIP ROSTER

The records will be closed March 1 for our membership list to be included in our new Roster. We have to close it then in order to have the book ready for the sailing season. SO — if you want to be sure to be included in the 1975-1976 roster of members, be sure to send your dues in immediately.

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11. EXTENT AND NATURE OF CIRCULATION		
A. TOTAL NO. COPIES PRINTED (Net Press Run)	AVERAGE NO. COPIES EACH ISSUE DURING PRECEDING 12 MONTHS	ACTUAL NUMBER OF COPIES OF SINGLE ISSUE PUBLISHED NEAREST TO FILING DATE
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MYSTERY SCOTS

21	421	1321
35	425	1324
106	432	1419
131	644	1457
146	651	1501
212	1021	1547
327	1028	1573

MYSTERY SCOT 1412 FLOATS TO SURFACE

When JOHN FOLEY (FS 1293) turned in his report as captain of Fleet 10, he listed Mystery Scot 1412 as an active member of his fleet. To John's surprise, he received a new FSSA pocket emblem. Flying Scot 1412 is owned by MICHAEL SINGER of Westhampton, N.Y. and to date has not yet joined FSSA. We are glad that 1412 is no longer a Mystery Scot, but we will be happier when we receive Mike's active membership. Remember, you have to be an active FSSA member to be an active fleet member.

Because of the season, our Mystery Scot contest is going slower than usual, but with the coming of spring, we expect it to pick up again. The new MYSTERY SCOTS for this issue are 421, 425 and 432.

TOO LATE TO CATCH THE BOAT

MACKENZIE DICKSON (FS 693) of Willowdale, Ontario, wrote "that SCOTS n' WATER usually carries news of regattas far too late to be of any use to someone willing to travel and I wonder if you could cure this aspect of the otherwise excellent newsletter." We have heard this from time to time, and — yes — there is a cure.

The cure is simply that the regatta chairpersons need to release their information 90 days before the regatta in time for it to be published in SCOTS n' WATER prior to the event. With a monthly publication, or during the winter, bi-monthly, the deadline has to be the 15th of the month prior to publication.

In some cases, this means more advance planning and in some cases, it means releasing the best information you have. Even if you don't have every detail for your upcoming regatta, at least give SCOTS n' WATER (2205 Newfield Ln., Austin, Tx. 78703) your date and location.

Pat and I are looking forward to seeing as many of you as possible at our "Beat the Champs" Midwinters in Panama City. To those of you who can not make it, we will see you here next month.

New FSSA members

FS#	Fleet	Dist.	Name	Address	City	ST	Zip
123	48	CAR	John E. Moses	1029 Greentree DR	Charlotte	NC	28211
152	64	CAP	Gary Umscheid	1909 Hillcrest RD	Baltimore	MD	21207
269	23	TX	Edwin M. Lockey, Jr.	6429 Pemberton DR	Dallas	TX	75230
423		CAR	Phil Nichols	4615 Elk Valley CT	Winston-Salem	NC	27103
497		MID	Craig Castle	77 Woodland AVE	Fond Du Lac	WI	54935
638	44	MID	Sean Hardiman	401 Sunnycrest CT, W	Urbana	IL	61801
850	71	CAR	Richard Quisenberry	1019 Country Club DR	Martinsville,	VA	24112
1358	71	CAR	John G. Ullman	719 Indian Trail	Martinsville,	VA	24112
1574	55	GF	Kenneth Kleinschroot	9 Rose AVE	Mobile	AL	36608
1784	85	GF	Macbeth Wagnon, Jr.	1500 Brown-Marx BLDG	Birmingham	AL	35203
1998		PR	Kenneth Stover	5213 S. Irvington AVE	Tulsa	OK	74135
2085	30	MID	James Brown	807 S. Oakland	Carbondale	IL	62901
2133	108	CAR	Hugh Clements	600 Main ST	Danville	VA	24541
2183	23	TX	John Kirkley	7242 Walling Lane	Dallas	TX	75234
2280	75	GF	Bill Merlin	902 Huntingdon RD	Panama City	FL	32401
2344	21	GNV	Herbert Callen	2136 St. James PL	Philadelphia	PA	19103
2389	27	CAR	W. Kenan Rand, Jr.	3311 Rugby RD	Durham	NC	27707
2394		CAP	Walter Runiewicz	291 Steeple Chase DR	Media	PA	19063
2415		GF	Arthur Ryerson	113 NW Buckeye	Port Charlotte	FL	33952
2423	23	TX	Elgin Ware	4220 Edmondson	Dallas	TX	75205
2481	27	CAR	Kent Hassell	4006 Twickenham CT	Raleigh	NC	27612
2534		OH	John Schrader	2580 Edgewood AVE	Alliance	OH	44601
2538		MID	Paul Kepple	107 The Fairway	Albert Lea	MN	56007
2543	65	OH	Clifford Wood	153 S. Pershing ST	N. Canton	OH	44720
2549	12	OH	Donald Turko	4585 Azalea Lane	N. Olmstead	OH	44070
2550	65	OH	Frank Heimbaugh	575 Fairhill DR	Akron	OH	44313
2603		GNV	Mrs. John Mosimann	9 Amy Lane	Ellington	CT	06029
2604	42	CAP	James Hofferberth	8619 Grosvenor CT	Fairfax	VA	22030
2619		GF	Fred Deben	1172-36th AVE, NE	St. Petersburg	FL	33704
2620		CAR	Gene Hamilton	105 Lee ST, Rt 9	Greenville	NC	27834

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		Sailboats, Inc.	11211 Washburn, S	Minneapolis	MN	55431

1975 Midwinters Registration Form

Help us plan better for your 1975 Midwinters "BEAT THE CHAMPS" 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 and send it in with small \$15 registration fee.

We will have a full 6 race series following the series of 3 races in which the invited Champions will have the opportunity to race against themselves.

FLYING SCOT 1975 "BEAT THE CHAMPS" MIDWINTER REGATTA

St. Andrews Bay Yacht Club, Panama City, Florida

Skipper _____ Crew _____

Address _____ Crew _____

City _____ State _____ Zip _____

Fleet # _____ Sail # _____ Hull # _____ \$15 check enclosed [☐]

Make your check payable to "St. Andrews Bay Yacht Club" and mail with this form

TO: John B. Morrow, '75 Midwinter Regatta Chairman
319 Bunkers Cove RD
Panama City, FL 32401

For your room reservations at the HOLIDAY INN – Downtown in Panama City, Florida for the 1975 "BEAT THE CHAMPS" Midwinter Regatta, please fill out this form and mail to:

Flying Scot Sailing Association
2155 Hallmark Drive
Pensacola, FL 32503

Please reserve ____ single rooms at \$12.50 each + tax and ____ double rooms at \$16.50 each plus tax.

Name _____ Arrival on _____
(day) (date)

Address _____ Departure on _____
(day) (date)

City _____ State _____ Zip _____

[☐] 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!!

Scots to get trial in Chesapeake Bay group

By JOHN BARNES

The Flying Scot is to be included in the list of classes which are undergoing probationary trials prior to being granted sanction under the High Point Scoring system of the Chesapeake Bay Yacht Racing Association (CBYRA).

Successful completion of a two-year probationary period commencing with the 1975 sailing season will allow the Scot to join the Star, Hampton, Snipe, Penguin, Lightning, Thistle, Mobjack, Jet 14, International 14, Windmill, International 505, Rainbow, Shark(cat), Albacore, 420, Comet, 470, El Toro and Laser in racing for annual awards.

The CBYRA is made up of approximately 64 yacht clubs and sailing associations ranging from York, Pa., in the north to four clubs in the Carolinas in the South. It is hoped that CBYRA sanction will allow the Scot to experience increased class growth as Scots take their place on starting lines and in yacht clubs which have previously been closed to the class.

Successful completion of the probationary period requires that the class and the skippers satisfy a set of criteria which indicate broadly based competition in a variety of geographical locations. These criteria are too complex to list here and each skipper in Fleets 42, 63,

64, 81, 86, and 97 will receive the necessary information through fleet channels. Others who are interested should address inquiries to Capitol District Governor John Barnes at 7710 Chatham Road, Chevy Chase, Md. 20015.

In considering the petition submitted on behalf of the Capitol District fleets, the one-design committee of the CBYRA examined such factors as numerical strength (in terms of both boats and fleets), strength of the national class organization, availability of builders and recent growth history. Ed Sharp (FS 3) was on hand to answer questions from the CBYRA. The principal question asked was, "What took you so long?"

Past history on class participation, when examined in the light of CBYRA's criteria for participation, indicates that getting and keeping permanent sanction for the class will require an increased commitment on the part of Scot skippers to get out and sail in regattas away from their home clubs.

The Chesapeake Bay represents some of the finest sailing water in the nation. From the racing standpoint, the CBYRA is the only game in town. All that is required now is for the skippers to respond to the challenge to join the mainstream.

Is Your Flying Scot In Need Of Replacements?

Evan though you are blessed with owning a Flying Scot and consequently do not have to look forward to major repairs and a big yard bill for spring overhaul, nevertheless you will find some minor repairs or replacements to be made before the '75 season opens.

We are here to serve you as best we may. Just let us know what we can do to be of service. But please keep in mind the fact that we cannot do everything at one time. Springtime is our busy time, the

time when boats must be taken out of storage and delivered, the time when everybody wants to place his order for delivery *now*.

We do our best to anticipate this. We build and deliver as many boats as possible during the off seasons. Won't *you* please help us out by checking *your* boat *now*, by ordering those replacement parts, by asking us to make those repairs before the rush starts next year?

GORDON DOUGLASS BOAT CO. INC.

Oakland, Maryland • Box 28 • Phone 301/334-4848

QUANTITY

HANDBOOK NO.

DESCRIPTION

_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

OTHER ITEMS:

Signed _____ Boat Number _____

Address _____

Going to weather? Sail her flat

By SANDY DOUGLASS

Thirty inches of snow in Maryland? Marooned for four days? Thousands of people without heat and power a week later?

We often see eyebrows raised when we talk about snow in Oakland, Md., but the fact is that our 2,500-foot elevation on the Appalachian Plateau gives us New England winters — as has been discovered by a number of Scot owners when they have come for their boats!

In my contacts with Flying Scot owners through correspondence, at boat shows, fleet get-togethers and regattas, the complaint I hear most frequently is that the complainant's boat won't go to weather with the others. And when I ask if by chance he is heeling the boat too much he tells me that he can't hold the boat down in strong winds.

We know that centerboarders should be sailed "flat" to windward. All writers emphasize this, and the only disagreement is over how flat is "flat." Some say "flat" means no angle of heel at all (but I notice that it is seldom, if ever, that these people ever do keep their boats dead upright).

I, for one, believe that most boats have an optimum angle of heel at which they make the best progress to windward. This angle is very small, generally in the

range of 12 to 17 degrees from level. At the Scot's 17 degree angle her side deck becomes level, her optimum.

The revised "Highlights of Scots n' Water" devotes a chapter to this (page 63) and I, in common with other writers, stress this point time after time, going into detail about how to luff the boat to prevent heeling, how to ease out the main sheet, etc. And yet I continue to be asked the same questions and to be given the same answer to my question about heeling, "I have a light crew and cannot hold the boat down." Obviously we are not putting the idea across.

The point is that you don't HOLD the boat flat, you SAIL the boat flat!

Does this convey the idea better? You have no more power, no more weight, to hold the boat down in a 20-mile wind than you have in a 14-mile wind, yet the force of the former is double that of the latter, inasmuch as the force of the wind increases according to the square of the velocity, i.e., 400 vs. 196.

Keeping the boat flat is therefore a matter of sailing it flat. Naturally you will sit out all you can, will ease the main sheet as needed and perhaps the jib sheet a little if the wind is heavy. Then you SAIL the boat "flat," never heeling more than the 17 degrees, feathering up before you heel, never getting knocked down, always keeping the boat going.

Here is the Scots' honor roll of fleet champions

SCOTS n' WATER's second annual honor roll of fleet champions has drawn an increased response from across the country, although many fleets have not been heard from.

To all the champs, listed or not, our congratulations. Here is the roll, by fleet:

3—Wilmette, Ill., John A. Beierwaltes and Robert E. Schneider
19—Berlin Lake, Ohio, Al Fitch
25—Milwaukee, Wis., Robert K. Turner Jr.
27—Kerr Lake Reservoir, N.C., Jim Leggette
31—Upper Barnegat Bay, N.J.,

Ralph Manee
32—Houston, Tex., David E. Price
59—Tulsa, Okla., Hillis Eskridge
65—Atwood Lake, Ohio, Ed Forrest
67—San Antonio, Tex., Bob Taylor
68—Madison, Wis., Bill McCormick
71—Smith Mountain Lake, Va., Bill Gutzwiller
80—Lake Arthur, Pa., Charles M. Jackson
81—Lake Clarke, Pa., David G. Meckley
89—Lake Perry, Kan., George McCarten
90—Miami, Fla., Richard D. Russell
95—Minneapolis, Minn., Jim Stone
104—Fourth Lake, N.Y., Rick Rettig
105—Cohasset, Mass., Roger Porter and Chet Ellis
108—High Rock Lake, N.C., Dick Schultz

FSSA moves to new Pensacola office

Flying Scot Sailing Association headquarters have been moved to a new location in Pensacola, Fla., according to Executive Secretary Hal Marcus.

The new mailing address is P.O. Box 2488, Pensacola, Fla. 32503, and the phone number is (904) 477-7843. The office is located at 5113 N. Davis Highway, Suite 13.

Marcus says that regular office hours are 8 a.m. to 4:30 p.m., CST, Monday through Friday. The office

usually is closed for lunch from 12:30 to 1:30 p.m.

"If there is no answer during non-lunch times, it will generally mean that I am out of town. In that case, if you will call my home at (904) 433-4149 person-to-person, someone will give you my itinerary," Marcus says.

Because of the paper shortage and high printing costs, association stationery and envelopes will carry the old address until the present supply is used. The old address is Marcus' home.

PAUL SCHRECK & CO. *Sailmakers*

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Did you know that 9 of the first 12 boats in the North American Championships had Paul Schreck sails—and that one of the remaining 3 has recently purchased our main, jib and spinnaker. That leaves 2, and one of these has stated he will buy our sails before spring.

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LILLIAN, ALABAMA 36549 (TELEPHONE: 205 - 962-4345)

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Velocities where I sail most are _____ to _____ knots.

I prefer the all-weather suit.

Please mark colors 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.

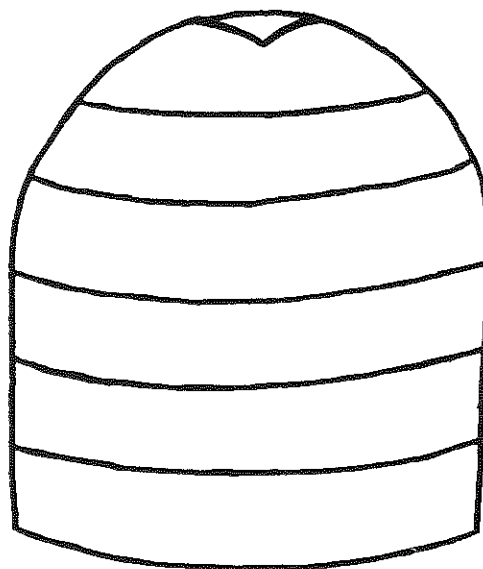
Suit — 5 oz. Dacron — \$345.00
Jib — 5 oz. Dacron — \$109.25
Main — 5 oz. Dacron — \$247.25
Spinnaker — $\frac{3}{4}$ oz. Nylon — \$161.00
Spinnaker — $\frac{1}{2}$ oz. Nylon — \$172.50
Combination Spinnaker — $\frac{1}{2}$ & $\frac{3}{4}$ oz. — \$172.50
Windows — \$10.00 each
Tell Tale Windows — \$5.00 each
Brummets — set \$7.00

Name _____

Address _____

City _____ State _____ Zip _____

Signature _____



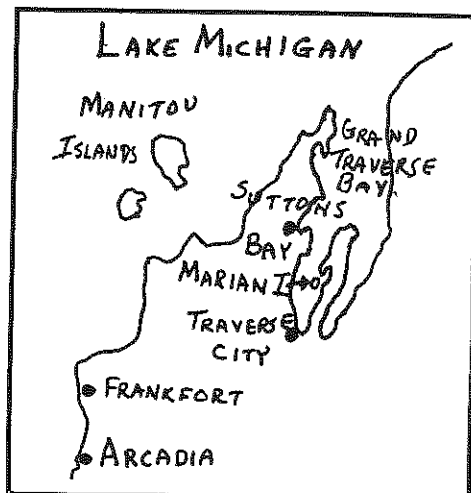
SWAGING — SMALL BOAT HARDWARE — COVERS
RIGGING — ROPE TO WIRE SPLICING

Here's a cruise for the dedicated

Such a thing could only begin in the hearts of people possessed with the sincere desire to test the limits of a boat and friendships. The neighbors at our lake home all had their opinions of such a venture — crazy in a word. After all it was October, winter was on the way and there were four of us to fit into a Flying Scot.

Enclosed within is a list of what we believed to be the bare essentials for such an excursion. As is usual for times unusual, we found we had overimposed upon the weight capabilities of the Scot. If possible look at your Scot now. See how well she sets lightly in the water. Now imagine her loaded with gear to the point where she floats with her waterline stripe submerged — before anyone gets aboard. Then add 570 pounds of people!

Here we started our voyage. The night before we had a three-inch rain which put a great deal of water in the Scot sitting on her trailer in the yard. After bailing out and loading up we took off from Lake George and headed for Arcadia, Mich., 400 miles north. We made a few stops on the way to pick up some charts which turned out to be totally unnecessary. Our original plan was to sail from Arcadia to the Manitou Islands — maybe even up to Beaver Island, far too ambitious a plan as we were to find out.



Story by: Rex Smith
Pictures by: Trish Heidersbach
Captain: Tom Heidersbach
Chief Fire Builder: Pete Gross

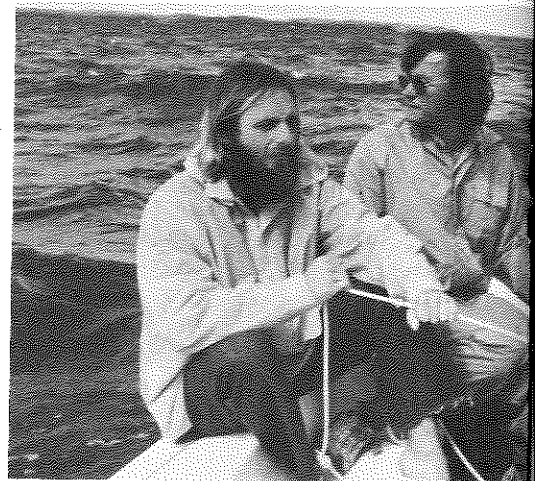
Arcadia was under some threatening clouds when we arrived just before dusk. Got the Scot in the bay and hit the local bar. Nice place, nice people, the whole town seemed a ghost as most of its summer residents had vanished.

We boarded our little home and, to avoid a \$1.50 docking charge, moved into the bay and dropped anchor. We really hadn't tried our custom boat cover and suffered as a result. It took a little time to stop the leaks that developed on the cover. Finally sealed, we found the cover made the boat livable, even in the all-night rain that followed our anchorage.

Two people slept under the stern deck and two were stuffed on either side beneath the seats and foredeck. I think we all enjoyed the sound of wind and rain but were distressed by our having to meet that particular test so soon on our trip. The Scot did beautifully, and the sun greeted us the next morning.

We motored with the outboard to the entrance of the bay where Lake Michigan was in a complete rage to get in. About 10 seconds elapsed before we decided we were going to be in Arcadia for awhile. The Coast Guard had small craft warnings out, and the waves were 4 to 6 feet, wind 30 knots. We beached on a deserted shore and took up our first crack at camp cooking. It was a big success (we needed a success), and spirits replenished, we went into some pretty cold water for baths.

A reload of gear and off to find a slip in the harbor. It was there, prompted by our former oversights, we refined our cover a bit. Another night in Arcadia bay left us to decide to move to the Grand



A SCOT FOR FOUR — Our adventurous sailors head for Marian Island in Grand Traverse Bay as they get a break in the weather. Writer Rex Smith mans the line, while captain Tom Heiders-

Traverse Bay area. A trailer was essential here as the lake wasn't any friendlier.

We put in at the State and Municipal slips at Suttons Bay. By this time stepping the mast was no big deal. In fact we lowered it once for no other reason than to put a superstitious sailor's coin in the step. Took a test ride in the bay which was ended quite abruptly as water was coming over the deck at us from all directions. There just ain't nothin' like cold water to throw cold water on an excursion.

People are willing to disregard their comforts for a short period, but there is an unnerving sensation when you watch water sloshing in the spot on the hull where you are going to sleep the next eve. We held fast the hope that the weather would get better and stayed warm and dry in our Suttons Bay slip.

By now we knew several things about the Scot that bear mention here. First, the weight compromise of the boat had taken away a good deal of her seaworthiness. This precluded any aggressive sailing, which at this point had meant no sailing at all.

dreamer



back is at the tiller and Pete Gross keeps a lookout. The photo is by the fourth crew member, Trish Heidersbach.

The second point, the cover must be fitted to meet the weather you may encounter. A dribble here, a drip there won't make it with the crew. Some time should be devoted before a cruise to see how it fits from within. We were fortunate, but an ill-fitting cover can kill your enthusiasm for overnights.

Third and most important is the crew's ability to function with most of the cover in place. Wind changes will cause an occasional necessity for you to seek a more sheltered anchorage in the black of night.

The outboard we used was an old dependable Evinrude 5½ h.p. It was indispensable as we had no opportunity to raise the sails to this point — three days!

Day four — now a decision must be made, that being a try to reach Marian Island. After a great breakfast we sailed, mainsail reefed, the 12 miles to the island and arrived in the early afternoon. We found a harbor to leeward and set up camp on the deserted island. The night brought on a most spectacular display of northern lights and coupled with a roaring campfire it was as spine tingling as it gets in this world. The

frustrations of the past few days were fading quickly.

A wind shift which seemed to be as normal as day to the island drove us to another lee shore the next morning. We had compiled a list of lacking essentials as we sat around the campfire that first night — brandy, hot dogs, eggs, marshmallows, etc. We unloaded the Scot, hid the cargo on the island and sailed to Traverse City to shop.

We quickly accomplished our objective and boarded the Scot for a run back to the island. It should be noted that the lightened Scot performed like a jewel. The ride back was a combination of planing and surfing, wing-on-wing before the wind. The trip to Traverse City, a beat, took 2½ hours; the return only 45 minutes — truly the most exhilarating ride we'd ever had in the Scot. We hadn't listened to the radio that day and were not aware that gale warnings were out for the bay. Fantastic!

Marian Island is a place anyone with a Scot should try to visit. The bay is icebound in winter, and the island is a place where deer congregate unharmed. It seemed to me that the smaller animals had been wiped out by too many frozen winters but the deer flourished. This lack of squirrels and rabbits gave the island an eerie quality. The trees were there, the nuts were there, the

water was there, but all was quiet, dense and dark.

Now some might call me a dreamer — I am for sure — but you get a feeling when you cruise in a Scot that you are doing it "more down to earth" than the "big" 22-foot cabin models. Then when you're on a deserted island in Grand Traverse Bay you can squint your eyes, look out at your Scot and see a Morgan 41. Enough of grandeur; life continues for our four. The island became home for four days and three nights.

One of those nights being spent by me alone in the boat at anchor while Tom and Trish and Pete slept ashore (Tom is the Captain, subject to constant crew approval, Trish is Tom's wife and occasional first mate, and Pete is a long time friend of us all and parttime Indy race car mechanic and "her" is FS 371. I awoke in the middle of the night to flickers of lightning, spent two hours awake watching the progress of the storm then decided to cover the boat. It took me 45 minutes, and that's why I'm so sensitive above the cover.

Sailing back to Suttons Bay was enjoyable as wind and waves were cooperative. We were all a little sad to take the Scot out of the water the last time but relieved to know we were going to sleep in beds after a week.

List of essentials

sleeping bags	spare halyard	coffee pot
air mattresses	tool kit	paper plates and cups
Coleman stove and fuel	flashlights	pots and pans
life raft	spare batteries and bulbs	dop kit
compass	life jackets	plastic waste baskets (8)— these fit under the seats for dry storage
radio VHF	thermal underwear	running lights
charts	fire extinguisher	battery pack
Great Lakes Pilot	camera	docking lines
Dutchmans log	spare winch	airhorn
pencils	spare mainsheet	OFF
parallel rules	portable toilet	Raid
binoculars	thermometer	fly swatters
dividers	flares	boat cover
barometer	large plastic garbage bags	hand pump
cooler	can opener	water jugs
spare paddle	canned food	

Champions' advice: Rigging system should be designed for convenience

(This is the first in a series of articles by two-time Flying Scot North American Champion Tom Ehman. Herein are some thoughts on rigging the Flying Scot. Subsequent articles will deal with setting up (tuning), boat handling, and tactics.)

By TOM EHMEN

The purpose of this expose is not to get embroiled in the long standing controversy of "modernizing the Flying Scot," but rather to discuss rigging systems that afford CONVENIENCE in sailing the Scot and through this convenience adding to the racing performance.

JIB SHEETING: Our system has a simple block on the standard car mounted on a very short piece of track, a harken cheek-ratchet block mounted directly outboard from the track, and a small (FG 382) cleat mounted at the aft end of the short track. This system is quick to tack, easy to cleat and uncleat in light or heavy air, allows hand-holding from any part of the boat, and keeps the crew's deck area clean.

I have never seen a Scot jib which should be lead anywhere except as far forward as the class rules permit. Cutting off the superfluous track saves weight and the backs of the crew's legs.

Many Scot sailors lead the jib sheet inboard, that is, sheeting across the cockpit so the jib block lays inboard, closing the slot as much as possible. I have never had a crew which could hold or cleat the sheet on the windward side of the boat. In my mind, the inconvenience far outweighs the slight pointing advantage gained by leading inboard. As soon as someone develops an inboard jib sheeting system that is easy to tack and convenient to cleat and uncleat from both sides of the cockpit, I will go inboard also. Some possibilities are cleating on the foredeck or on top of the centerboard trunk.

MAIN SHEETING: With all due respects to Sandy Douglass, I prefer a center-mounted mainsheet cam. It provides better mainsail shape, better energy transfer to the hull, and eliminates fatigue in the skipper's arms. Dick Elam has a super-deluxe, double-ended mainsheet system, more spaghetti, more weight; not to my liking.

Several of the Indiana boats have a mid-boom system with just one part at the end of the boom which attaches to the rudder head (to keep it legal). This system eliminates rudder head and transom fouling and also makes jibing easier. But more parts are required, more rope and more mess in the middle of the cockpit. It probably is a good idea for light air



CHAMPIONSHIP FORM — NAC champ Tom Ehman and his crew are in action during the 1974 North American Championships at Edgewater Yacht Club, Cleveland. Ehman claimed his second straight NAC victory during the regatta. (Photo by Don Emery)

since it would also eliminate the mainsheet dragging in the water.

We use a conventional three-to-one purchase at the end of the boom with a 12-inch wire extender between the rudder head and the lower mainsheet block. This reduces the amount of mainsheet necessary by three feet, is lighter and for some reason helps to eliminate rudder and transom tangle.

A half-inch mainsheet is too heavy, a quarter-inch is too hard on the hands. A 5/16- or 3/8-inch dacron line is easy to handle and cleats well. The lead angle of the mainsheet cam should be adjustable, ball-bearing blocks are real nice, but a mainsheet ratchet is a waste of money and weight.

RUDDER: One thing about the Scot class that I find a little ludicrous is that we pride ourselves in having a strict one-design philosophy, with tight and almost petty controls on running rigging.

Yet we allow significant tolerances in the underwater shape of the boat. Specifically, a legal rudder blade can be as short as 25 inches and as long as 30 inches. Incredible! I submit that you need all the control surface you can get, especially when the boat heels over, so I use the longest blade legal. The shorter rudder provides only a minimal reduction in the wetted surface of the boat while reducing the "feel" in the helm considerably.

It is imperative that the rudder blade remain as close to vertical as possible throughout the race. The friction of the cheeks alone is not enough to keep the rudder from kicking up on a reach when there is any wind at all. After years of losing wrenches overboard (trying to tighten the rudder bolt), experimenting with shockcord, etc., we drilled a 1/4-inch hole through the cheeks and blade, and now use Sunfish horizontal hinge-pin stuck through the hole as a rudder retaining device.

There must be no slop in the rudder-tiller union. Usually tightening the rudder-head hardware will take care of this. Tiller extensions ought to have a universal connector and the extension itself should be as long as skipper convenience allows.

BOOM CRUTCH EYES: At least Customflex (and maybe all Scots . . . I'm not sure) have an extra boom crutch eye which is forward a bit, along the coaming of the starboard seat. I always replace this stainless-steel eye with a short piece of 3/8-inch rope. It's lighter and a lot easier on the back of the skipper's legs.

CENTERBOARD CONTROL: Because the skipper can feel the balance of the boat in the helm, he should be able to quickly and easily adjust the centerboard and hence the balance of the boat. By placing the centerboard cleat at the aft end of the centerboard trunk, the skipper can immediately change the balance of the boat without requiring extra movement on the crew's part or distracting the crew from sail trim.

OUTHHAUL: For a long time the class allowed adjustable outhauls but prohibited any mechanical advantage on the outhaul. This gave a physical advantage to the big, strong crews.

CUNNINGHAM: This is the single most important "extra" rigging system that can be put on the Scot. It allows the simple and rapid adjustment of the luff tension of the mainsail and hence controls the shape of the main.

There are no secrets to using it. You sail downwind and adjust the luff tension with the halyard winch until a few wrinkles form along the luff of the sail (with no cunningham tension). Then when you are sailing on the wind, simply apply enough tension on the cunningham to just take out the horizontal wrinkles coming off the mast. If the sailmaker has any kind of a decent sail shape you will be very close to the proper draft positioning when the wrinkles just disappear.

'The goal is to develop systems which provide simple and convenient adjustments for the crew and skipper.'

Our cunningham is dual-lead to cleats on the seat coaming in the center of the cockpit on both sides of the boat. It is very comfortable to simply reach down and grab the cunningham while sitting out to windward, give it a little pull, without having to move crew weight or even look away from the sails for more than a moment.

VANG: We've had this fancy, high-powered, dual-lead vang for the last couple of years. It is very nice to be able to reach down and completely re-shape the leach of the main without even coming in from hiking. I'm not convinced of its value. It sure is a lot of extra junk, and I'm afraid it's just as easy to make the leach shape worse as it is to improve it, since I find it fairly tough to judge leach twist to begin with.

SPINNAKER RIG: This is the area which can be most dramatically improved with a couple of extra items. Our halyard is single-lead to the aft end of the centerboard trunk, through a small cleat, then back forward to a clothesline reel which takes up the excess line. The take-up reel in addition to eliminating a mess of line also keeps a little back tension on the halyard, freeing the skipper of having to pay out the halyard when dousing the chute.

A shockcord downhaul on the pole lift makes for a quicker pole set since the crew doesn't have to take the time to snap and unsnap the topping lift to the mast to secure it.

Guy hooks at the chainplates are essential. The hooks built into the chainplates are lousy. The lines always drop out as soon as the air lightens a bit, and the jib sheets have a habit of hooking on them.

The leading of the sheets depends on who flies the spinnaker. One thing that I have found is that by moving the spi sheet turning blocks forward a bit (from the traditional quarter-deck location to a position a few feet forward) allows shortening of the spi sheets and also eliminates the problem of the spi sheet flopping over the end of the boom on a close reach.

That about exhausts my thoughts on rigging for the Scot. I spend a lot of time conceiving and experimenting with rigging. The goal is to develop systems which provide simple and convenient adjustments for the crew and skipper. It is easy to lose sight of the goal, though and get into gadgeteering. There comes a point where the time and energy is much better spent practicing on the water than devising new ways to adjust the outhaul.

Letters to the editor

Ohio governor takes up issue of creeping technology, gadgets

Dear Editor:

I would like to take up again an old cudgel which has been cropping up from time to time in the Flying Scot class. It is the problem of technology which always seems to be creeping in and trying to make the boat go faster. Why do we have to put up with it?

Sandy has pointed out repeatedly over the years that the specifications and class rules are deliberately simple and fixed. But in spite of his warnings, we have gone through the deck-sweeper fiasco, various Cunningham hole Plots, changes in rudder length and now I understand that we are about to have some new profound words of wisdom regarding the alignment of the jib sheet.

I was told recently by an excellent sailor, whose skill has carried him into the top flight, that he found his boat to be the only one at the Midwinter Championship without a block that allowed inboard sheeting of the jib. Thus he considered his boat to be "non-competitive" and rushed to get the same "doodad."

Another Flying Scot that I know very well has some complicated gadget that enables the extraordinarily skillful sailor who owns it to change the alignment of the jib sheet inboard. In a later discussion, I was told that "in any case they (the other people) are now cross-sheeting their jibs and there is nothing in the rules to say that it is illegal."

I don't think that anyone who has ever sailed a boat fails to realize that bending the mast (purposely), wedging the center board, changing the slot between jib and main or any other technological trick produces profound changes in boat speed or the ability of the boat to beat to windward.

I bought a Flying Scot because it is a splendid boat with the simplicity of design and freedom from gadgetry which makes it as near to being One-Design as I could find. I used to be sure that when I was beaten, it was my skill which was at fault and I had the appropriate respect for the victor. Now the little trace of uncertainty is creeping in, and I have lost some confidence in the truly sporting aspects of major regattas in our class.

Why can't sailors who want to plan technological assaults get into a development class? There is so much opportunity in this area for ceaseless ingenuity. I really believe that a class measurer's job in the Flying Scot class should be dead easy. All he has to learn to do is to say one final little word — NO!

In the meantime, I shall do my best in our own Ohio District as the governor for this year to spot gadgetry

in our championship regatta. I shall have no hesitation in banning an illegal boat from this regatta, so I sincerely hope that our esteemed measurer spells out EXACTLY what kind of jib leads are allowed before the 1975 season gets cracking!

Derrick Lonsdale
Ohio District Governor

New sailing bug suggests sharing of 'legal' rigging, sailing ideas

Dear Editor:

I have owned a Flying Scot a little over a year, and have made a fairly respectable showing in my first season of racing. I admit, a Scot can make a good sailor out of most anyone since the boat is so "forgiving." However, I must certainly give proper credit to my crew (my wife, Martha Lee), who was rather cool on racing until she won her first race, which really turned her on.

Almost all I know about the boat has been picked up reading past issues of SCOTS n' WATER, HIGHLIGHTS of SCOTS n' WATER and reading every book and magazine on sailing that I can put my hands on. I haven't read too many other class magazines, but SCOTS n' WATER is certainly a first-class publication. I find myself re-reading old issues several times trying to learn everything I can about the boat.

Last night, Fleet 65 (Atwood Lake, Ohio) had a Christmas party, and many of us discussed a few items that I felt should be passed along. Our fleet doubled in size this year, and should add another three or four boats by the end of '75. In my association with other Scot sailors this past year, I found many are middle-aged like myself (I'm 42), and many of us bought a Scot because of its safety, simplicity, and non-changing class rules that don't require an investment of \$100-\$200 each year to keep up with the changes.

The die-hard Thistle, 470 and 505 sailors probably think we are a bunch of old fogies, resistant to change and guilty of other non-progressive traits, but many fail to realize that is why many of us have purchased Scots. After all, in what other class with a rating like a Scot can one buy a six-year-old boat with stock equipment and original sails and still compete with the new ones coming from the factory? However, just because we are resistant to change doesn't mean that we don't want to make what we have go as fast as possible.

Before deciding to make changes on my 1968 Scot (FS 1342), I first decided to spend one season trying out what I had and trying to look at as many other Scots I could get to see during the year. My crew and I

viewed a number of regattas in our area on Berlin, Atwood and the NAC at Edgewater. In addition, I stopped at many marinas this past year including Lake Arthur, Alexandria, Va., Kerr Reservoir, Turkey Foot and Deep Creek, Md. I talked to as many Scot sailors as I could, and therefore, believe that I now have a good feel for the changes I want to make in my boat this winter.

What I'm leading up to is this. Maybe not too many other Scot sailors got bit like I did this year and would not have spent the time to find out what is going on in the class, but I believe this is one area that is lacking in our class magazine — this exchange of new ideas on sailing and rigging among members. How many people have any idea on how our class champ rigs or sails his boat? And why has he done the things he has.

I looked over Tom Ehman's boat at the NAC this year and came away with many new ideas on spinnaker rigging, simplified jib track arrangement, and a cunningham with a 2:1 purchase. My only problem is that I didn't have enough time to discuss the whys and wherefores with Tom. I'm sure most of us won't go to the extent that Tom has with bringing all lines and sheets to one point, and many of us who don't make the regatta circuit will never know about others boats unless somehow our class magazine passes the information around.

I sailed in a regatta this fall and came away with the impression that all Portage Lake, Mich., sailors have cut their jib track to six inches, use a fair lead block running to a hexa ratchet, and then to a cleat on the same track. I don't know about too many other crews, but mine sure would like to get rid of some snubbling winches and cleats she always seems to be latching on to.

Sandy Douglass, Paul Schreck and Vince (DiMaio) have done a beautiful job in writing past articles for SCOTS n' WATER. In fact, all I know has come through their articles and what I've been able to pick up myself. But it sure would be nice to hear from some others across the country who wouldn't mind passing on their thoughts on how to make their Scot go fast.

I don't want to give the impression that this advice should be in the form of gadgets or other devices that make handling the boat easier, but we should try to get people like Tom Ehman and others to give us their slant on sailing a Scot. I believe the class measurer should be right on top of new developments to make sure our class doesn't go the way of the Thistle.

In our own club, everyone now feels that they have to install hexa ratchets on the jib track since one boat that has done this can point higher than the rest of the fleet. This can be an important factor on our lake since almost all the sailing is a beat and a run. I hope a ruling comes out soon on the location of the jib sheet to the

jib track. I have seen a few boats try to close the gap between the main and jib by installing extensions between the track and the black.

I think we have a great class boat and should do everything we can to keep the boat clean and simple so a middle-ager like myself can sail her for many years to come. I think this has been one of the strong points in our class. Those who want something else should have bought a Thistle or Highlander.

Jack F. Stewart
Alliance, Ohio

(EDITOR'S NOTE: We endorse Jack Stewart's suggestions about skippers sharing ideas on sailing, rigging and other technical areas. SCOTS n' WATER always appreciates stories submitted by readers and would like to encourage other skippers to contribute their ideas. As for North American champ Tom Ehman, please see his article in this issue.)

Georgia skipper finds hospitality on visit to northern Michigan

Dear Editor:

When it comes to Scots, hospitality takes on real meaning as was experienced by me last summer while teaching at Northern Michigan University.

I knew from an old directory the closest port from Marquette, Mich. that had Scots was Menominee, Mich. (old fleet 64), a two-and-a-half-hour drive. Taking a chance, I drove to the town in hopes of finding someone to crew with or just talk to because I was missing my "Noah's Ark."

Old directory in hand, I randomly called Mrs. H. J. Sexsmith (Scot #1128). She said she wouldn't be going out, but if I wanted to take the boat out, go ahead (sight unseen). She talked to the harbor master who rowed me to the boat.

We sailed all day, beautiful. On the way I saw Scot #1137 being rigged. I hailed the skipper who turned out to be Mr. Roger Maire. He rowed ashore to talk to me, and in our conversation he said he would not be able to race the next week and would I like to use his boat, not a difficult question for me to answer.

I did come up to race the next week. After the race Roger met me and my crew and took us out for beer at a local pub. My hat is off to Roger and Hazel. I did not meet Dr. Stripling (Scot #1136), also a member of old fleet 64.

I'm beginning to believe this friendliness is the rule rather than the exception when it comes to owners of the Scot.

Dr. Ken Morin
Flying Scot #2291
Atlanta, Ga.

5-4-3-2-1

Attitude, planning the keys to that all-important start

(Duane Smith is one of the top skippers in Fleet 41, Crystal Lake, Mich., and has competed in a number of other classes. He is charter member of Crystal Sailing Club and helped set up the club's junior sailing program. He is also a Customflex dealer in Okemos, Mich.)

By DUANE SMITH

Mental attitude and the ability to concentrate cannot be overemphasized when it comes to racing sailboats. Prior to the starting sequence and beginning perhaps several hours before starting time the skipper's thoughts should be directed toward making sure that the sailboat is physically ready to go.

During the starting sequence all thoughts must be directed to one question, "How are we going to get the best possible start?" In your regular home fleet, you already have a pretty good idea of what some of your fellow competitors are likely to do (know your competition; this is important).

Home fleet or not, you can usually get a hint of what your competition is planning even before the five-minute gun goes off by watching what they do around the starting area. Watch especially those you hope to beat and see what they are up to in the way of trying the line; are they spending more time at one end of the line than the other, where are they ten, five, two or one minute before the starting signal?

It is also necessary to try all of the things that the books say, like trying the line yourself (to decide which end is favored, etc.). The main thing is, do not spend the last ten minutes before the start just sailing around the area waving and saying "Hi" to all your friends; that kind of thing can wait until after the race. Usually one and only one boat can get the best possible start, which is going full speed at the starting signal and at the favored end of the line.

Unless you're pretty positive of being that one boat, you'd better figure out another way to begin the race. For instance, if the port tack end is favored and you like to live dangerously, you might want to consider a port tack start. This is not recommended, however, because it only takes one starboard tack boat to "wipe" you off the line. Like a "hole-in-one" in golf, it's always nice to recall that perfect port tack start you made back in the August Series of '72, but you've probably forgotten all those times you tried to duplicate the feat and failed (usually miserably!).

The next best choice is to start at the same place that the one boat with the ideal position started, but a few seconds later. Consider the fact that you too are starting from the magic position, but only a few seconds behind. Your advantages are several. You have

clear air at the start, the most important advantage; you can flop over to your port tack whenever you want to (most of those below you can't tack until you do); and you've given those just ahead and below you something more to worry about.

Always have a "plan" for the start, even if you have to abandon or revise it during the starting sequence. If you just sail around with the rest of the boats during the last ten minutes and fall into the flow of what everyone else is doing, you're likely to spend a lot of time looking at a lot of transoms during the race. Even a bad plan is better than none; don't forget, the start is usually the major determining factor of the race, and if you "goof" that, you've got a lot of catching up to do.

Do not be afraid to revise your starting plan, according to a change in the wind direction and strength or according to the way the fleet is "shaping up" a couple of minutes before the starting signal.

Especially when the wind is "light and variable," you should be ready for sudden shifts in strength and direction during the last couple of minutes, which could offer you new opportunities for a more effective start. Perhaps the wind is picking up, and some have tacked too soon for their last pass at the line. Maybe the wind has changed direction early enough to "tease" more than usual to try their hands at the port tack end; it only takes one starboard tacker to spoil a whole lot of those guys, even if he can just make it across the line.

Many times a wind shift which favors the starboard tack end of the line will equally entice a lot of boats into a potential "barging" position and they are the ones that have to prove that they didn't deprive you of your rightful place as a closehauled boat at the top end of the line when the signal was hoisted.

Always leave yourself an alternate place to go; there's nothing worse than to find yourself coming on "strong" at the start and completely boxed in with boats on all sides. Yes, someone always has the right-of-way, but it's little consolation to know you were right when it takes you the whole first leg of the course to find clear air.

Figure the odds, it's good to take a "long shot" once in awhile, but ask yourself, "Just what are my chances of having a successful start from this position?" Along with this, you should also consider the fact that you must be aggressive at the start and if you aren't over the line early at least once during every season, you're not being aggressive enough (according to several sailing authorities).

The Fleet's In

27—Leggette is champion, captain

Jim Leggette of Durham, N.C., emerged as the Fleet 27 champion at Kerr Lake, winning over Dick Schultz and Macon Singletary. Debbie Peterson took fourth, followed by Bill Myatt, George Kirkland and Merritt Head.

The fleet completed a 19-race series, sailing from April to October. The best 15 races counted.

The Flying Scots class again had the largest class in the Carolina Sailing Club with 35 different Scots starting during the season.

Fleet officers for 1975 are Dr. James Leggette, captain; Dr. William Singletary, measurer; William Myatt, treasurer; and Elsie Bolton, secretary.

DEBBIE PETERSON

30—It must have been some meeting

At the November meeting of Crab Orchard Lake Sailing Club, Carbondale, Ill., Fleet 30 elected, as captain, Jerome Glassman, whose offer to place his assets in trust and refrain from making large financial gifts to competing skippers was well received by the membership.

Other officers elected were Jim Brown as chaplain and Lois Brown as secretary.

The McRoy Trophy for Consistent Good Sailing was awarded by its donor, Paul F. McRoy, to Ted Glass whose sportsmanship and unselfish service to FSSA and Fleet 30 are well known.

In a close vote, Dr. Leon Striegel, former Rebel national champion and Lightning sailor, was elected to membership in Fleet 30 upon the chaplain's certification of the sincerity of his reluctantly expressed willingness to recant previously held and loudly proclaimed erroneous beliefs about the Flying Scot.

Jack Goldman was not elected to anything but would like to see his name in print.

LOIS BROWN

64—New fleet calls Baltimore skippers

Newly chartered Fleet 64 is inviting Scot skippers in the greater Baltimore area to join the fleet. The fleet is based on Middle River off Chesapeake Bay near Baltimore.

At the first meeting Dec. 6, Allen Gunzelman was elected captain and Howard Mulhern, secretary-treasurer. Other members are Harry Butcher, Jack Lord and Gary Umscheid.

Anyone interested in joining the new fleet can contact Gunzelman at 836-2721, Mulhern at 532-9729

or write Fleet 64, 1103 E. Northern Parkway, Baltimore, Md. 21239.

HOWARD MULHERN

67—Taylor claims championship

Bob Taylor captured the Fleet 67 championship on Canyon Lake, north of San Antonio. The second, third and fourth finishers were separated by 1½ points in the tight series.

Fred Dorr has been elected captain for 1975. Other officers are Bob Killian, first officer; Mary Ellen Rees, secretary; and Jan Riley, re-elected as treasurer.

SALLY DORR

71—Sailing, picnic enliven meeting

Fleet 71 combined a fun day and picnic dinner with their annual business meeting at the VISA Yacht Club, Smith Mountain Lake, Va. Skippers, crews and sails were swapped for the six-mile cruise.

New officers are Earl Purcell, captain; Tom Gibson, secretary-treasurer; Don Grandy, corresponding secretary; and A. L. Bush, measurer.

Bill Gutzwiller won the fleet trophy for 1974. Leading skippers for the spring series (12 races) were Bush, first, and Gutzwiller, second. Gutzwiller and June Purcell finished one-two in the summer series (14 races), and Gutzwiller was followed by Earl Purcell and Willie Robertson in the fall series (13 races).

Young skippers lead the Commodore's Regatta on Labor Day weekend with Virginia Robertson first and Roberta Gordon second.

Gutzwiller won the Memorial Day Scruggs Cup. The Scruggs is a handicap, one-race, fun event. Slow boats start first, fast boats start last, and all boats should finish together (but don't).

DAN GRANDY

85—Punch Bowl Regatta on tap for April

The annual Punch Bowl Regatta on April 5-6 will start the sailing season for the Dixie Inland Yacht Racing Association. Fleet 85 and the Dixie Sailing Club invite all Scots to the regatta on Lake Martin, about 35 miles north of Montgomery, Ala.

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The Fleet's In

Fleet 85 will host a pre-race get-together on April 4. Last year more than 20 Scots competed for the Punch Bowl.

Addition information can be obtained from Walter Mills, P.O. Box 21, Selma, Ala. 36701.

WALTER MILLS

In the club's Interclass Championships sailed in Sabots, McCarten took fourth.

JOHN R. SEIDLITZ

89—McCarten tops at Lake Perry

George McCarten captured the Fleet 89 championship over Brooks Wright and John Seidlitz at Lake Perry, Kan. Eight Scots competed, with the crown based on the best 10 of 12 races.

McCarten won the Memorial Day Regatta, tied for first with Jim Calvert in the Firecracker Regatta and took second behind Wright in the two-race Perry Yacht Club Long Distance series. Bob Wilson won the Labor Day Regatta.

108—Schultz edges Leggette

Dick Schultz accumulated 955 points to win the Fleet 108 championship at High Rock Lake, N.C. Jim Leggette with 936 points and Ernie Myatt with 852 points were second and third in the 12-boat fleet.

(In Fleet 27, Leggette won with Schultz placing second.)

Fleet 108 sailed four races the fourth weekend of each month from April to October.

Fleet officers for 1975 are Dick Schultz, captain; Heiner Ehrlich, secretary; and Jim Leggette, measurer.

RICHARD SCHULTZ

FSSA Fleets and Districts

MIDWESTERN DISTRICT

Governor: ROBERT K. TURNER JR.
2101 E. Olive St.
Milwaukee, WI 53211

- 2—LAFAYETTE, INDIANA—Lake Freeman
- 3—WILMETTE, ILLINOIS—Lake Michigan
- 9—STURGIS, MICHIGAN—Klinger Lake
- 25—MILWAUKEE, WISCONSIN—Lake Michigan
- 29—MUNCIE, INDIANA—Prairie Creek Reservoir
- 30—CARBONDALE, ILLINOIS—Crab 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

PRAIRIE DISTRICT

Governor: LEO WAYNE CHENEVERT
5801 N W 31st St
Oklahoma City, OK 73122

- 39—PORT GROVE, OKLA.—Grand Lake of the Cherokees
- 50—OKLAHOMA CITY, OKLA.—Lake Hefner
- 59—TULSA, OKLA.—Keystone Lake
- 89—TOPEKA, KANSAS—Lake Perry
- 93—LAWTON, OKLA.—Fort Sill, Lake Lawtonka (s)
- 106—NORTH PLATTE, NEBRASKA—Lake Maloney

TEXAS DISTRICT

Governor: FRED TEARS
8626 Inwood RD
Dallas, TX 75209
214-352-8626

- 23—DALLAS, TEXAS—White Rock Lake
- 32—HOUSTON, TEXAS—Galveston Bay
- 49—HOUSTON, TEXAS—Houston YC—Galveston Bay (s)
- 51—SEABROOK, TEXAS—Galveston Bay
- 62—DALLAS, TEXAS—Lake Ray Hubbard (s)
- 66—PORT ARTHUR, TEXAS—Lake Sabine
- 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—INVERNESS, CALIFORNIA—Tomales Bay
- 100—SEATTLE, WASHINGTON, Lake Washington (s)—Charter Suspended

MICHIGAN—ONTARIO DISTRICT

Governor: THOMAS F. EHMAN JR.
8940 Dexter-Pinckney Rd.
Pinckney, MI 48169

- 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: DERRICK LONSDALE
2627 Lee Rd.
Cleveland, OH 44118

- 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
- 37—WESTERVILLE, OHIO—Hoover Reservoir
- 65—DELLROY, OHIO—Atwood Lake
- 101—AKRON, OHIO—Turkey Foot Lake (s)

GULF DISTRICT

Governor: MICHAEL S. JOHNSON
104 Ferry RD
Ft. Walton Beach, FL 32548

- 26—FORT WALTON BEACH, FLORIDA—Choctawhatchee Bay
- 38—MOBILE, ALABAMA (MYC)—Mobile Bay
- 45—JACKSON, MISS.—Ross Barnett Reservoir
- 55—MOBILE, ALABAMA (BYC)—Mobile Bay
- 75—PANAMA CITY, FLORIDA—St. Andres 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 Cote and St. John
- 92—PASCAGOULA, MISSISSIPPI—Mississippi Sound
- 96—NEW ORLEANS, LOUISIANA SYC—Lake Pontchartrain
- 98—BAY ST. LOUIS, MISSISSIPPI—Bay St. Louis
- 99—NEW ORLEANS, LOUISIANA NOYC—Lake Pontchartrain
- 102—FAIRHOPE, ALABAMA F.Y.C.—Mobile Bay
- 111—MARIETTA, GA.—Lake Lanier

WESTERN NEW YORK DISTRICT

Governor: JAMES LIGHT
Route 1
Onondaga, NY 13820
607-432-1908

- 35—CHAUTAUQUA, NEW YORK—Chautauque Lake
- 43—SYRACUSE, NEW YORK—Skaneateles Lake

- 53—CAYUGA, NEW YORK—Cayuga Lake
- 104—OLD FORGE, NEW YORK—Fourth Lake
- 109—COOPERSTOWN, NEW YORK—Otsego Lake

NORTHEAST DISTRICT

Governor: CLARENCE A. ROSE
8 Cedar Ridge Drive
Bedford, Massachusetts 01730
617-275-7463

- 5—BURLINGTON, VERMONT—Mallett'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 Massapoag
- 77—MENAUAHANT, MASS.—Vineyard Sound
- 105—COHASSET, MASSACHUSETTS—Cohasset Harbor

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
- 31—SHORE ACRES, NEW JERSEY—Upper Barnegat Bay
- 46—ISLAND PARK, N.Y.—Hempstead Bay
- 72—AMITYVILLE, N.Y.—Great South Bay
- 74—NYACK, NEW YORK—Hudson River (s)
- 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
- 80—PITTSBURGH, PENNA.—Lake Arthur
- 81—WRIGHTSVILLE, PENNA.—Lake Clarke
- 82—PRINCE GALLITZIN STATE PARK, PA.—Lake Glendale
- 86—BALTIMORE, MARYLAND—Magorhy River
- 97—BETHESDA, MARYLAND—Chesapeake Bay
- 103—YORKTOWN, VIRGINIA—York River at Chesapeake Bay (s)

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

Singletary wins Helmold again

By DEBBIE PETERSON

Macon Singletary of Fleet 27 won the Helmold Carolinas District High Point Trophy for the second year in a row. This trophy was donated to the district by Richard Helmold, 1972 Fleet 27 captain, to stimulate travel and participation outside local clubs and fleets.

The trophy is revolving with keeper cups for the first four places. It is scored on points accumulated from the Shanghi Regatta, Lake Norman Yacht Club

Invitational, Carolina Sailing Club Governor's Cup Regatta, Smith Mountain Lake V.I.S.A. Invitational, High Rock Yacht Club Labor Day Invitational, Oriental Sailing Social, President's Cup Regatta, Carolina District Flying Scot Championship Regatta, Flying Scot Midwinter Championships and the Flying Scot North American Championships.

Singletary accumulated 375 points by defeating that number of Scots in a combination of these regattas. The top 10 and their point standing for the 1974 season are:

Skipper	Sail No.	Fleet	Points
1. Macon Singletary	2110	27&108	375
2. Hallam Walker	171	48	249
3. Richard Schultz	1885	27&108	239
4. James Leggette	1518	27&108	214
5. Ernest Myatt	775	27&108	204
6. Debbie Peterson	1849	27&108	195
7. Baxter Gordon	1581	71	193
8. Merritt Head	2140	27	175
9. Willie Robertson	1292	71	165
10. Joe Trull	2150	27	161

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 Joe Harper, SCOTS n' WATER, 2205 Newfield Lane, Austin, Tx. 78703 and checks to Hal Marcus, 2155 Hallmark Drive, Pensacola, Fla. 32503.)

FS 708—Douglass — Boston working sails — Hild Sail spinnaker — Boom tent cover — Dry-sailed and dry storage — Excellent condition — Shipmate Trailer, new tires spring of '74. Price: \$2,500.

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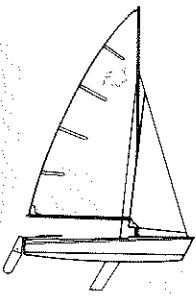
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This regatta designed for family fun

By ROLF KROTSENG

Just west of Sandusky Bay on Lake Erie is Port Clinton, Ohio, where the Portage River curls past the A&P, ducks under a bridge with a steel grating and turns left around the yacht club on its way to sea.

The first weekend of October each year, Flying Scot sailors and others are invited to P.C.Y.C.'s Snow Flurries regatta for good sailing, fine trophies, flags, fun and the best fish fry on the Great Lakes.

Participants can stay at the L&K Motel across the river or camp on the club grounds or rent a cottage without reservation if the weather is cool the week before the regatta. If it's warm, plans in advance are necessary because this is the center of Lake Erie's vacation land.

Camping on the club grounds is great. (Take stakes for sand since that's what the grounds really are.) Tents are surrounded by boat trailers and huge willow trees. Late at night cars can be heard whirring over the bridge grating and in the distance are the tones of the town clock's bell.

About 20 feet on the other side of the narrow macadam club drive is the boat hoist and the well-sheltered docking area for small boats. It's so well-sheltered there, in fact, that a couple of years ago we hoisted sail at the dock, paddled out to the river's mouth and sailed into a stiff 30-knot wind. Ours was the first Scot out, and we followed the race committee for a bit until we both realized nobody else would venture out. The committee turned around and cruised back while we jibed, held on to the transom and high-tailed it on a flat out plane right back up the river and into the bar.

Bill Zimmie, who loves heavy air, said, "You were very brave." Maybe or maybe not, but we were very thirsty.

The bar, since that's where my story now has us, is as tastefully decorated as the lounge and entrance hall. It is next to the dining room which turns into a huge dance hall for the inevitable Saturday night dance. It is a fine place for the skippers' meeting.

After a typical skippers' meeting, we're off around

a triangle that was set in June to be pulled in October. Remarkably, the wind seems always to be blowing right down the throat of the first leg for a good beat and a couple of exciting planing legs. This being the narrow end of Lake Erie, there is a current to contend with at that windward mark, and we've seen boats tack half a dozen times only to fall down once again on that mark.

Back at the club after a good and inexpensive lunch, we check the scoreboard, usually starting at the bottom and working up. It doesn't hurt as much that way. One year we finished seventh out of 14 and congratulated ourselves for not doing badly, having apparently left the spinnaker pole at home.

But how did the home fleets do? That's when it hits us. There are no home sailboat fleets at Port Clinton. None! We remember as we left the dock that we had passed between two rows of beautifully varnished transoms with twin-screws. People were standing in their power boats waving, smiling, occasionally taking pictures and wishing us good luck on the way out and greeting us on return with the always welcome, "Howyado?" A lot of the members are old Interlake and old K-cat sailors, and they know that a well-run regatta can be a lot of fun and a moneymaker for the club.

The Saturday afternoon fish fry is what the club's regatta is noted for, and our family, which isn't big on fish, gobbles up the crisply fried fillets like potato chips at a beer bust.

One last word. In planning for the Snow Flurries Regatta the first weekend of next October, bring your woolies. It's a great time to break out the coming season's new sweaters.

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