

SCOTS

n' water

**MARCH, 1976
VOLUME XVIII
NUMBER 3**



Off on a close reach—Scots round the windward mark in action on St. Andrews Bay, 1975 Midwinters.

Photo by Jack Beierwaltes

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Jib Tracks Still Bring Letters

Dear Editor:

First of all, let me suggest that the Special committee to consider jib sheet tracks consider leaving the present dimensions as they are but add the word "maximum" to the 20" + 1/2 length.

Then all tracks installed correctly will comply, all of the shortened tracks installed by the producers of one-design Scots will comply, and anyone desiring to shorten his present tracks will also comply. Who knows, perhaps raked masts may fall out of fashion, and we may need the tracks again someday.

The ironic part of the controversy is Sandy's sincere letter resisting suggestions for *improving* the Scot followed in his next sentence by his defence of an improvement. All of this in our SCOTS N' WATER alongside a Customflex ad listing ten "improvements," if you don't count the full-length rudder blade and shock cord downhaul on the pole.

We have a great all around performer in our Scot. If a change can be made at no cost and with little effort which doesn't take away from our one-design concept, it is certainly worth considering.

Sincerely,

JIM JOHNSON
FS 2135

... And Sandy Answers Ernie

Dear FSSA member,

Controversy over the length of the jib sheet tracks already has taken so much space I had hoped we could let it drop. But, Ernie Godschalk's letter in the February issue seems so persuasive at first glance it demands further thought and a reply. Knowing as I do, his sincerity and his long record of dedication to the FSSA, his letter has made me ponder my stand in opposition to permitting the tracks to be shortened or removed. But I still believe I am right and that he has missed the boat in two major respects and that his arguments do not hold water. (Please take note of the nautical metaphors.)

First of all, if he prefers what he calls the Ehman method of sheeting directly across the cockpit from the block on the track, he is perfectly free to use it. It works just as well, exactly the same, in fact, from a long track as from a short track or no track. The length of the track has no bearing on the matter; and therefore, this is not a valid argument for shortening the track.

Ernie makes the statement that our present tracks are too long. Too long for what? It might be said that they are longer than necessary, but I can think of no way in which they are *too* long,—and he does admit that the length relates only to convenience. Is the convenience of a few people sufficient reason for the Class to set a dangerous precedent, that of changing a basic one-design specification just for the convenience of a few?

He offers the specious argument that because only a few tracks ever have met the technicality of being 20" + 1/2", as shown on the Official Plan, no one is bound by the specification. (Isn't this like saying that because most cars are going 55 mph in a 50 mph zone the speed limit is not valid and there is no reason we shouldn't do 90 or 100 if we choose?)

(Continued, page 10)

Secretary Sez; Panama City Awaits FSSA Midwinters

By HAL MARCUS

JOHN MORROW, Chairman of our 1976 Flying Scot Midwinters at St. Andrews Bay Yacht Club in Panama City, Fla., reports all is in order for another outstanding and gala series.

Registration begins Wednesday, March 10 and will continue Thursday morning. The Elimination series begins with one race Thursday afternoon. Two races on Friday end the Eliminations, and Friday night St. Andrews Bay Yacht Club will host a cocktail party for us.

Following the party, BILL BENTSEN, USYRU's Director of Class Racing, will moderate a discussion on "Race Committee Management."

Saturday, the first two races in our Championship and Challenger Divisions will be sailed with a Regatta dance that evening. Sunday morning our final race will be followed by trophy presentation.

We commend the hard workers at St. Andrews Bay Yacht Club and thank them for our excellent Midwinter regattas.

1977 ADAMS CUP PICKS SCOTS

The 1977 Adams Cup finals will be held at Little Egg Harbor Yacht Club in Beach Haven, N.J. and be sailed in new Flying Scots with new sails.

Mrs. HELEN G. INGERSON, Chairperson of the Women's National Sailing Championship Committee, released this information at the USYRU annual meeting held in January at the Florida Yacht Club in Jacksonville.

Following the 1975 Mallory Cup finals, the 1976 USYRU Championship of Champions and Sears Cup Finals, the Adams Cup makes four major USYRU events to be sailed in Flying Scots in less than two years.

KEEPING THE SCOT ONE-DESIGN

We received a note from C.O. MORRIS of Fleet 6 saying that he wants to add his "strenuous vote for leaving the Flying Scot the way Sandy designed it . . . I enjoy moderate summer racing within the time I have available. Beyond that I have other hobbies, interests and A JOB . . . I do not have the slightest interest in go-fast gadgets, their theories or their costs. Nor do I aspire to be an Olympic Class small boat sailor. So, please add my vote to those of the other "pure" sailors who do not wish to become design experts."

"CHAMPIONSHIP OF CHAMPIONS"

Have you ever seen a dream come true? It is happening now in Pensacola, Fla. Commodore BUDDY POLLAK, USYRU's General Regatta Chairman, and his crew have worked day and night organizing the first annual "Championship of Champions" at Pensacola Yacht Club.

Following FSSA's very successful "Race of Champions" series last year, we wondered how to top it. This event does that and more. Every member of FSSA can take pride in their organization's active role in the sailing world.

BILL BENTSEN, USYRU's Director of Class Racing, reports the following participants representing their Class as current National, North American or World Champion:

PAUL REILLY	C SCOW
GEORGE SCARBOROUGH	Y-FLYER
ED ADAMS	LASER
RANDY BARTHOLOMEW	ETCHELLS 22
JOAN & ART ELLIS	FIREBALL
WILLIAM EWING	ALBACORE
TOM LAYTON	COMET
BILL ROBERTS	CONTENDER
ROBERT STEPHAN	MARINER
CLARK THOMPSON, JR.	ENSIGN
BOB WHITEHURST	420
BRUCE MACLEOD	TEMPEST
BOB GOUGH	REBEL
PETER FOUNTAINE	WINDMILL
JEFFY THOMPSON	SHOOTS
STEVE TOSCHI	INTERNATIONAL 14
JIM HOEFCHLER	M-20
JACK EVANS	FORCE 5
DANIEL REIBER	JAVELIN
TOM WINNMILL	BLUE JAY

and—listed last to be polite because he certainly is not least:

PAUL SCHRECK

FLYING SCOT

What an excellent line-up of Champions. We wish them all "Good Luck" and hope they enjoy Flying Scot hospitality.

(Continued, page 4)

JR. MIDWINTERS, A SMASHING SUCCESS

We congratulate SUSAN ALLEGRI and all the other wonderful Juniors at FAIRHOPE YACHT CLUB in Fairhope, Ala. for their outstanding job hosting our second annual Junior Midwinters.

Much to Susan's surprise the Junior Midwinters turned up a MYSTERY SCOT. FS 1457 was entered in the regatta by ROLAND MESTAYER of Singing River Yacht Club in Pascagoula, Miss. Naturally, Roland had to join the Association and register FS 1457 with ye old Secretary. We credit Susan with finding Mystery Scot 1457, and she has received her emblem and lapel pin.

We are not adding new Mystery Scots until our list is down more. Our Mystery Scots are:

MYSTERY SCOTS

21	212	508	651	1021	1419	1617	1723	2124
106	327	527	720	1028	1457	1623	1902	2131
131	421	546	747	1321	1547	1707	1952	2216
146	425	644	766	1324	1573	1716		2223

NEW "OFFICIAL" ITEM ON SALE

Our brand new item is the brainchild of BRAD DAVIS, Texas District Governor, and Fleet 23 in Dallas, Tex. It is a 100% solid brass FSSA belt buckle designed from our logo.

Handsome, well made and durable, the buckle is available in the FSSA office for \$15 including shipping charges. An order form appears in this issue.

REGISTRATION A TITLE?

GERALD BAXTER from West Chester, Pa. writes us . . .

"The records will show that I purchased Flying Scot #1000 from Mr. Gordon Harris of Downingtown, Pa., several years ago. A Certificate of Ownership was issued to me at that time when Mr. Harris' certificate was endorsed and surrendered to the secretary of the Association.

"In the intervening years, Maryland, where I principally sail, changed its motorboat licensing rules from requiring no license for boats powered by less than 7.5 horsepower motors to requiring licenses on all powered craft. In due course, I presented myself at the appropriate office in Annapolis where, since I had no Bill of Sale, they accepted my Certificate of Ownership as proof of ownership. Unfortunately, they would not accept a photostat and my Certificate of Ownership is therefore imprisoned forever in the State Archives of Maryland.

"Can you issue me a new Certificate of Ownership? It would be most appreciated."

Need we say more?

IN CLOSING . . .

We have some more copies of *JUNIOR YACHTING* available for free if you identify yourselves. The publication is related to sailing in general and is excellent for instruction of juniors and novices.

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 1939—Douglass—Two suits sails—completely race equipped including internal spinnaker sheets—Boat has great racing record including 3rd and 2nd place finishes in 1973 and 1974 NAC—available after 1976 Midwinters Price: \$2,500 firm
L. B. Pollak—904/932-9141 (h) or 904/438-9651 (o)

FS 1594—Red hull, White deck—New suit of Schreck sails—New Cameron radial head spinnaker—excellent condition—with trailer. Price \$2,395
Rich Allton, Box 32323, Oklahoma City, Okla. 73132 Telephone: 405/789-7888.

FS 2050—Almost complete with almost new sails, spinnaker and trailer. Price \$2,950
Paul Schreck & Co., South Scenic Dr., Lillian, Ala. 36549. Telephone: 205/962-4345

FS 1596—Lofland—Turquoise hull, white deck. Excellent condition. John Cameron and Ulmer sails. Harken blocks, outboard bracket, bridle, anchor, compass. Shoreline galvanized trailer like new. New wheels and axle (sandblasted and dimetcoated). Price: \$2,300 Dick Moriarty, 4321 Prienterre Dr., Lake Charles, La. 70601. Telephone: home 318/478-5182; office 318/491-7220

FS 1787—Douglass—Aqua and white—two suits of sails with spinnakers—Boston and Schreck—Bremer motor bracket—1½ HP Seagull motor—Sterling trailer—cockpit cover. Price \$2,800.

J. Lowry Freeman, 3927 Rutgers, Port Arthur, TX 77640. Telephone: 713/962-6607

FS 1990—Douglass—White hull, grey deck, Schreck and heavy air Hard Racing suits, Murphy and Nye reaching spinnaker. Sterling trailer, foul weather gear, life jackets, anchor, racing fittings, etc. 1975 Fleet Champion. Price \$3,500
Bob Harder, 1314 Tulane Rd., Wilmington, DE 19803. Telephone: 302/478-6632

FS 1878—Douglass '72—Two mains, three jibs, two spinnakers, Harken blocks, Omni compass, anchor, full boat cover, bridle, Sterling trailer, spare tire, motor bracket, etc. Price \$2,800 firm
Art Deckelman, 7800 Camino Real H 413, Miami FL 33143. Telephone 305/279-9450

FS 304—Light green hull, two suits of sails (one new in 1974)—spinnaker, trailer, motor, anchor, boom tent. Price \$2,675
Dave Gooch, 45 Pepperell Rd., Kittery Point, ME 03905 Telephone: 207/439-4877

FS 1897—Douglass—Harken blocks—five sails, one almost new star cut spinnaker by Hard—jiffy mast hinge—lifting bridle—motor bracket—excellent galvanized trailer—very well equipped—good racing record.
Don Winter, P.O. Box 493, Miller Place, New York, NY 11764. Telephone: 516/928-4152.

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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.

Marc Eagan Wins Second Jr. Title

By **SUSAN ALLEGRI**

The second annual Flying Scot Junior Midwinters held at Fairhope Yacht Club, Ala. Jan. 17-18, was literally in the middle of winter.

Scraping ice from their rigging, young sailors prepared to confront gusting winds and icy water in their race for the 1976 Championship.

Weather conditions caused postponement of both opening day races, but Sunday dawned crisp and clear to see defending champion Marc Eagan of Southern Yacht Club capture his second title with three consecutive firsts in the senior division.

Keith Turner of the host club placed second with Buzzy Heausler of Bay Waveland YC, third.

Chip Merlin of St. Andrews Bay won the junior division followed by Mimi Johnson of Fort Walton YC second, and Randy Santa Cruz of Bay Waveland, third.

A total of 27 Scots participated in the regatta with ten Gulf Yachting Association clubs represented. Tim and Terry Gwinn from Squantum YC on Quincy Bay in Bedford, Mass. towed their Scot 1400 miles to compete for the silver.

Sailors were entertained Saturday night by a band and dance, enjoying traditional Southern hospitality offered by the Juniors at Fairhope YC.

Seven more boats registered for the 1976 competition than did last year, so participants feel the Junior Midwinters is now an established annual event.

Final Standings—Senior Division (ages 17-21)

1. Marc Eagan (SYC)	1	1	1
2. Keith Turner (FYC)	2	3	2
3. Buzzy Heausler (BWYC)	4	2	5
4. Ed Reardon (PYC)	3	4	7
5. Bubby Eagan (BWYC)	5	7	3
6. Ken Kleinschrodt (BYC) ..	6	8	6
7. Bobby Hodges (BYC)	9	10	4
8. Ric Johnston (St. ABYC) ..	8	5	DNS
8. Duncan McClane	7	6	DNS
10. Peter Gambel (SYC)	10	9	DNS
11. Hutch Galloney FYC)	11	DNF	DNS
12. Paul Strauley (FYC)	12	DNF	DNS
13. Tony Chavers (FYC)	DNS	DNS	DNS

Junior Division (age 16 and under)

1. Chip Merlin (St. ABYC) ...	1	1	3
2. Mimi Johnson (FWYC)	6	2	2
3. Randy Santa Cruz	4	3	7
4. Dwight Leblanc (SYC)	5	5	4
5. Robert Boh (SYC)	2	9	6
6. John Cramer (PYC)	3	DNF	1
7. Jerry Dees (FYC)	10	8	8
8. Tim Gwinn (SYC)	12	10	5
9. Kenneth Moran (SYC)	8	6	DNS
10. Shawn Killeen (SYC)	11	4	DNF
11. Mike Douglas (St. ABYC) ..	9	7	DNS
12. Roland Mestayer (Singing River YC)	13	11	9
13. Leslie Weatherly (GYC) ..	7	DNF	DNS
14. Terry Turner (SRYC)	DNF	12	DNS



Marc Eagan (left) and crew Ed Turnipseed made it two in a row winning the second Junior Midwinters. Susan Allegri served as Regatta Chairman at Fairhope Yacht Club. (Photo by Hal Marcus).



Chip Merlin (right) and his attractive crew were first in the Junior division (age 16 and under). Chip is from St. Andrews Bay Yacht Club in Panama City, Fla. (Photo by Hal Marcus).



Juniors learn leadership and responsibility from FSSA leaders like Gulf District Governor Mike Johnson and his wife Lynn, who are always present for events in their area. (Photo by Hal Marcus).

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18. Choice of hull color
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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:

By GORDON K. DOUGLASS

Believe it or not, after all these years, after numerous articles in SCOTS N' WATER, with two issues of the HIGHLIGHTS in circulation and with carefully written rigging instructions telling new owners how to rig and sail the Flying Scot, I still receive letters requesting me to write articles on such basic ideas as how the mast should be raked and how to determine the proper tension of the shrouds.

Yet this is not at all strange considering the fact that an article in S&W is of immediate interest but of little use to those joining the FSSA at a later date; and I find on reading the HIGHLIGHTS that, comprehensive as it is, it does not cover every facet of every subject. Reading about such basic subjects as mast rake and shroud tension may seem old hat to veteran owners, yet I know that my thinking is stimulated by reading the ideas of others and, who knows, perhaps there will be something of value here.

If I were to write about tuning the mast of some other boats, perhaps the Lightning, I would have to deal with the relative tensions of jibstay, lower shrouds, upper shrouds, jumpers and backstay, each with its own turnbuckle—eight of them—each of which must be precisely adjusted in relationship to the other seven if the mast is to remain straight or is to bend just the correct amount and in the right direction. And, of course, all of this has nothing to do with establishing the proper mast rake for that boat, a matter in itself. I knew a top-flight Lightning skipper who was completely demoralized by discovering, on arriving at a regatta, that whoever had helped to unrig his boat at home had made the horrible mistake of unscrewing the turnbuckles instead of disconnecting them. He spent the entire afternoon sailing in and out, adjusting turnbuckles, still was not convinced that his boat was "going," and did poorly in the regatta. I set up the mast of a brand new boat, went out and won my series. My boat was "going."

Flying Scot owners are fortunate in that the Scot is equipped with a simple, modern mast which is held by a single pair of shrouds and a jibstay, with adjustments for rake and tension made with adjuster plates on the shrouds and a turnbuckle on the jibstay—aided and abetted by the action of the bow toggle which in turn is controlled by the jib halyard winch.

To answer the second part of the question first, shroud tension and jibstay tension are somewhat inter-dependent in that each of them pulls against the other two when the boat is at mooring; and the shrouds should be snug but not taut when the toggle

New Owners Ask About Mast, Shroud Tension

bar is relaxed. When the boat is moored the jib halyard should be shackled to the jib tack shackle and a little tension applied to the jib halyard, perhaps two or three teeth on the winch, so that the mast is held firmly with no slop in the shrouds, and the halyard is working in tandem with the jibstay. When the jib is hoisted for sailing, the halyard winch is cranked up to the point of where the toggle bar is approximately level, thus putting equal tension on both stay and halyard as well as making the entire rig taut for sailing.

I can see no advantage to sloppy loose rigging which definitely is harmful to the mast and rigging when the boat is at anchor and the mast is flopping around; nor can I see advantage in having the rigging extra tight. In the case of the type of rigging which uses a backstay, it can be used to keep the jibstay tight. We have no backstay, and our jibstay tension is maintained under sail by the pull of the weather shroud and the pull of the main sheet against the leach of the mainsail. Inasmuch as the leeward shroud will hang loose any attempt at pre-tightening the jibstay by means of the turnbuckle is futile.

What is the "proper" rake for the mast? By definition the proper rake and location might be said to be that which produces the best feeling of balance to the helm and the greatest speed under sail. The designer establishes the position of the mast, and if he is lucky it proves to be correct. If the boat does not balance, the mast can be moved. In our case, the Specifications show an inconsequential tolerance of a half inch plus or minus for the location of the foot of the mast but do not specify the angle of rake.

In the early years of the Scot I experimented with different angles of rake from forward of plumb to well aft, and could find no measurable difference. The angle of rake appears to be a matter of personal preference, and some of our best skippers have preferred a forward rake, some an aft rake. I set my own with a normal aft rake of about eight inches, meaning that a plumb bob from the halyard sheave would hang about eight inches abaft the foot of the mast. To adjust the angle of rake the shroud adjuster plates are moved up or down as needed, and the jibstay turnbuckle is adjusted to supply the correct tension—that at which the bow toggle can still be brought up level but not much beyond level.

The only reason for changing the rake away from the normal would be to achieve a balanced helm if the boat is not balanced. However, the Flying Scot will be balanced if she is sailed properly, and if your boat has a heavy helm it is probable that the nut on the tiller is causing it by the manner in which the boat is being sailed. Too great an angle of heel will create a heavy helm regardless of the rake of the mast—and this is a subject for a subsequent article.

ADVERTISING RATES

Following are the advertising space rates for SCOTS N' WATER:

CAVEAT EMPTOR (Maximum 50 words) — \$5.

FULL PAGE — One time, \$85; three issues in one year, \$70; nine issues in one year, \$50.

HALF-PAGE — One time, \$45; three issues, \$35; nine issues, \$30.

QUARTER-PAGE — One time, \$25; three times or more, \$20.

SIGNATURE ADS — (Maximum size, 3½ inches by 2 inches; 30-word limit) — \$15.

COLOR AND BACK PAGE, EXTRA.

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A BRAND NEW 4 OZ. SOLID BRASS OFFICIAL FSSA BELT BUCKLE FOR ONLY \$15

That's Less Than \$4 per oz.

Gold Bullion is \$175 per oz.

Order yours today on this handy order form. Send to FSSA, P.O. Box 2488, Pensacola, FL 32503



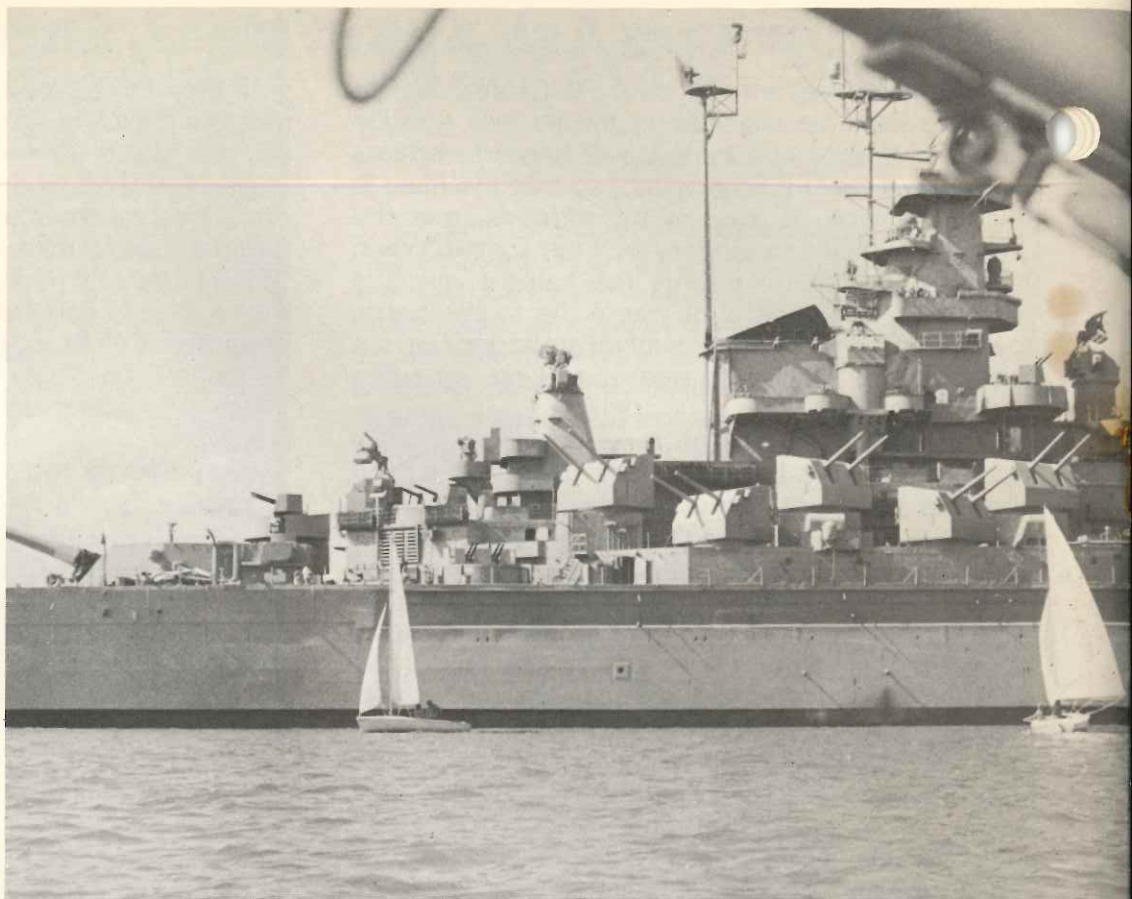
Please send me _____ FSSA Brass Belt Buckles @ \$15 each.

\$ _____ is enclosed.

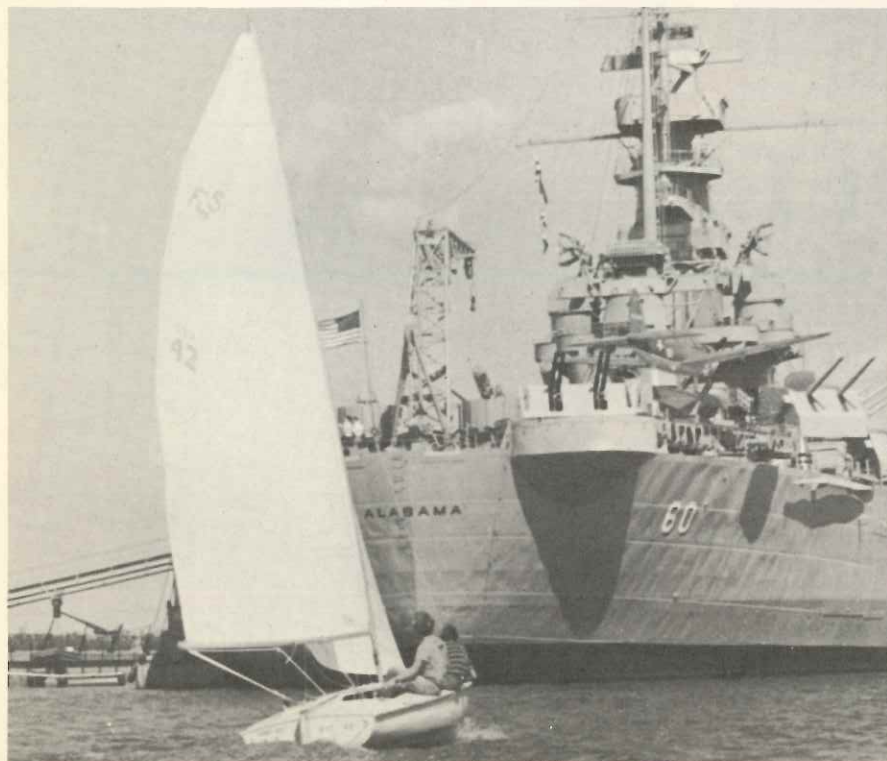
Name _____ Boat # _____

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Battleship U.S.S. Alabama



Bill Davis and James Harrington

Fleet 55 of the Bucco Ala., recently held a un-regular "twice around the one mark was used in the per or crew would have BB-60, the 42,000 ton, Alabama. .

Tom Davis and crew reach the famed Battle (alongside U.S.S. Subm Alabama Memorial Park

Following a picnic on race to the BYC was he Rhea Silvernail easily w old Civil War blockade p and God bless the cent Battery and Pinto Island from the course. The re Mobile Ship Channel fight White edged Bill Davis in a the Buccaneer harbor.

Fleet 55 will host the mer at the Buccaneer Y one of the many at tions Scots are welcome.



Interesting Scot Shots

—By Debbie White

...neer Yacht Club, Mobile,
...ue fall race. Instead of a
...triangle" race course only
...eight mile sail. The skip-
...no trouble in finding mark
...80 foot Battleship U.S.S.

Debbie White were first to
...ship permanently berthed
...rine Drum) in the U.S.S.
...ongside US-98-90.

...he park grounds, a return
...Kenny Kleinschrodt and
...the return trip by braving
...ngs (Damn them yankees
...board) between McIntosh
...hus cutting off a half-mile
...of the fleet sailed down
...g for second place, Debbie
...ying wind at the entrance to

...76 Gulf Districts this sum-
... Battleship Park is only
...i Mobile. All Gulf District

—TOM DAVIS



Kenny Kleinschrodt and Rhea Silvernail

MURPHY & NYE SCOT SAILS

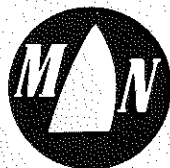
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There is no reason why you can't have the best Scot sails made—Murphy & Nye, of course. Over the years our tradition of winning is unsurpassed and we continue to gather top honors in District and National events.

Now we have available our Mallory Cup sails. Built to exact specification, you know they're fast. (To such a well publicized sailing forum we sent only our best sails). We offer these sails, once used, at a 20% discount.

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Sandy's Letter

(Continued from page 2)

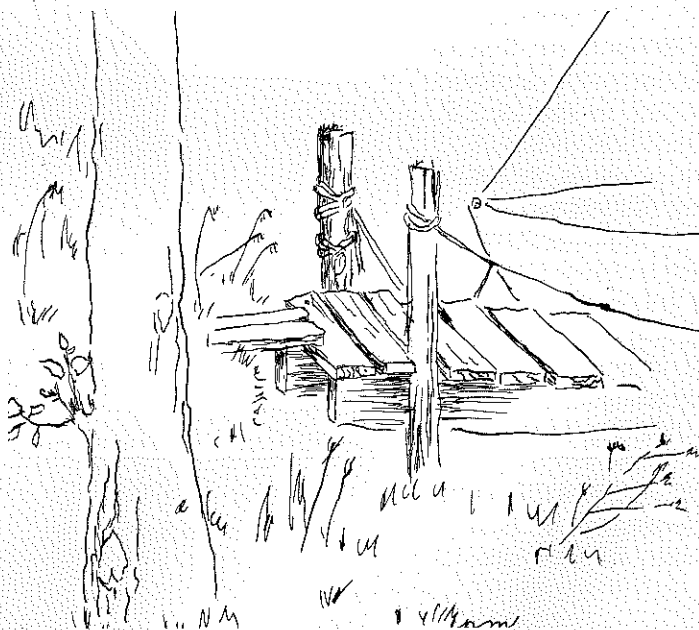
The fact is that we all have met the spirit of the rule which is, as written in the Specifications, that the tracks shall be "approximately 20" long." (My emphasis.) The exact length is not important. What is important is that they have been enough alike to give the appearance of being the same. How many persons have a good enough eye to tell if a track is 16" or 18" long? As an example, just the other day Eric Ammann and I were discussing the matter (he feels very strongly that we should maintain the tracks as they are)—and we measured the tracks on a new boat in the shop finding them, to our surprise, to be 19 inches long.

But the important thing, I think, is that they look enough alike, from 16" to 20", to look one-design when they are installed on a boat. A six-inch track, or no track, would not meet the test. Article II of the Constitution states that "the object of the Flying Scot Sailing Association shall be to promote . . . racing under uniform rules . . . and to maintain rigidly the one-design features of Flying Scot sloops, as originally designed . . ."

The actual length of the track is not important. It offers no advantage nor disadvantage to anyone. Establishing a length of 18" + 2", as in the amendment proposed by Fleet 87, would settle the matter to the satisfaction of the great majority of all Flying Scot owners, I believe, and would spare the FSSA the risk of making a precedent-setting arbitrary change to suit the pleasure of a few.

Sincerely,

Sandy
GORDON K. DOUGLASS



The Fleet's In

What's happening in your fleet—a regatta coming up, new officers, results of a recent regatta or just an interesting tidbit or two? How about sharing it with the rest of the Flying Scot gang? Just pass it along to SCOTS N' WATER, 8721 Silverhill Lane, Austin, Tex. 78759.

6—Invitational in Pennsylvania

Our invitational is scheduled for July 24-25, 1976. We're hoping for a really good turn out this year. You have to experience our hospitality to believe it. There are plenty of accommodations available. Just write Ferne Belmonte, 1129 Pennsylvania Ave., Oakmont, Pa. 15139 for more information. Come Sail With Us.

—FERNE BELMONTE

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30—Glass is captain; District in July

Ted Glass has been elected captain for 1976 succeeding Jerome Glassman; Florence Glass is secretary. Fleet 30 will host the Mid-west district meeting in July, 1976.

William R. Hughes of Mt. Vernon, Ill., a Scot sailor, has been elected Commodore of Crab Orchard Lake Sailing Club.

—FLORENCE GLASS

71—Gordon Fleet champion again

Baxter Gordon FS 1581 is again Fleet Champion, winning VISA (Virginia Inland Sailing Asso.) Yacht Club spring series with 549 points and beating Earl Purcell FS 111 who won the fall series with 505 points. Bill Gutzwiller FS 726 finished second in both the spring (455 points) and the fall (424).

Flying Scot skippers also took most of the VISA Handicap Class trophies in 1975: Spring Series—Baxter Gordon, first; Bill Gutzwiller, third; Willie Robertson, fourth; Fall Series—Earl Purcell, first; Bill Gutzwiller, second; Mary Gutzwiller, third.

Flying Scots made a clean sweep of VISA Yacht Club's Skippers handicap, all boat, Commodores Regatta: Bill Gutzwiller, first; Virginia Robertson, second; Bob Thatcher, third.

Also, again for 1975, as in 1974, a Flying Scot won VISA's Capsized Trophy. I won't say who the skippers are. Most visitors to VISA (Smith Mt. Lake, Roanoke, Va.) can't believe we get enough air to have this trophy, but the wind BLOWS in the spring and fall.

Fleet officers for 1976 are: R.E. Purcell—captain; R.R. Thatcher—secretary/treasurer; R.D. Richards—corresponding secretary; R.C. Herchenricher—measurer.

Scot skippers will be very active in running VISA YC this year. The 15 flag officers and board members include: Bill Gutzwiller—commodore; Bob Gordon—vice commodore; Bob Richards and Willie Robertson—board members.

—RAYMOND PURCELL

**Complete Coverage
Warmups
C of C
Midwinters
in April Issue**

Regatta Schedule

- Mar. 6-7—FSSA Midwinter Warmups, Pensacola Yacht Club, Pensacola, Fla.
 Mar. 7-10—USYRU Championship of Champions, Pensacola, Fla.
 Mar. 11-14—FSSA Midwinter Championship Regatta, St. Andrews Bay YC, Panama City, Fla.
 Apr. 3—Punch Bowl Regatta, Dixie Sailing Club, Lake Martin, Ala.
 July 10-11—Annual CLYC Open Regatta, Clear Lake Yacht Club, Fremont, Ind.
 July 24-25—Deep Creek Invitational, Deep Creek Yacht Club, Deep Creek, Md.
 July 29-Aug. 1—Marblehead Race Week, Marblehead, Mass.
 Aug. 16-20—Flying Scot North American Championships, Lake Norman Yacht Club, Charlotte, N.C.

If your fleet has a major regatta open to Scots from other fleets, we'd like to include it in the Regatta Schedule. Just drop a note or postcard to Cathy Quinn, Scots n' Water, 8721 Silverhill Lane, Austin, Tex. 78759. (And don't forget to send in the results after the race.)

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 \$16.56 per hinge (\$16/hinge, 56¢ postage). 15% discount for 5 or more units ordered at same time; \$68.00 plus postage. Money back guarantee.

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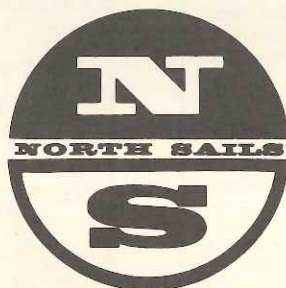
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1975 Midwinter Championship — 1st

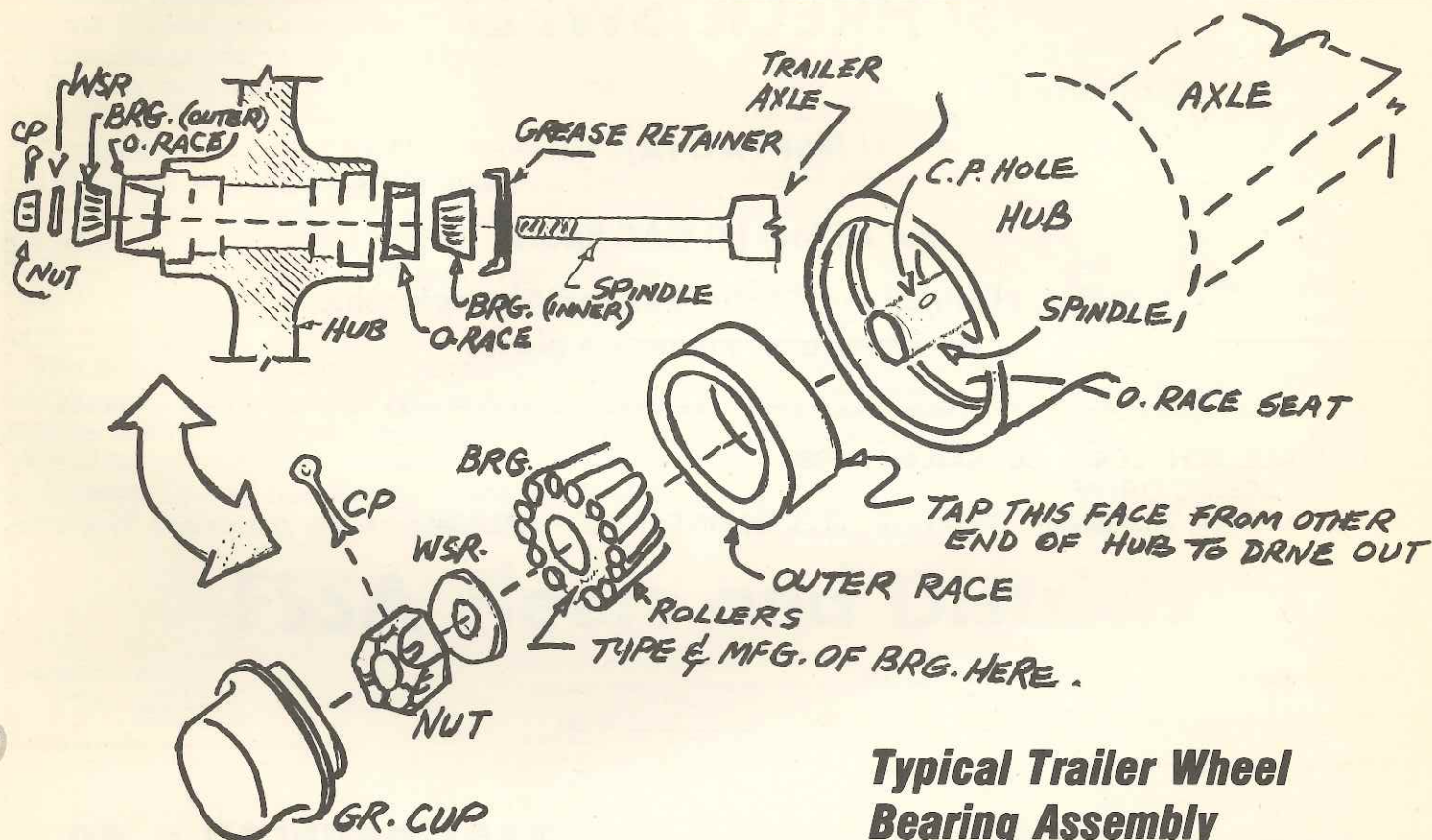
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Some Ideas on Care of Trailer Wheel Bearings: Keep Hubs Out of Water, Repack Bearings in Spring



By ED SHARP

Trailer Wheel Bearing Removal, Cleaning, Greasing & Reassembly

Tools: Flat blade, screwdriver, pliers, hammer, adj. wrench or vice-grips, sizzors jack.

1. Jack up wheel, pry off grease cup with hammer and screwdriver.
2. Remove cotterpin, back off nut, washer and wheel bearing.
3. Clean out old grease wash wheel bearing in varsol or kerosene.
4. Carefully inspect bearing rollers for gauling or pitting—should be shiny & smooth—if not replace bearing and outer race.
5. If replacing bearing(s) and outer race(s), remove wheel hub from spindle. Pry grease retainer from hub and remove inside bearing. Outer races may be driven from hub by tapping with hammer and screwdriver from opposite ends of hub. (See exploded view)
6. Replacement: oil lightly, then drive outer races into their seats using old outer race as

Typical Trailer Wheel Bearing Assembly

driver, a wooden block and hammer. Coat bearings, spindle, races and inner hub liberally with wheel bearing grease—keep dirt free!

7. Install grease seal, inner bearing and hub on spindle. Slip on outer bearing, washer and nut. Screw nut up tight to pull, assembly together then, back nut off $\frac{3}{4}$ of a turn, insert and spread the cotter pin. Tap on grease cup and you're home!

Wheel Bearing Grease may be obtained at an Auto Store, K-Mart, etc.

Don't you EVER back your hubs into the water during a ramp launch or recovery, but just use the trailer tilt-bed with tires and rims *only* in the water.

So—if you don't dunk 'em, and if you inspect and repack every spring, your Wheel Bearings should last forever!

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Carolina Champ Schultz Wins Helmold

By **DEBBIE PETERSON**

Richard Schultz, Carolina District Champion, has won the 4th Helmold High Point Trophy, donated to the Carolina District by Richard Helmold, 1972 Fleet 27 Captain, to stimulate travel and participation outside of local clubs and fleets.

Competition for second and third place, and fourth and fifth place, was especially close this year. Debbie Peterson finished two points ahead of William Singletary, FSSA President, to claim second place. Carolina District Governor Hallam Walker edged Fleet 27 Champion James Leggette by five points for fourth place.

The trophy is revolving with keeper cups for the first four places and is scored on points accumulated from the following regattas: Lake Norman Yacht Club SAYRU Invitational, CSC Governor's Cup Invitational, Oriental Sailing Social, High Rock Yacht Club Labor Day Invitational, Blackbeard Sailing Club In-

vitational, Smith Mountain Lake VISA Invitational, Carolina District Championship Regatta, Flying Scot Midwinter Championship, and the Flying Scot North American Championship.

Schultz accumulated 509 points by defeating that number of Scots in a combination of these regattas. The top ten and their point standing for the 1975 season are:

Skipper	Sail No.	Fleet	Total Points
1. Richard Schultz	1885	108	509
2. Debbie Peterson	1849	27 & 108	343
3. William Singletary	2110	27 & 108	341
4. Hallam Walker	171	48	268
5. James Leggette	1518	27 & 108	263
6. Baxter Gordon	1581	71	227
7. Bill Gutzwiller	726	71	197
8. George Kirkland	1280	27	182
9. Ernest Myatt	775	27 & 108	173
10. Merritt Head	2140	27	165

FSSA Fleets and Districts

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Governor: CARLYLE OTT
1208 W. Freeman St.
Carbondale, IL 62901

- 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
- 114-JANESVILLE, WISCONSIN—Delavan Lake
- 115-DEERFIELD, ILLINOIS—Lakes Geneva and Racine

PRAIRIE DISTRICT

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Joplin, MO 64801

- 39-PORT GROVE, OKLA.—Grand Lake of the Cherokee
- 50-OKLAHOMA CITY, OKLA.—Lake Hefner
- 59-TULSA, OKLA.—Keystone Lake
- 89-TOPEKA, KANSAS—Lake Perry
- 106-NORTH PLATTE, NEBRASKA—Lake Maloney

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Dallas, TX 75208

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- 32-HOUSTON, TEXAS—Galveston Bay
- 51-SEABROOK, TEXAS—Galveston Bay
- 66-PORT ARTHUR, TEXAS—Lake Sabine
- 67-SAN ANTONIO, TEXAS—Canyon Lake
- 69-AUSTIN, TEXAS—Lake Travis
- 84-LAKE CHARLES, LOUISIANA—Lake Charles

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- 100-SEATTLE, WASHINGTON—Lake Washington
- (s)—Charter Suspended

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Pinckney, MI 48169

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- 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
- 113-TRAVERSE CITY, MICHIGAN—Elk Lake

OHIO DISTRICT

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- 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

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- 28-FORT WALTON BEACH, FLORIDA—Choctawhatchee Bay
- 38-MOBILE, ALABAMA (MYC)—Mobile Bay
- 45-JACKSON, MISS.—Ross Barnett Reservoir
- 55-MOBILE, ALABAMA (BYCI)—Mobile Bay
- 75-PANAMA CITY, FLORIDA—St. Andrew Bay
- 79-GULFPORT, MISS.—GYC—Mississippi Sound
- 85-MONTGOMERY, ALABAMA—Lake Martin
- 87-PENSACOLA, FLORIDA—Pensacola Bay
- 90-MIAMI, FLORIDA—Biscayne Bay
- 91-ALEXANDRIA, LOUISIANA—Lake Coteau and St. John
- 92-PASCAGOULA, MISSISSIPPI—Mississippi Sound
- 96-NEW ORLEANS, LOUISIANA 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
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- 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-MENAHANT, MASS.—Vineyard Sound
- 105-COHASSET, MASSACHUSETTS—Cohasset Harbor
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- 117-BURLINGTON, VERMONT—Shelburne Bay

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- 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

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- 6-OAKLAND, MARYLAND—Deep Creek Lake
- 42-WASHINGTON, D.C.—Potomac River
- 63-HAYRE 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

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- 48-CHARLOTTE, N.C.—Lake Norman
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2266	58	NE	Joseph Goodman	195A Elm ST	Somerville	MA	02144
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2771	83	MID	Jack Woods	26 Magnoia DR	Belleville	IL	62221
2780		PR	Tom Gutzke	605 S. First ST	Seward	NE	68434

In next month's SCOTS N' WATER,
full results on:

Midwinters Championships 'Championship of Champions' Midwinter Warm-ups

The April issue of SCOTS N' WATER
will carry full coverage on this year's
exciting Midwinter Championship
Regatta in Panama City, Fla.
Scot designer Sandy Douglass
will be reporting.