

Scots n' waders



November-December, 1977
Volume XIV Number 10

Marc Egan
1977 North American
Flying Scot Champion

Alhambra City Locks March 1-5 ... page 2

Localist examines physics of his Scot. ... page 8

20 years, 10 years later, looking back ... page 13

Mid-Winters promise 'vacation,' with championship dimensions

Regatta chairman Allen M. Douglas calls the 1978 Flying Scot Mid-Winter championships a "great sailing vacation in Panama City, Fla." But over the past years, the regatta has taken on the significance of a second national championship.

This year's Mid-Winters may follow the pattern of attracting the top skippers in the class.

Last year Gordie Bowers won in a series shortened to two races. He defeated Marc Eagan, the defending Mid-Winter's champion, Tom Ehman, the defending North-American champion.

Chairman Douglas expects this regatta to be superlative.

"The St. Andrews Bay Yacht Club and Fleet 75 promise you the biggest and best Mid-Winters ever held," Douglas writes.

As in previous years, there will be two divisions. After three elimination races, points will be thrown out and the

fleet divided into Championship and Challenger Divisions. Trophies will be awarded for the first seven places in each Division and the winning skipper and crew for each individual race.

Skippers who enter the Mid-Winter regatta only in the final three races must pre-register and have sails measured prior to skippers meeting at 0830 Saturday morning. These skippers will be placed in the division appropriate to their past sailing record. This decision will be at the discretion of the Race Committee.

This year, in addition to the free cocktail party and the dance, St. Andrews Bay Yacht Club will host a raw oyster bar and beer on the lawn and award a grand door prize for all registrants. Prize is a set of Flying Scot sails donated by Schurr Sails of Pensacola, Fla.

All sails will be measured. 1977 NAC and 1977 GYA Lipton measurement stamp will be accepted, and Alfred Schurr will have a sewing machine available to alter sails if needed. Flying Scot must be registered with FSSA, and skipper must have 1978 dues paid. FSSA secretary will be present to accept dues.

Entrance fee is \$25.00; \$20.00 if you pre-register by 25 February.

Local motels readily available to the club are:

Holiday Inn Downtown
711 W. Beach Drive
Panama City, Florida 32401
Tel: (904) 763-4622

Howard Johnson Motel
4601 W. Highway 98
Panama City, Fla. 32401
Tel: (904) 785-0222

Ramada Inn
3001 W. 10th Street
Panama City, Fla. 32401
Tel: (904) 785-0561



Allen Douglass, regatta chairman

Scots n' water

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Mid-Winter Championship Registration Form

Skipper _____

Address _____

City _____ State _____

Sail no. _____

Fleet no. _____

Registration fee: \$25.00, \$20.00 if you
pre-register by February 25th.

Make your check payable to: Mid-Winter Regatta Fund

Mail check to:

Mrs. Betty Smith

P.O. Box 406

Panama City, Fla. 32401



Between races you can sit in the sun, like Norma McKenzie, and watch fellow Midwesterner Florence Glass, right, finish her needlepoint.

Janet Besse dominates on New York lake

By L.E. JONES

Janet Besse won four firsts, and finished second in one race to dominate the annual New York Lakes District Regatta sailed at 4th Lake, Old Forge, N.Y.

Fleet 104 hosted the regatta which drew 13 boats.

Winds varied from 8 to 16 miles per hour under overcast skies of Aug. 20. On Aug. 21, the skies cleared, and winds dropped to 1 to 12.

	Fleet	Points	Crew
1. J. Besse	43	5	C. Rea, B. Honcharski
2. R. Rettig	104	12	R. Rettig, Bob Rettig
3. I. Irvine	43	23 3/4	C. Irvine
4. R. Allen	109	25	S. Houch, S. Streek
5. L. Blackhurst	109	26	M. Blackhurst, W. Warren
6. R. Salisbury	104	33	T. Salisbury, M. Salisbury
7. T. McCabe	104	39	M. McCabe, Tom McCabe
8. F. Belknap	104	42	C. Becknap, M. Codd, M. Seymour

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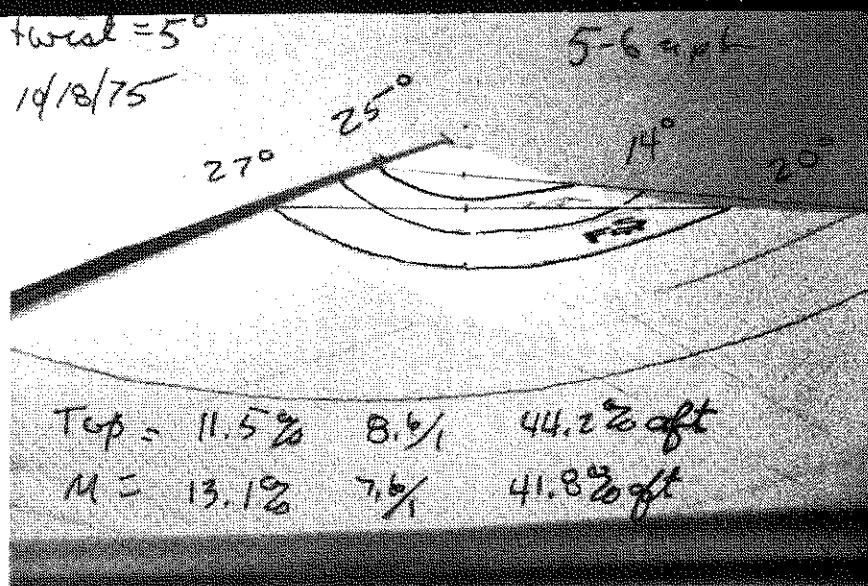
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BOWERS SAILS TAKES FIRST AT SCOT MIDWINTERS



HERE'S A SAMPLE of our homework in defining our sail shapes including entry angles, exit angles, percentage of draft position and draft ratios. This data, gleaned from hours on the water, plus staff analysis, using traditional and computer programming, gives us winning sail designs produced by Bowers Sails.

Following a three-year period of exhaustive design research in producing winning Flying Scot sails for local competitors, our sails were aboard for their first national championship regatta of this class and took a first and second in the two-race series.

The overall wins at the 1977 Midwinters Regatta, held at the St. Andrews Bay Yacht Club, Panama City, Florida, simply proves the analysis of pictures taken from inside and outside the boat, combined with local fleet racing results, and the knowledge

gained from 10 years of sail making for scows produces winning sail speeds.

The Bowers all-weather, hard finished yarn tempered mains and jibs combined with the all white, low stretch, cross cut Dynac spinnaker provides a suit of winning sails for all Flying Scots.

(Competitors, take note:) The picture analysis above is two years old, but now that we have the winning patterns, anyone can sail faster with a suite of Flying Scot sails from Bowers.



YOUR
RACE
IS
IN
OUR
BAG

MAIN

All weather, yarn tempered dacron including window, battens, Cunningham grommet numbers and bag.

\$275.00

JIB

All weather, hard finished dacron including window, and bag.

\$125.00

SPINNAKER

All white, low stretch cross cut Dynac including numbers and bag.

\$195.00

Two claw brummels.

\$4.00

FLYING SCOT ROYALTY TAGS INCLUDED ON ALL SAILS

NAME _____

ADDRESS _____ CITY _____ ZIP _____

PHONE _____

SAIL NUMBERS _____

COLORS

(For numbers and insignia check preference)

☐ RED ☐ BLUE ☐ BLACK

TERMS:

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WRITE OR CALL COLLECT

BOWERS SAILS, INC.

14916 MINNETONKA BOULEVARD

MINNETONKA, MN. 55343 PHONE (612) 933-6262

Regatta schedule

Oct. 15-16 GYA Cock-of-the-Walk, Pensacola Yacht Club, Pensacola, Fla.

Oct. 22-23 Hospitality Regatta, Jackson Club, Jackson, Miss.

Nov. 12-13 Sandy Douglass Monohull Regatta, The Rudder Club, Jacksonville, Fla.

Dec. 31-Jan. 1 Sugar Bowl Invitational Regatta, New Orleans Yacht Club, New Orleans, La.

Jan. 14-15 Junior Mid-Winter Championships, Fairhope Yacht Club, Fairhope, Ala.

Feb. 25-26 Mid-Winter Warmups, Ft. Walton Yacht Club, Ft. Walton Beach, Fla.

March 2-5 Mid-Winter Championships, St. Andrews Bay Yacht Club, Panama City, Fla.

Aug. 5-6 Junior North American Championships, Riverside Yacht Club, Riverside Ct.

Aug. 7-11 North American Championships, Riverside Yacht Club, Riverside, Ct.

New members of Flying Scot

F/S #	Dist.	Fleet	Name	Address	City	State	Zip
	GF	34	William Wheeler	2865 Village Grove Dr.	Jacksonville	FL	32217
119	OH	34	Michael H. Sorge	3849 Ferndale Dr.	Fort Wayne	IN	46815
219	OH	12	Pete Lodge	1256 Overlook Rd	Lakewood	OH	44107
282	OH		Robert H. Abbott	1935 Mattingly Rd	Hinckley	OH	44233
425	MO		Donald L. Walts	5062 Arrowhead	West Bloomfield	MI	48033
492	TX		Karl Kyle	1900 Scenic Dr	Austin	TX	78703
557	GNV		Jack Fishkin	105-25 67th Rd	Forest Hills	NY	11375
699	NE		Harvey Corn	799 Upper Belmont	Westmount	PQ	H3Y 1K5
774	GNV	21	A. Richard Hocking, Jr.	132 Elfreth's Alley	Philadelphia	PA	19106
781	MID	9	Paul H. Roe	800 Clinton St	Sturgis	MI	49081
986	YX	23	Ronald V. Conway	7148 Wild Valley Dr	Dallas	TX	75231
1008	CAP		Arnold R. Knutson	473 Milbeth Dr	Pittsburgh	PA	15228
1103	OH	19	Robert W. Baughman	150 Greenbay Dr	Youngstown	OH	44512
1115	MID	83	James B. Ashwell	9143 Lawn Ave	St. Louis	MO	63144
1146	NE		Richard T. Deane	Amesbury Rd, RFD 2	Contoocook	NH	03229
1168	MID		Bruce Steinhagen	1020 Lakeview	Algoma	WI	54201
1321	NYL	104	Charles Hanes	2423 E. Olive, 2-B	Arlington Hts	IL	60004
1431	GF		Stuart B. Foote	RT2, Box 44	Niceville	FL	32578
1821	NYL	104	Albert L. Hartsig, III	49 Nelson St	Fairport	NY	14450
1831	GF	131	Harold Newman	4270 Point La Vista Rd	Jacksonville	FL	32207
1882	MO		John W. Robson	7165 Highland Dr	Beulah	MI	49617
1893	GF		George A. Schloegel	800 Commerce St	Gulfport	MS	39501
2442	GNV		Zachary Rosenfield	714 Ladd Rd	New York	NY	10471
2623	GF	79	Samuel A. McCauley	RT 1, Box 65F	Long Beach	MS	39560
2644	GNV		David H. Prol	18 Decker Terrace	Kinnelon	NJ	07405
2858	NE		Bonnie E. Geissler	247A Shute St	Everett	MA	02149
2858	NE		Roy A. Geissler	274A Shute St	Everett	MA	02149
2949	CAP		Marion Morris	816 E. St, SE	Washington	DC	20003
2970	CAP		Gary D. Harris	11723 N. Briarpatch Dr	Midlothian	VA	22113
2997	OH	80	David B. Rutherford	5338 Greenridge Dr	Pittsburgh	PA	15236
3006	TX	23	Parke Boyer	6920 Dalhart Lane	Dallas	TX	75214
3021	MID	95	David H. Gobeli	715 Sextant Ave, W	St. Paul	MN	55113
3048	OH		George Steger	5759 Pinecroft Dr	Toledo	OH	43615
3058	GF		Michael J. O'Brien	4650 Morris Rd	Jacksonville	FL	32225
3061	CAP		Michael M. Nightingale	873 Elm St	Hatfield	PA	19440
3066	CAP		William J. Kirkwood, Jr	221 Greenbank Rd, #A4	Wilmington	DE	19808
3070	CAP		Raymond P. DeAngelis	492 Aspen St	Morgantown	WV	26505
3071	CAP		Kenneth Crandall, Jr.	11804 Canfield Rd	Potomac	MD	20854
3075	CAP		William R. Talbot, Jr.	141 Wooded Lane	Villanova	PA	19085
3088	NE	57	James M. Haynes, Jr.	5921 Cedar Parkway	Chevy Chase	MD	20015

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Annapolis, Maryland 21403
Phone: 301/263-3261

Sugar Bowl invites Scots to end year

The annual Sugar Bowl Invitational Regatta will be held on December 31-January 1.

Host club for this year's event will be the New Orleans Yacht Club. Both NOYC and Southern Yacht Club race courses and facilities will be used, with Open Flying Scots most likely sailing on the SYC course.

Fleets 96 and 99 invite all Scot Sailors to participate in this fun event, and experience New Year's Eve in New Orleans (even in the French Quarter if you would like).

Larry Taggart

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PS Form 3526, Page 1
Apr. 1976

(See instructions on reverse)



Anybody found a bottle floating down to Florida?

Tale of a Scot skipper's battle against doldurms, tide and ferry boat

By JAMES L. ANDREW

There had been four beautiful days of Flying Scot sailing weather on lower Delaware Bay, and I felt certain that this would be the fifth. We were staying in a beach house in Lewes, Delaware for a week's vacation and the Scot spent each night anchored 100 feet from shore. At low tide reaching the boat was an easy wade, but this morning's high tide meant a chilly 7 a.m. swim. The wind was blowing mild and steady along the shore and the boat sprang quickly to life when the sails were raised.

My son had drafted a note which began "Dear John Weber" and had corked it into a Boones Farm wine bottle for a water borne trip to Florida. My mission was to drop it into the outgoing tide on the seaward side of the Harbor of Refuge breakwater and let nature take its course.

The five mile trip out went smoothly. The bottle went overboard well beyond the breakwater and disappeared seaward. The breeze had diminished slightly but was still steady as I tacked the boat and headed for shore. The day's first ferry to Cape May was just clearing the breakwater pulsing along at 15 knots. My course would cross the ferry lane, but there was a good breeze and plenty of maneuvering room.


Inside the breakwater, but still three miles from shore, I encountered several power boats drifting with their occupants intently watching the water. A few moments later a school of six silvery porpoises with horizontal gray stripes slowly surfaced close aboard the quietly sailing Scot and gave us a looking over. Their breathing "Whoosh" was quite audible each time they arched out of the water. They stayed close to the surface for a few minutes, then disappeared for a long interval before doing more somersaults several hundred yards away. My imagination was stirred by the impression of strength, beauty and speed

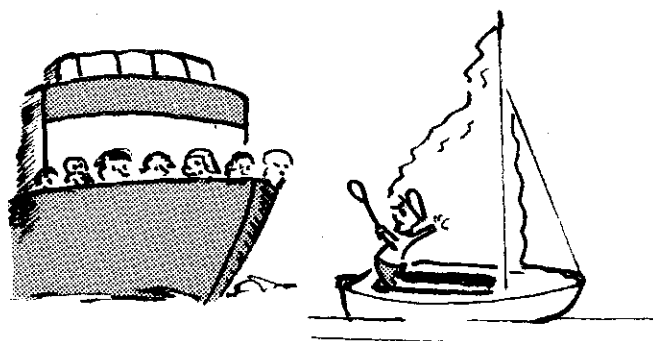
the porpoises displayed and by their perfect adaptation to a physical world so adverse to man.

As I neared the end of the inner breakwater the breeze died completely. Ordinarily this would not be a problem, just a wait for the afternoon winds. But now the tide was racing out, lunch time was getting close, and the boat was in the ferry lane. Out came the paddle and I worked it enough to gain steerageway and get around the end of the breakwater.

Clearing the end of the breakwater, I looked up to find the ferry smoking down the lane right at us. I laid the power of the paddle and made the water swirl aft in little whirlpools. The Scot moved ahead gaining slowly on the tide. A quick look up to check the ferry—it hadn't changed course and still appeared bow on. More power to the paddle and brought the tempo up to ramming speed.

The ferry's rails were lined with passengers watching the drama. There was no sound except that of the paddle biting the water.

The Scot gained distance and finally the ferry bore off slightly and rushed past astern. I wearily lifted my arm and gave a wave to the silent people on her decks. As if miraculously released, they all responded with waves and exclamations unaware that they were acting as a group. I was delighted by the sight and will recall it as a rare moment. The calm lasted only a short while longer, then the afternoon breeze filled in from the southwest and gave us a pleasant reach home to the beach. 



(Jim Andrews lives in Towson, Md., and sails with Fleet 98.)

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Kent, Washington 98031

When you are making waves you are flying your Scot

A physicist puts his Flying Scot to a mathematical test

By CHARLES IVEY, PhD ©

Without resistance, a sailing craft would continue to accelerate, i.e., gain speed to unbelievable proportions. However, a steady, constant speed is reached when the resistance of the boat to wind and water matches the thrust produced by sail action. Perhaps this is difficult to visualize, but a little elementary physics shows that the thrust and frictional resistance must be exactly equal when the boat speed is constant. When thrust is momentarily greater than the total resistance, the boat speeds up until the resistance, which increases with speed, equals the new thrust.

Thrust and resistance are both measured in units of force, newtons in the metric system and pounds in the English system. At the risk of being chastized by other physicists, I'll use pounds for force in this discussion because of the greater familiarity with that unit.

Surprisingly little thrust is needed to lift a Flying Scot to a steady speed of about four knots. Thirty pounds or so will do it; that means there is somewhere a "hidden" force of thirty pounds opposing us—otherwise, we would speed up indefinitely. Where is that 30 pounds?

Resistance comes from three factors when sailing to windward:

1. Wind resistance: pressure on sails, rigging, hull and people. This resistance vanishes when running and actually acts as additional thrust force when sailing before the wind.
2. Surface friction: the friction of water on the wetted surface of the hull.

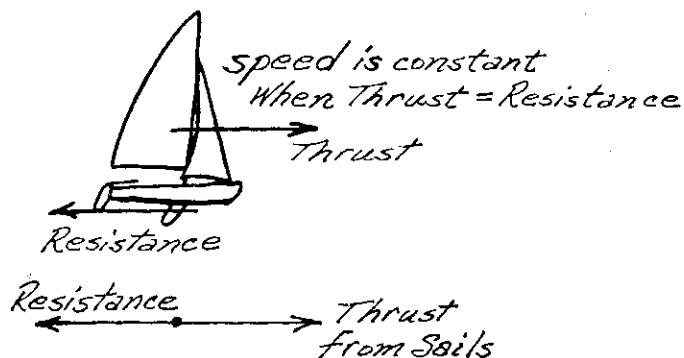


Figure 1

3. Form resistance: the action of creating waves and turbulence in the wake.

We can look at each factor and hopefully change some resistance to achieve better speeds. One thing is certain, the current state of mathematical analysis has not produced an overall suitable formula for all wind speeds and boats.

Item 3, above, is probably the least understood, so we'll look initially at Form Resistance. First one must define the speed to length ratio; R .

$R = V/L$ where V = relative speed in knots

L = waterline in feet

For any boat below planing speeds, the ratio R is fixed by the condition that both a bow wave and a stern wave are produced and the dynamics of wave making limit R to about $4/3$ or 1.33 . This is why keel boats cannot normally exceed speeds of $V = 1.33\sqrt{L}$ in knots.

This means on those glorious days when you are planing at about 10 to 12 knots, you are actually moving faster than an America's Cup racer normally travels.

Because of a slight barging effect due to the design of the Flying Scot, the effective water line is a bit longer than the actual line of 18'4". We can conservatively list the Scot at 18'6", so that our optimum condition formula gives a maximum, nonplaning speed of

$$V = 1.33\sqrt{18.5} \approx 5.7 \text{ knots}$$

We can now record speeds as R values so that, for example, a speed of 4.0 knots becomes

$$R = V/L = 4/\sqrt{18.5} = 0.93$$

Incidentally, just because we can reach the critical value of $R = 1.33$ does not mean we automatically start planing. A rule of thumb for flat bottomed dingy sloops is R must be about 1.75 (7.5 knots for a Scot) before a boat can free itself from the stern wave (see figure 2). This speed seems optimistic for Scots, but maybe someone can send us data that fixes this number for optimum conditions.

Since we are mainly concerned with windward performance, we can neglect planing or reaching high R values.

On those glorious days when you
knots, you are actually moving fast

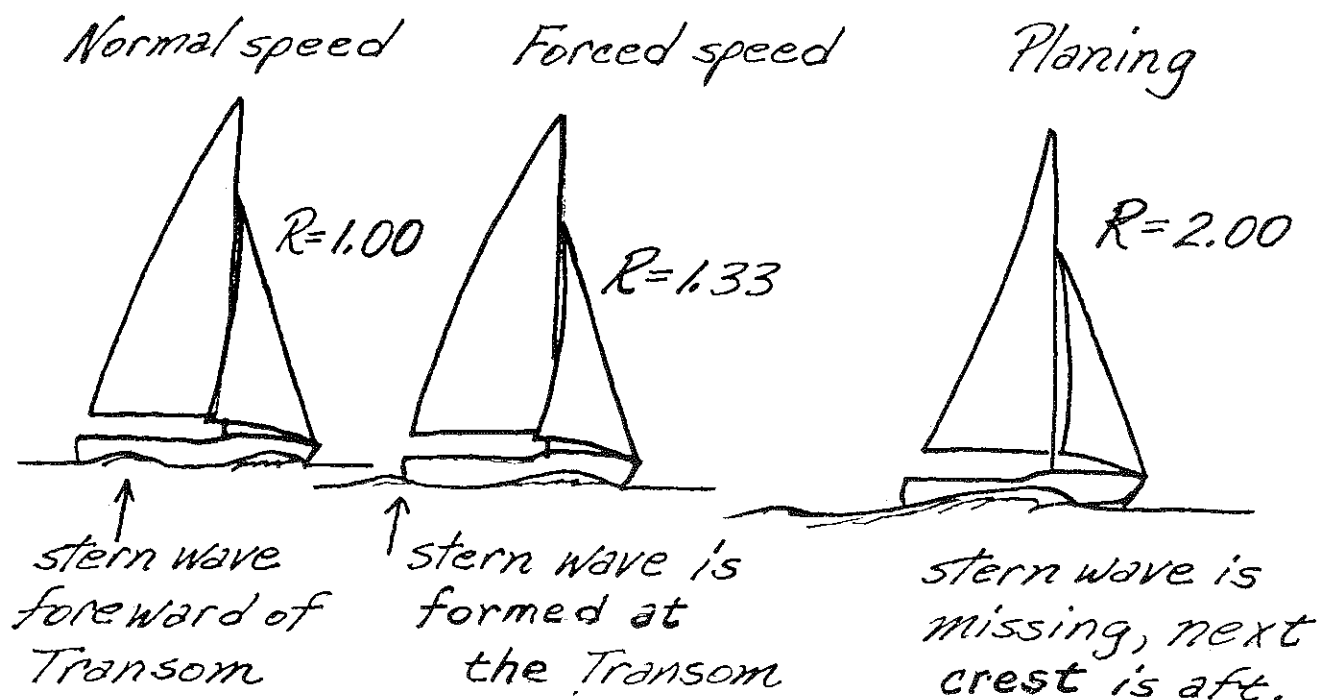


Figure 2

One can seldom achieve an R of 1.33 to windward. Depending on wind and chop you can be anywhere from $R = 0$ to 1.33. The point is form resistance depends on your R value. The graph in Figure 3 (next page) shows how wave resistance varies with R and hence speed.

One can see that wave making resistance really kills attempts to increase speed, and R is less than 1.33. When higher R values are reached, suddenly the resistance actually decreases and your speed really jumps for a given thrust until other forms of resistance equal the thrust.

Remember, if we can reduce resistance from any other effect, the wave making resistance will have to be increased until the sum of all the resistances matches the thrust. The only way that can happen is for our boat to increase its R value (i.e., speed) until we have moved to the right on the graph to a point where we balance all forces. (Remember, we are on the steep upward part of the curve.)

Recall that not only wave making, but also turbulence adds resistance. We must eliminate the resistance of a rudder cocked off the centerline, a misaligned centerboard, or any dragging lines.

Have you ever wondered about why everyone agrees you should sail a Scot with little heeling? Reasons abound: you reduce your effective sail area, you have more wind

resistance on the hull, and the underwater line becomes unfavorable when heeling is excessive. Perhaps equally important however is the increased turbulence. When the Scot is overheeled, the leeward slip around the centerboard adds resistance and the constant fight to counter the induced weather helm of the buried chine requires a weather-cocked tiller that adds tremendous resistance. On the other hand, heeling can reduce wetted surface friction, so what should we do? Do what Sandy Douglass has always said, heel her about 17° or less as a best compromise.

Any weather or lee helm causes higher form resistance. The normal tendency toward weather helm as the wind picks up can be eased somewhat by a harder jib, eased main, and slightly raised centerboard.

Now that we understand form resistance it should be obvious that we want as much of our total resistance to come from the highest possible R value. In other words we want to reduce resistances from all other sources so that more appears as wave resistance. By putting our resistance into wave making we achieve higher speeds. Of course, once planing, wind resistance increases because wave making resistance decreases dramatically. However, that's rather a nice problem.

We have left out items 1 and 2 listed earlier as factors contributing to resistance. Most call these factors "drag." Item 1, wind pressure on sails, rigging, people, etc. can be very important. By keeping your crew close together and low, presenting a minimum cross-sectional area to the wind, you can turn that loss in wind resistance into wave resistance instead and therefore go faster. Never have

Continued on page 10

are planing at about 10 to 12
ster than an America's Cup racer

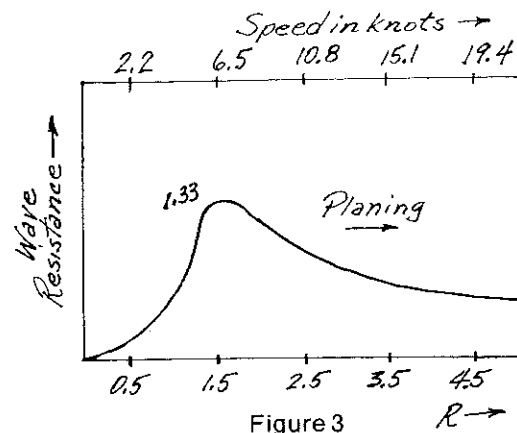
Where is that 30 pounds 'hidden' force opposing us?

Continued from page 9

excess items on board that block the wind. A spinnaker hoisted partly above the deck, unneeded pennants, crew members poorly located, excessive heeling that raises the weather chine high into the wind, etc., all make unwanted resistance.

Item 2, wetted surface friction, is of greater concern in light winds and becomes progressively less important in heavier air. Positioning of crew weight is a factor one can use to change wetted surface area, and all the typical rules of thumb for weight placement apply to Flying Scots. Clearly, the worst thing one could do would be to have weight aft in light air. Weight foreward and to leeward is best on calm days. The leeward heel is important not only to slightly reduce wetted area, but also to keep the proper sail shape. Gravity helps keep the belly of the sail filled out.

The only other wetted surface factor of concern is the centerboard and rudder depth. Centerboard control is well covered in many articles, but rudder angle is still open to controversy. In some light boats, a partially raised rudder in light air is an advantage. Scot skippers should shove it all the way down.



It is comforting to recognize that all those things of merit others have said concerning resistance reductions in Scots have a sound physical basis. Sail shaping and trim combined with concern for resistance are the extras every winner understands. No physics exists that can properly analyze the skipper, yet the proverbial "Nut on the tiller" puts it all together. 🦋

Charles Ivey and wife Toni with their two young children sail and race Flying Scot 1520. Dr. Ivey is a physicist. He teaches and researches at Abilene Christian University, where he is chairman of the Physics Department. Toni also teaches physics in high school. Their address is 1725 Westwood, Abilene, Texas, 79603.

WHEN THE GOING GETS TOUGH, THE WINNERS GO NORTH!

During the past two seasons we have worked very hard developing a suit of sails which would be the fastest available for the Flying Scot.



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Through extensive analysis of cloth stretch and fatigue characteristics, North Sails can produce identical sails which are not only fast out of the bag, but give superior performance for many seasons' use. To avoid the springtime rush, order today!

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SCOTS N' WATER

Chip and Emile Merlin win Podickory

Chip Merlin and his sister Emile won three out of four races to win the Podickory Yacht Club Summer Invitational sailed out of Annapolis, Md. Aug. 6-7.

Nine Scots entered the multi-class event that attracted 78 boats.

The John Burnside's won the fourth race to keep the Merlins from sweeping the series.

Unusually windy conditions, 12-20 knots both days, and a sudden squall that hit after Saturday's second race provided excitement—especially for

those who did not drop their sails before the squall struck.

Trophy Winners:

1. Chip Merlin (2929), 2. John Barnes (1039), 3. Bill Trapp (1656), and 4. John Burnside (2045).

Flying Scot Fleets and Districts

MIDWESTERN DISTRICT

Governor: JAMES B. HARRIS
416 C South 59th
Belleville, IL 62223

- 2—LAFAYETTE, IN—Lake Freeman
- 3—WILMETTE, IL—Lake Michigan
- 9—STURGIS, MI—Klinger Lake
- 25—MILWAUKEE, WI—Lake Michigan
- 29—MUNCIE, IN—Prairie Creek Reservoir
- 30—CARBONDALE, IL—Crab Orchard Lake
- 44—EPHRAIM, WI—Eagle Harbor, Green Bay
- 60—CHICAGO, IL—Burnham Harbor, Lake Mich.
- 68—MADISON, WI—Lake Monona
- 70—ROCHERT, MN—Cotton Lake
- 83—CARLYLE, IL—Lake Carlyle
- 88—IOWA CITY, IA—Lake MacBride
- 95—MINNEAPOLIS, MN—Lake Minnetonka
- 107—NEENAH, WI—Lake Winnebago
- 110—ROCHESTER, MN—Lake Pepin
- 114—JANESVILLE, WI—Delevan Lake
- 115—RACINE, WI—Lake Michigan
- 120—OSHKOSH, WI—Lake Winnebago
- 123—BOTTINEAU, ND—Lake Metigoshe

PRAIRIE DISTRICT

Governor: JACK BARCUS
2652 South Trenton
Tulsa, OK 74114

- 39—PORT GROVE, OK—Grand Lake of the Cherokee
- 50—OKLAHOMA CITY, OK—Lake Hefner
- 59—TULSA, OK—Keystone Lake
- 89—TOPEKA, KS—Lake Perry
- 106—NORTH PLATTE, NE—Lake Maloney
- 119—HAYS, KS—Cedar Bluff Reservoir

TEXAS DISTRICT

Governor: CHARLES BRAD DAVIS
5916 Sandhurst, Apt. 125
Dallas, TX 75206
214/745-4787

- 23—DALLAS, TX—White Rock Lake
- 32—HOUSTON, TX—Galveston Bay
- 66—PORT ARTHUR, TX—Lake Sabine
- 67—SAN ANTONIO, TX—Canyon Lake
- 69—AUSTIN, TX—Lake Travis

PACIFIC DISTRICT

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

- 40—INVERNESS, CA—Tomales Bay
- 100—SEATTLE, WA—Lake Washington

MICHIGAN—ONTARIO DISTRICT

Governor: RICHARD HELMBRECHT
4168 Wabaninno
Okemos, MI 48864
517/349-3204

- 8—DETROIT, MI—Edison, BC—Lake St. Clair
- 15—KALAMAZOO, MI—Gull Lake
- 16—DETROIT, MI—Detroit YC—Lake St. Clair
- 17—GROSSE POINT SHORES, MI—G. Pt YC—Lake St. Clair
- 18—DETROIT, MI—Detroit, BC—Lake St. Clair
- 20—PINCKNEY, MI—Portage Lake
- 33—LONDON, ONTARIO, CAN—Fanshawe Lake
- 41—CRYSTAL, MI—Crystal Lake
- 52—LAKE ORION, MI—Lake Orion
- 113—TRAVERSE CITY, MI—Elk Lake
- 128—PETOSKEY, MI—Walloon Lake, Lake Charlevoix
- 129—ORCHARD LAKE, MI—Cass & Elizabeth Lakes

OHIO DISTRICT

Governor: PAUL BLONSKI
1250 Lake Avenue, #409
Lakewood, OH 44107

- 1—WILMINGTON, OH—Cowan Lake
- 4—MANSFIELD, OH—Clear Fork Lake
- 12—CLEVELAND, OH—Edgewater YC—Lake Erie
- 14—SPRINGFIELD, OH—Kiser Lake
- 19—CANFIELD, OH—Berlin Lake
- 26—TOLEDO, OH—Maumee River
- 34—RAY, IN—Clear Lake
- 37—WESTERVILLE, OH—Hoover Reservoir
- 65—DELLROY, OH—Atwood Lake
- 80—PITTSBURGH, PA—Lake Arthur

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New Orleans, LA 70124

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- 45—JACKSON, MS—Ross Barnett Reservoir
- 55—MOBILE, AL (BYC)—Mobile Bay
- 75—PANAMA CITY, FL—St. Andrew Bay
- 79—GULFPORT, MS—GYC—Mississippi Sound
- 85—MONTGOMERY, AL—Lake Martin
- 87—PENSACOLA, FL—Pensacola Bay
- 90—MIAMI, FL—Biscayne Bay
- 91—ALEXANDRIA, LA—Lake Cottle and St. John
- 92—PASCAGOULA, MS—Mississippi Sound
- 96—NEW ORLEANS, LA SYC—Lake Pontchartrain
- 98—BAY ST. LOUIS, MS—Bay St. Louis
- 99—NEW ORLEANS, LA NOYC—Lake Pontchartrain
- 102—FAIRHOPE, AL FYC—Mobile Bay
- 111—ATLANTA, GA—Lake Lanier
- 112—RIVER CITY SAILING ASSO.—Arkabutla Lake, MS.
- 118—BIRMINGHAM, AL—Lake Logan Morgan
- 121—TUSCALOOSA, AL—Lake Tuscaloosa
- 127—NASHVILLE, TN—Percy Priest Lake, Barren River Reservoir

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Governor: RICHARD ALLEN
P.O. Box 128
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- 43—SYRACUSE, NY—Skaneateles Lake
- 53—CAYUGA, NY—Cayuga Lake
- 104—OLD FORGE, NY—Fourth Lake
- 109—COOPERSTOWN, NY—Otsego Lake
- 122—HADLEY, NY—Great Sacandaga Lake
- 130—LAKEWOOD, NY—Chautauqua Lake

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Governor: JOHN W. BROWNE
8 Olde Lantern Road
Acton, MA 01720
617/263-0033

- 5—BURLINGTON, VT—Mallet's Bay
- 11—ROCKPORT, MA—Sandy Bay
- 36—MONTREAL, QUEBEC, CAN—Lake St. Louis
- 57—HARWICH PORT, MA—Nantucket Sound
- 58—WOLLASTON, MA—Boston Harbor
- 76—SHARON, MA—Lake Massapoag
- 77—MENAUAHANT, MA—Vineyard Sound
- 105—COHASSET, MA—Cohasset Harbor
- 116—MANCHESTER, NH—Lake Massabesic
- 117—SHELburne, VT—Lake Champlain YC
- 124—DUXBURY, MA—Duxbury Bay

GREATER NEW YORK DISTRICT

Governor: HUGH MALONE
22 Jane St.
New York, N.Y. 10014
212/242-7115

- 7—RIVERSIDE, CT—Long Island Sound
- 10—MORICHES, L.I. NY—Moriches Bay
- 21—LOVELADIES' HARBOR, NJ—Barnegat Bay
- 22—SPRAY BEACH, NJ—Little Egg Harbor
- 24—NEW FAIRFIELD, CT—Candlewood Lake
- 31—SHORE ACRES, NJ—Upper Barnegat Bay
- 46—ISLAND PARK, NY—Hempstead Bay
- 72—AMITYVILLE, NY—Great South Bay
- 73—PERTH AMBOY, NJ—Raritan Bay
- 125—LIVINGSTON, NJ—Lake Hopatcong

CAPITOL DISTRICT

Governor: Bruce B. Drury
9309 West Parkhill Dr.
Bethesda, MD 20014
301/530-2120

- 6—OAKLAND, MD—Deep Creek Lake
- 42—WASHINGTON, DC—Potomac River
- 63—HAVRE DE GRACE, MD—Susquehanna River
- 64—BALTIMORE, MD—Middle River
- 81—WRIGHTSVILLE, PA—Lake Clarke
- 82—PRINCE GALLITZIN STATE PARK, PA—Lake Glendale
- 86—BALTIMORE, MD—Magothy River
- 97—BETHESDA, MD—Chesapeake Bay

CAROLINAS DISTRICT

Governor: DR. HALLAM WALKER
P.O. Box 2185
Davidson, NC 28036
704/892-1276

- 27—HENDERSON, NC—Kerr Lake Reservoir
- 48—CHARLOTTE, NC—Lake Norman
- 71—ROANOKE, VA—Smith Mountain Lake
- 78—MOREHEAD CITY, NC—Bogue Sound
- 108—SOUTH MONT, NC—High Rock Lake
- 126—HIGH POINT, NC—Oak Hollow Lake

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PHONE 205-962-4345

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Our sails have taken every Flying Scot North American title since 1969, except three, and have come in no worse than 2nd in those three. This is an unbelievable average.

A perfect example of how good Schreck sails are: in this years Gulf Coast Championship, the Lipton Regatta, with 18 clubs and 4 skippers from each club, there were 5 of our sails and the rest were a mixture of North, Hard and Murphy Nye. Where did our sails place? 1st, 2nd, 3rd, 5th, and 6th — that is really putting them up front. This regatta puts the onus on sails more than any other.

OTHER WINS:

The Sandy Douglass regatta (65 boats); 1st, Paul Blonski; 3rd, Sandy Douglass. Paul had our old sails. Sandy had new sails. Dick Schultz won the Governor's Cup. Jeff Stamper won at Washington.

Naturally, we won most of the other districts.

If you want the best, buy our sails.

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S. SCENIC DRIVE

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

Please ship _____ suit(s). Scot # _____

Velocities where I sail most are _____ to _____

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.

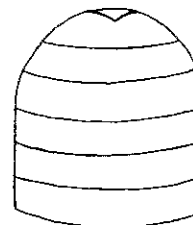
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Address _____

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Signature _____

Suit—5 oz. Dacron	\$397.00
Jib—5 oz. Dacron	126.00
Main—5 oz. Dacron	285.00
Spinnaker— $\frac{3}{4}$ oz.	185.00
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* Includes royalty tag	
Quick reef	30.00
Windows	each 10.00
Brummels	set 7.00



SWAGING — ALL HARDWARE FOR SAILS — COVERS
RIGGING — ROPE TO WIRE SPLICING

Dallas opens house 10 years later, and Fred Tears moves up 9 places

By THOMAS SHEPARD

To appreciate the current event—Fred Tears winning the Dallas "Open House"—you need some historical comparison.

Flying Scot Fleet 23 held its annual "Open House" Regatta on its home waters, White Rock Lake, Dallas, Tx. on September 24 and 25, 1977.

Although billed as the fifth annual regatta, the first Fleet 23 "Open House" Regatta was held in 1965.

In 1965, the highest numbered boat was Flying Scot 565, skippered by Bill Drum. This year the highest numbered boat was Flying Scot 3006, skippered by Park Boyer.

Sixteen boats sailed in the 1965 regatta. Three were from out of town and enjoyed staying in local skippers' homes. A skipper from Abilene, Tx., sailing FS 474 won. That skipper was Dick Elam, current editor of Scots n' Water. His son, Kelson, who was second in the 1976 N.A.C., was crew. Mrs. Harris Garrett, 1963 N.A.C. champion and later an Adams Cup finalist, finished second in FS 267. David D. Steere, later of "Yankee Girl" fame finished fifth in FS 317. Fred Tears, a newcomer, skippering FS 553, finished tenth.

In 1977 "ole Man o' the sea" Fred Tears still at the helm of FS 553 bested a field of eighteen boats with a score of 3½ points. Fred's crew was son Rick and Scott Young. Scott was 1976 Smythe (USYRU Junior Single Handed) National Champion.

This year to stimulate the interest of the new and less experienced skippers, the fleet was divided into championship and challenger divisions for trophy award purposes. However, all boats started at the same time and finishes were scored consecutively. Each skipper made his choice prior to the start of the first race of the three race series. Nine skippers chose to be classified in the championship division and nine in the challenger division.

Nat Wells III, who finished second in the 1975 Mallory Cup finals, accumulated 3¾ points in the 1977 "Open House" Regatta to garner second place. Nat sailed FS 1239. Rosaland "Roz" Bowen in FS 925, with an all girl crew, finished third with 11 points.

The skipper of FS 243 Kosaku "Ko" Uyeda, sailing his first Scot regatta, placed fourth over all with 16 points and received the Challenger Division first place award. Park Boyer in FS 3006, also sailing his first Scot regatta, finished with 31 points to earn second place in the Challenger Division and tenth over all.

It is interesting to note that only one skipper who chose to

be a challenger finished in the top nine boats and only one who chose the championship division finished with the challengers.

The weather was sunny, hot and windy. The two races on Saturday were sailed in shifty breezes ranging from eight to twenty knots.

On Sunday morning southerly winds again prevailed with the velocity varying from twelve to twenty knots. There were no capsizes and only three minor breakdowns.

Again this year three boats enjoyed Fleet 23 hospitality. C.E. (Chick) Lanphier, FS 2621, came from Little Rock, Ark., Dennis Gettelfinger, FS 2159, came from Wichita Falls, Tx., and Marvin (Jimmy) Fontenot, FS 1360 came from Port Arthur, Tx. All who participated enjoyed a delicious steak dinner served out of doors at the Corinthian Sailing Club on Saturday.

Boat	Skipper	Points	Over all Position	Champion Position	Challenger Position
533	Tears	3½	1	1	-
1239	Wells	4¾	2	2	-
925	Bowen	11	3	3	-
243	Uyeda	16	4	-	1
2829	Davis	16	5	4	-
1327	Berry	17	6	5	-
1360	Fontenot	19	7	6	-
565	Shepard	21	8	7	-
1253	Dukeminier	26	9	8	-
3006	Boyer	31	10	-	2
2159	Gettelfinger	37	11	-	3
2705	Weston	39	12	-	4
269	Lockey	40	13	-	5
2621	Lanphier	42	14	9	-
800	Gantt	46	15	-	6
2714	Fussell	48	16	-	7
1528	Fox	48	17	-	8
1027	Herndon	51	18	-	9

ADVERTISING RATES:

Following are the advertising 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.

Secretary says

By HAL MARCUS

Congratulations to **David Mayfield, III [FS 2429]** who succeeded in forming Fleet 131 in Jacksonville, FL., after trying for two years. Fleet 131 will sail on St. John's River, with **Mayfield** serving as Fleet 131's Charter Secretary. The Charter Captain is **Mike O'Brien [FS 3058]** and other charter members include **Howard F. Randall [FS 2711]**, **C. Davis Whelchel, III [FS 2124]**, and **Harold Newman [FS 1831]**.

Fleet 131 cohosted the Second Annual Sandy Douglass Mono-hull Regatta held in Jacksonville.

MYSTERY SCOTS FOUND

Carlton [Chappie] Chapman [FS 2869] reports that during the summer of 1976, he saw FS 720 sailing on Grand Lake in northeastern Oklahoma, and "could never get within hailing distance, but I did make an effort to contact them. In fact, I had tried all last winter to find out who the owner was. At the time, I did not realize that FS 720 was a Mystery Scot. My interest in the boat was that the number preceded my old Scot by one number, as I was the original owner of FS 721." Chappie has since discovered that the owner of FS 720 is **Dr. James Mayoza** of Tulsa.

Albert Hartsig, III, a sustaining member of FSSA, recently purchased FS 1821 and then noticed his yacht was on the Mystery Scot list. He wrote, "FS 1821 is no longer among the missing. I own it!!" **Mr. Hartsig** has upgraded his membership to regular, and has received both an official FSSA emblem and lapel pin. **Chappie Chapman** has received his emblem and as soon as **Dr. Mayoza** joins FSSA, **Chappie** will earn his lapel pin.

Jacksonville fleet charters, Caribbean cruise billets fill

Mystery Scot owners **Peter Lodge [FS 219]** and **Arnold Knutson [FS 1008]** have recently joined FSSA and their "discoverers," **Steve Ciesiewicz** and **Gerrie Becker**, each received lapel pins.

Our FSSA Mystery Scot Contest is still successfully locating lost boats and getting their new owners to join the Association. To enter the Mystery Scot Contest, report the name and address of the owner of the Mystery Scots listed below to the national office. New Mystery Scots for this issue are: 1681, 1682 and 1683.

Official Mystery Scot List

131	508	911	1707	2040
146	527	1021	1716	2131
212	651	1028	1723	2216
221	747	1321	1740	2223
226	766	1547	1741	2302
325	812	1573	1809	2304
332	814	1634	1902	2307
339	842	1681	1952	2446
421	902	1682	2029	2450
425	904	1683	2038	

President **Bob Vance**, Chairman of our 1978 Caribbean Cruise, reports all ten Windward 44's chartered by our members. The Fleet will be divided into two groups, with the first leaving St. Vincent on Sunday, March 5, and the second leaving on Monday, the 6th.

Sailors will visit the island of Bequia, Union and Palm as well as Tobago Cays in the Grenadines. A "jump-up" ashore is scheduled on Wednesday night, March 8 at Petit, St. Vincent, to hear the famous Steel Band.

Wally Lineburgh's Insurance Is Different

1. Every Flying Scot is insured for \$4100 regardless of age.
2. Every Trailer insured for actual cash value up to \$400.
3. Hull, spars, sails, covers and all miscellaneous equipment is included except personal effects.
4. Coverage is "all risk" while racing, day sailing, trailing and ashore year round anywhere in the U.S. and Canada.
5. Reimbursement for loss is "New for Old" with a \$100. deductible. No depreciation taken even on sails and covers.
6. Damage to another boat up to \$4100 applies.
7. Medical payments provided up to \$2,000.

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: \$61.00 per year. Inland lakes and rivers of the U.S. including the Great Lakes and Chesapeake Bay.

Area 2: \$120.00 per year. South Atlantic Coastal and tributary inland waters below the North Carolina/South Carolina state line including Gulf coast.

Area 3: \$89.00 per year. North Atlantic Coastal and tributary inland waters above the N.C./S.C. state line.

Area 4: \$71.00 per year. Pacific coastal waters and inland waters for the states of California, Oregon, and Washington.

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National office moves, dues are 'bumper' crop

The National office is moving to new quarters. For the benefit of members who visit us, after December 1 we will be located at 428 Kilbee Lane in Pensacola, FL.

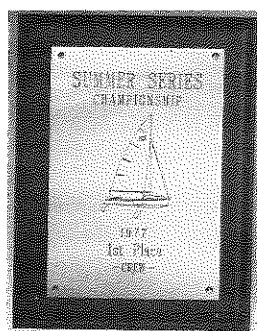
Everything else remains the same. Mailing address is still Post Office Box 4488, Pensacola, FL 32503, and our telephone number is 904/477-7843. You can reach us by phone from 9 am to 5 pm (CST), Monday-Friday.

Flotation and Safety

Brad Davis [FS 3053] reports his committee has been working on newer stronger methods of securing flotation. Davis expects conference calls with committee members **Paul Blonski [FS 2843]** and **Sandy Douglass [FS 3000]** as well as **Terry Kilpatrick** of Customflex to yield results soon.

Jack Culley of Sailboats, Inc. is our first Sponsor for 1978. His address is Post Office Box 412, Excelsior, MN 55431.

Dues have been rolling in. You will receive a new Flying Scot bumper sticker with your 1978 membership card.



Trophies

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Caveat emptor

FS 2050 Customflex — Galvanized trailer, spare tire, yellow hull, white deck, Schreck main, jib, spinnaker, full cover, motor bracket, compass, lifting bridle, anchor, Boarding ladder, etc. Beautiful condition. Price: \$3300

David A. Campeau, 961 Belfast Pl., Winston-Salem, N.C. 27106. Phone 919/723-6736 (Home) or 919/727-3614 (Business).

FS 2856 Customflex-white with yellow accent — M/NYE sails — Radial head spinnaker with take up reel — aft position, internal Cunningham and boom vang-all Harken equipped — cover — tilt trailer — sailed 2 mos. last year, stored in winter — excellent condition. Price: \$4200

Rick Garton, 7233 Winnebago Dr., Fort Wayne, Ind., 46805. Telephone: 219/749-5663 after 5 p.m.

FS 2182 Douglass-just custom painted, white hull, oyster, Schreck main, jib, fenders, cushions, cockpit over, motor bracket. New 1977 Sterling trailer. Stored indoors. Price \$3800.

Jim Finlay, Remsenburg, Long Island, N.Y. Telephone: Weekends 516/325-0133, Business 212/732-2820.

FS 2768 Douglass — Light blue hull/white deck. Schreck main and jib, whisker pole, full cockpit cover, motor bracket, large trailer. Outstanding condition. \$4250 or best offer.

Jim Cullen, 4914 Ravensworth Road, Annandale, Va. 22003. Telephone 703/941-5996.

FS 2643 Douglass — Off-white deck/white hull/red boot-top — Amman hinged mast — Schreck main with jiffy reef & jib — spinnaker pole — Sterling tilt trailer — British Seagull & motor bracket — Danforth anchor — Extras — dry sailed & stored inside. Price: \$4101.

Richard Lampkin, 8505 9th Ave., N.W. Bradenton, FL 33505. Telephone: 813/792-3121.

FS 1164 Customflex — Green hull/white deck — Maxie star spinnaker 1976 — Harken blocks — Mast hinge — Hoist sling — Dry sailed — Excellent condition. Price: \$2300.

Glenn Palmer, 11 Sheffield La., East Moriches, N.Y. 11940

FS 2507 Douglass — Ivory with orange accent. Schreck main and jib M/Nye rainbow spinnaker/race equipped Harkens, cockpit cover, sling and H.D. galv. sterling trailer, compass, Danforth, etc. Raced one season. Dry sailed and inside storage. Price \$4200.

Jim Long, 6222 Indianwood Trail, Birmingham, Mich. 48010. Home phone: 313/851-5981 or Office 313/645-5540.

STAINLESS STEEL HALYARD CRANK

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

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Floater — Unbreakable, tapered, floating, flexible, 1" wide smooth butyrate cover, glass rod core, set for main — \$12.75 delivered.

Wood — same quality you've always received, sanded \$4.75, varnished \$7.50, del. Send check to Don Blythe, Battens, 804 Euclid Ave., Jackson, MS 39202, if you can't find what you want at your favorite sailboat dealer.



"You take the high road, and I'll take the low road," appears to be skipper Walt (Terry) Wittenberg's (FS 1962) song as he covers his opponent. This camera illusion was captured at the Midwest District championships. Terry sails with Fleet 83, Carlyle, III.

Eagan, Bowers sail at Annapolis

Two Flying Scot champions faced a showdown in the United States Racing Union Championship of Champions in November.

Marc Eagan, the 1977 North American Flying Scot Champion, was to have sailed against Gordy Bowers, the 1977 Flying Scot Mid-Winters champion and 18 other class champions.

Bowers won his berth in the USYRU event by winning the E-Scow title this summer.

Races were sailed at the U.S. Naval Academy, Annapolis, on Nov. 17-20. Copy for Scots n' Water had already been sent to printers at the time of the event. Details will follow in February.

Tom Ehman, the 1976 Scot North American Champion, won the second annual event last year.

This third championship will be sailed in 20 new Chrysler Buccaneer dinghies. The dinghies were donated to USYRU by Marine Products Division of the Chrysler Corporation.

Ted Glass, past president and commodore of Flying Scots, has been appointed judge for the event.

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