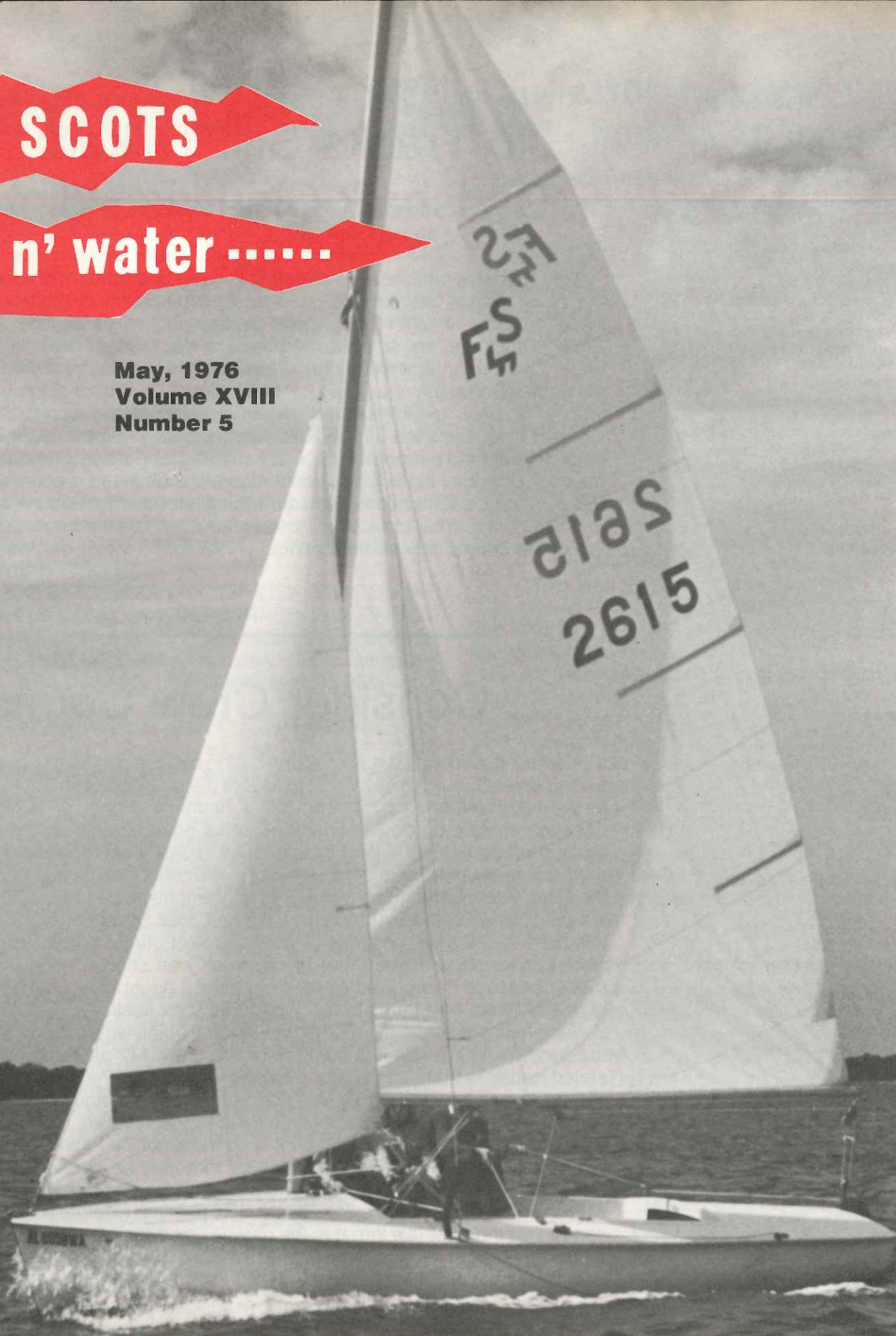


SCOTS

n' water

**May, 1976
Volume XVIII
Number 5**



**John Murray (FS 2615) beats to windward in light air
on St. Andrews Bay. Photo by Jack Beierwaltes**

1976 FSSA NAC Registration Forms, pages 6 and 8

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Letters to Editor:

Jib Tracks Still Talked: Godshalk Clarifies Point

Dear Editor,

Tom Ehman's method of jib sheeting is not one of inboard sheeting from the block across the cockpit, as described by Sandy Douglass (March issue, SCOTS N' WATER, page 2, paragraph two of "Sandy Answers Ernie"). If it were, it is true the length of the track would make little difference. The Ehman method is one of leading the jib sheet from the block on the track to a Harken cheek-ratchet block directly outboard of the track and then to a small cleat mounted immediately aft of the track, all on the leeward side. Because the track is short, the crew is able to sit on clear deck behind (and not on) the track, cleat and sheet. It's the short track that makes it possible. It's true you could mount a cleat in the same location on top of a long track and do the same thing, but it would be an awkward arrangement and the useless extra track would still be there to tear the seat out of the crew's foul weather pants.

Very truly yours,
ERNEST L. GODSHALK

Consider Crew Comfort

After a long, tiring first day of spring racing clinic and sailing I collapsed in a chair to relax, but like all avid Scot sailors the question of jib tracks returns to my mind. Whether it appears as a haunting dream or a nightmare depends entirely on each owner's personal point of view on this issue. I really don't think I am writing this because I have a personal point of view on the issue. I believe in, and adhere to, the strict one-design concept of the Scot. Because of this principle, we in Memphis have been able to build a fleet of nine Scots in 10 months. This has been possible for the Scot, in this hard-to-sell area, because of what the Scot offers. When I bought my Scot I never once noticed that the jib track was short or long, nor did it matter because I was awed by the boat itself. I bought the Scot because it is one of those rare items in this world that sells itself.

Back to the jib track. It appears that the real point, whether on the seat of the pants or in the mind, is comfort for the crew. My personal opinion as stated earlier is that I don't care. If they are short it will most likely be more comfortable; if they are long it won't be as comfortable, and I believe that to be the point or snag of the issue. One thing I know for sure, I will not sell my Scot or change my opinion of it over a jib track nor do I think anyone else will. I have done many things to my boat that may be classed as comfort additions but do not change the one-design idea. The question for those with the power to resolve the issue is to decide whether this issue of comfort for the crew is a threat to the one-design principle of the Scot or just a plea for comfort. Just remember, if the decision is made to leave the track long we all bought the Scot because we liked the boat—not its jib tracks.

KIP MILLEP
FS #269

Continued on page 10

Secretary Sez: Welcome New Fleets: Regatta Information In

By HAL MARCUS

Since we got together last month, three new fleets have joined FSSA. You who belong to active fleets know how important fleet activity is.

To those of you who do not belong to fleets, we recommend your trying to round up two or three other Flying Scot sailors in your area to start a fleet. Write us at the FSSA office. We will send you the names and addresses of other FSSA members that live near you.

Our new fleets are: FLEET 119 is located in HAYS, KANSAS, and will be sailing on CEDAR BLUFF RESERVOIR. DONALD M. STEWART is 119's new Fleet Captain. CLAIRE LAW, an active Flying Scot dealer in Kansas, was one of the driving forces behind the formation of this new fleet. Other charter members are R. W. HECKMAN, L. W. BLAKE, and KENT HAY ATKINS.

FLEET 120 is located in OSHKOSH, WISCONSIN and will be sailing on LAKE WINNEBAGO. CHUCK WILLIAMS is the Fleet's Charter Captain, and RUSSELL F. WILLIAMS is its Secretary. Other members of this new fleet are DR. JOHN McANDREW and DENNIS ELMER.

New Flying Scot FLEET 121 carries us back to North Alabama, where it will sail on LAKE TUSCALOOSA. With all three charter members residing in TUSCALOOSA, ALABAMA, we can expect to see some real growth with this new fleet. STEPHEN FITTS is serving as its Charter Captain, and WAYNE TOWNSEND is serving as its Secretary. FLEET 121's third charter member is CONRAD SMITHERMAN. Last month we told you about our new FLEET 118 in BIRMINGHAM. With the addition of our new TUSCALOOSA Fleet, we expect some real Flying Scot activity.

We congratulate these new fleets and their founders. We are proud of the recent fleet growth and activity showing the strength and vitality of the Flying Scot Sailing Association.

A year ago we started our national program advertising "111 Active Fleets". In that short time we have added ten new fleets. Keep up the good work.

DISTRICT REGATTAS PLANNED

Requests for address labels to send invitations to district regattas have been coming in almost daily. We are happy to provide these and encourage you to take advantage of the service.

Two sets of district labels are available at no charge to the district governor or his representative to promote each district's regatta. Address labels for all

other regattas and events are available from your FSSA office at a nominal charge. Let us know your needs.

We remind you that chevrons should be issued to the three top places in district regattas. The colors and numbers of chevrons to be awarded are published in your FSSA Handbook. First place winner should be awarded three (3) red chevrons, second place should be awarded two (2), and third place should be awarded one (1).

Please be sure to order enough chevrons for both sides of the mainsail . . . that makes 12 for the first three places. Fleet champions should be awarded a single black chevron for each side of the mainsail. All chevrons are available from your FSSA office at \$1.50 each.

BOAT SHOWS DO PAY OFF

A letter was received from a non-sailor in Atlanta, Ga., saying "Guess what? Smack in front of Rich's on the Mall in Lenox Square is a Flying Scot. All the literature is there, including the monthly publication. We are very impressed, it's a beautiful boat, and much larger than we thought."

While we don't know how many Flying Scots, if any, were sold at this boat show at a shopping center, it is obvious that people are taking the time to look. The more people who see the Flying Scot, the more will buy the Flying Scot. We congratulate FLEET 111 and our local ATLANTA FLYING SCOT DEALER who worked so hard to put on this show. Similarly, we congratulate the rest of you who have done the same thing in your own communities. We encourage this activity.

NO MYSTERY SCOTS DISCOVERED

While we enjoyed temperatures in the mid 80s down South last month, the weatherman tells us that some of the Northern areas had temperatures in the 40s. We assume, for that reason, a lot of you are just now getting out on the water, and that is why we have not received any reports on found MYSTERY SCOTS.

We are not adding new numbers this month.

Why not clip the list and carry it in your wallet for quick reference?

MYSTERY SCOTS

21	212	508	651	1021	1419	1707	1952	2223
106	327	527	720	1028	1547	1716	2124	2443
131	421	546	747	1321	1573	1723	2131	2444
146	425	644	766	1324	1634	1902	2216	2446

MURPHY & NYE SCOT SAILS

Why settle for less?

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.

If you prefer, we will be happy to make new sails for you from our Mallory Cup pattern. Call collect to any of our lofts.

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216 Eastern Ave.
Annapolis, Maryland 21403
Phone: 301/263-3261

Wynn-Hatton Teamwork Wins Punchbowl Meet

By **CHICK LANPHIER**

Miles Wynn of Southern Yacht Club of New Orleans and Barefoot Sailing Club of Atlanta teamed up with Frank Hatton of St. Andrews Bay Yacht Club to run away with Scot honors at the Dixie Sailing Club's Punchbowl Regatta, April 3-4.

A first class duel developed in the first two races with Pete Condo of Barefoot sailing over and outgosting Wynn in the first two legged shortened "race". The wind improved as Wynn led Condo around in the second, characterized by UU variable and shifty breezes. Saturday night they each had 2¾ points with no one closer than eight points.

Sunday morning Condo was trapped at the starboard end of the line by a bad shift about 15 seconds before the start. Wynn, Floyd Davis of St. Andrews Bay, Chick Lanphier of Dixie and Barefoot, Kent Hassell of Barefoot, and Mervel Parker of Dixie were on down the line to accept the gift. The fluky air worked to pull these boats around the course in their own private company, led by "Old Floyd" and his bikini clad crew.

Lanphier's second was good enough for second overall while Condo's ninth pushed him to third. Floyd was fourth with Walt Mills of Dixie ¼ point behind in fifth place. John Mason of St. Andrews Bay finished out of the Silver in sixth but went home with the prized (?) "Land Fear" Chicken trophy.

The 20 Scots participating represented by far the largest fleet out of the 87 boats present. We all enjoyed sailing with and through the earlier starting Thisles and Y-Flyers.

Final Standings

Skipper	Club	Finishes	Points
1. Miles Wynn	SYC/BFSC	2-1-3	5¾
2. Chick Lanphier	DxSC/BFSC	3-5-2	10
3. Pete Condo	BFSC	1-2-9	11¾
4. Floyd Davis	St. ABYC	15-3-1	18¾
5. Walt Mills	DxSC	5-8-6	19
6. John Mason	St. ABYC	12-4-5	21
7. Kent Hassell	BFSC	14-6-4	24
8. Dave Stein	DxSC	4-9-13	26
9. Mark Tiller	DxSC	7-7-14	28
10. Beman Weathers	BFSC	9-12-10	31

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.)

Sandy Sez:

By **GORDON K. DOUGLASS**

When for the first time I meet recent converts to the Flying Scot our conversation often follows a familiar pattern: the newcomer tells me he is so happy to meet me; that he thinks the Flying Scot is just wonderful for family use, being so stable, so roomy, so dry, etc.;—and then he wants to know if changing the rake of the mast would lessen the heavy weather helm. Not only has his boat a pronounced helm, but she doesn't go to weather with the other boats in the fleet. And he wonders if raking the mast aft would take away the helm.

I counter in saying how pleased I am to meet him and his wife and children, that it always is a source of pleasure and satisfaction to hear that they like their boat so much—and that the heavy helm is not a result of mast rake and will not be cured by adjusting the mast, but that it is the result of sheeting in the mainsail too hard and heeling the boat too much.

(Recently, one man admitted that he sheeted in so hard he pulled apart the stainless steel shackle of his main sheet tackle, but I question this and suspect that the shackle had not been properly secured in the first place and merely came apart.)

The new owner then tells me that he never lets the boat heel very far and surely it cannot be that. And yet, when I have had the opportunity to sail with such owners, I have found that they may be heeling the boat to thirty or forty degrees without realizing it, and that when they are shown how to ease the main sheet and, perhaps, the jib sheet as well, to bring the boat back to her proper angle of heel of 17 degrees, the helm disappears and the boat starts to go.

In the 1959-73 edition of HIGHLIGHTS OF SCOTS N' WATER the article, "Tips for Sailing in Heavy Winds" stresses the importance of not allowing the boat to heel more than 17 degrees—at which angle the side deck is level—the angle of heel which we find to be the optimum angle (and also the *maximum* angle) and gives some pointers on how to keep the boat at this angle. The Optimum Angle of Heel (an expression I believe I may have coined for an article in ONE-DESIGN YACHTSMAN some years ago) is, by definition, the angle of heel at which the boat will make the best progress to windward.

To give a thorough analysis of this demands more space than this article permits since it involves many factors. It is a good subject for another article. But the heavy helm which results from excessive heeling can be explained rather simply.

When a sailboat floats level in the water and the mast is plumb the center of effort of the sails, the CE,

New Owners Need Optimum Keel Angle

represented by a point well up the mast, is over the center of resistance of the hull which will be on the centerline. If you were to attach a line to the mast at the height of the CE and to tow the boat by it, the boat would be in balance and would go straight ahead because the power would be applied directly over the resistance. If, at the other extreme, the boat were to be towed on its side by the same towline attached high up the mast, the boat would not go straight ahead. The drag of the hull would cause it to rotate, and this, to a lesser degree, is what happens when under sail the boat is allowed to heel too far.

(continued next page)



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4. Insuring Agreements are "all risks" of direct physical loss or damage and sailing is year round, anywhere in the United States and Canada.
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7. Medical payments of \$2000 automatically apply.

This policy is available in most states where Flying Scots are sailed. Send your name, address, class, sail number, age of boat & trailer, and Home Port. Your premium depends on your home port location. Select your area. Make your check payable to Lineburgh & Company.

Area 1: \$66.00 per year. Inland lakes and rivers of the U.S. including the Great Lakes and Chesapeake Bay.

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Phone: (203) 334-3151

Sandy Sez:

(continued)

When the Scot is level the CE is over the CR (center of hull resistance) and the helm is normal. As the boat heels the CE moves to leeward in an arc around the CR. But as the boat heels the CR also moves to leeward, following and coinciding with the shift of the CE until the angle of heel reaches 17 degrees. Up to this point the helm remains normal.

However — and here is where the heavy helm starts to develop—the CR can move laterally only so far because the shift is limited by the beam of the boat. Beyond 17 degrees, the CE continues to move, going out over the water and leaving the CR behind.

The farther it does, the more the rudder has to fight to counteract the rotational force in order to keep the boat on her course. And all of the effort you put into hauling on the tiller goes directly into dragging the rudder bodily through the water.

This is the cause of the heavy helm, and from this it should be evident that raking the mast will not prevent it. The cure is to ease the mainsheet or feather up or both, to reduce the wind pressure by reducing the effective sail area, anything to get the boat back to her 17 degree optimum angle of heel. The article in the HIGHLIGHTS (which can be ordered from Hal Marcus, Sec. of the FSSA, for \$3.00) offers further details on how to maintain the Optimum Angle. And in a future article I will try to explain the many factors involved.

NAC Registration Form

FLYING SCOT NORTH AMERICAN CHAMPIONSHIP — 1976

Lake Norman Yacht Club — Lake Norman — Charlotte, N.C.

Skipper _____ Crew _____

Address _____ Crew _____

City _____ State _____ Zip _____

Fleet # _____ Hull # _____ (Sail & Hull #'s must be the same)

Hull Color _____ Spinnaker Color _____

Enclosed is my check for \$35 Registration

Please make check payable to: "Fleet 48 — FSSA" and send with this form

TO: CURTISS TORRANCE
'76 Regatta Chairman
Rt. 2, Box S-405
Denver, N.C. 28037

If camping, complete this section:

I wish to reserve camping space for the following:

Tent _____ Recreation Vehicle _____ Other _____

Camping sites will be assigned as registrations are received — first come, best spots.

Note: CHARTER BOATS WILL NOT BE AVAILABLE FOR 1976 NAC

I certify that my Flying Scot is properly registered with the Flying Scot Sailing Association and that my 1976 FSSA dues have been paid.

Flying Scot Skipper _____ Date _____

PLEASE REGISTER BY AUGUST 2, 1976

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Not one (1)

Not two (2)

Not three (3)

But all four (4) NAC Races

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

Please ship _____ suit(s). Scot # _____

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 - 3/4 oz. Nylon - \$161.00
- Spinnaker - 1/2 oz. Nylon - \$172.50
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- Tell Tale Windows - \$5.00 each
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Signature _____

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Statesville, N.C. 28677

1976 NORTH AMERICAN CHAMPIONSHIP — AUGUST 16-20

Please Reserve ___ single \$9.50 to \$11.00 each and ___ double (2 beds) \$13.50 to \$16.00 each for ___ persons. Sales tax will be added to rates. Arrival on _____ (day) _____ (date) Departure on _____ (day) _____ (date)

Please issue room(s) from our block reservation and send my confirmation to:

Name _____

Address _____

City _____ State _____ Zip _____

This reservation is guaranteed for Late Arrival (after 6:00 p.m.) by:

Signature _____ Date _____

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NORTH!**



1975 Midwinter Championship — 1st

For information: Call Dave Peterson collect (714) 224-2424

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San Diego, Ca. 92106

"Fleet's In"

19—Berlin YC slates June regatta

The Berlin Yacht Club will have its annual regatta June 12-13. Two races on June 12 will begin at 10 a.m. and 2 p.m. with the race on June 13 at 10 a.m. on Berlin Reservoir west of Berlin Center, Ohio.

—ELMER A. BABINSKY

30—Annual Egyptian Cup, June 5-6

Fleet 30 invites all Flying Scots to its 18th annual Egyptian Cup Regatta on Crab Orchard Lake. For information write G. A. Cameron, 116 N. Parrish Lane, Carbondale, Ill. 62901.

—FLORENCE GLASS

96—SYC hosts One-design Invitational

Southern Yacht Club will host its annual One Design Invitational Regatta, May 29-30. Club facilities include three high speed hoists, launching ramp, dry storage area, restaurant and bar. Fleet 96 invites all Flying Scots to participate and spend Memorial Day weekend in New Orleans. For further information, contact Larry Taggart, c/o SYC, P.O. Box 24070, New Orleans, La. 70184.

—LARRY TAGGART

Regatta Schedule

- May 29-30—Carolinas District Championship Regatta, Lake Norman Yacht Club, Charlotte, NC
May 29-30—One Design Invitational Regatta, Southern Yacht Club, New Orleans, La.
June 5-6—Egyptian Cup Regatta, Crab Orchard Lake, Carbondale, Ill.
June 12-13—Annual Berlin Yacht Club Regatta, Berlin Reservoir, Ohio.
June 12-13—Annual Regatta, Neenah Nodaway Yacht Club, Lake Winnebago, Neenah, Wisc.
June 26-27—Michigan-Ontario District Regatta, Gull Lake Yacht Club, Kalamazoo, Mich.
July 10-11—Annual CLYC Open Regatta, Clear Lake Yacht Club, Fremont, Ind.
July 17-18—PAYC Open Regatta, Port Arthur Yacht Club, Lake Sabine, Tex.
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.
Aug. 22—Racine Yacht Club Open Regatta, Lake Racine.
Oct. 23-24—Cav-Oil-Cade Open Regatta, Port Arthur Yacht Club, Lake Sabine, Tex.

BOSTON SAILS

Faster in '76

At Boston we're committed to change in our One Design program. We think there is always something faster than what is presently available, and we're dedicated to finding it. We test our ideas in boat for boat pacing here at home, discard the losers, and work on improving the winners.

Currently we are making what we feel is a very fast, smooth main and jib. The traditional Boston quality is built into each sail. And we use only the best sailcloth Howe and Bainbridge makes.

We have been working on radial head spinnakers for One Designs for two years now and can supply you with not only the fastest chute, but also tips on how to get the most out of it.

We are proud of the workmanship in our sails and the fact that they have traditionally been the most durable sails available. For further information contact Larry Klein at the loft.

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BOSTON
MT. CLEMENS, MICH.

Where Quality is a Tradition

Letters

(continued from page 2)

Dear Editor:

I have been reading with great interest the debate on jib tracks in the "Readers Reply" section of SCOTS N' WATER. I am a member of Fleet 20, the fleet that has proposed the change that would allow for "no jib tracks."

There seems to be two focal issues in this debate. The first has to do with why change at all. The second has to do with concerns about retaining our one design integrity.

I nodded enthusiastically reading Ernie Godshalk's letter in your January-February issue. He spells out very clearly the whys of such a change. I would like to add one other. My wife crews with me on our Scot. She nearly gave up crewing one day when she began counting all the black and blue marks on the back of her legs. I was ready to dismiss her complaints as "feminine vanity" until I served as crew for someone on a Scot and the back of my legs were sore. The villain for these bruises has been that long jib track. My new boat has *no* jib track and my wife had almost no bruises last season. We sailed well enough to win our fleet's season championship.

Ernie Godshalk also speaks clearly to the issue of one design integrity. We are going to have to change that rule to make most of our boats legal. Most importantly, shortening or removal of the track actually simplifies the rigging. It is in no way a "go fast."

Finally, a word about Tom Ehman. Tom's ideas about rigging are innovative and can lead to real convenience for skipper and crew, within the class rules. Tom sails fast, however, because he is a good sailor. Concerning significant changes to the Scot, Tom is more conservative than this middle-aged family man. He is **vitaly** concerned with maintaining its one design status and I think would really do battle to prevent changes that affect boat speed, such as a change to the underwater shape.

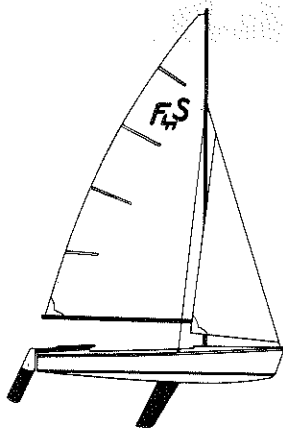
Very truly yours,
DAVID B. PRYOR
FS 2562

Dear Reader:

This issue of SCOTS N' WATER had to be cut drastically because material on the FSSA North American Championships is lost in the mails. Hopefully, by June we'll be back on schedule and loaded with news.

CATHY QUINN, Managing Editor

TROPHIES



Martingale trophies feature the engraving of the Flying Scot sailplan in sharp and crisp detail. A large selection is available - pewter, silverplate, plaques, half models, glassware. Write for 1976 catalog and sample.

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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: VIZ; 5 for \$68.00 plus postage. Money back guarantee.

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131 sq. ft. "storm" sails of 5 oz. Bainbridge Dacron are popular with those who hate to roller reef and want easier control in heavy weather, or when they sail alone. Carefully designed to use same sheet blocks and provide same fine balance in handling the Scot as with the full size sails. Ideal for youngsters, too—little sails for little muscles. Main and jib \$255.00 plus postage. Numbers extra. Money back guarantee if returned 7 days after you receive them. *Battens, bag included, of course.

Double-ended Halyard Winch Crank

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