

Scots n' water

Volume XX
Number 2

Eagan wins Midwinters. . . page 2

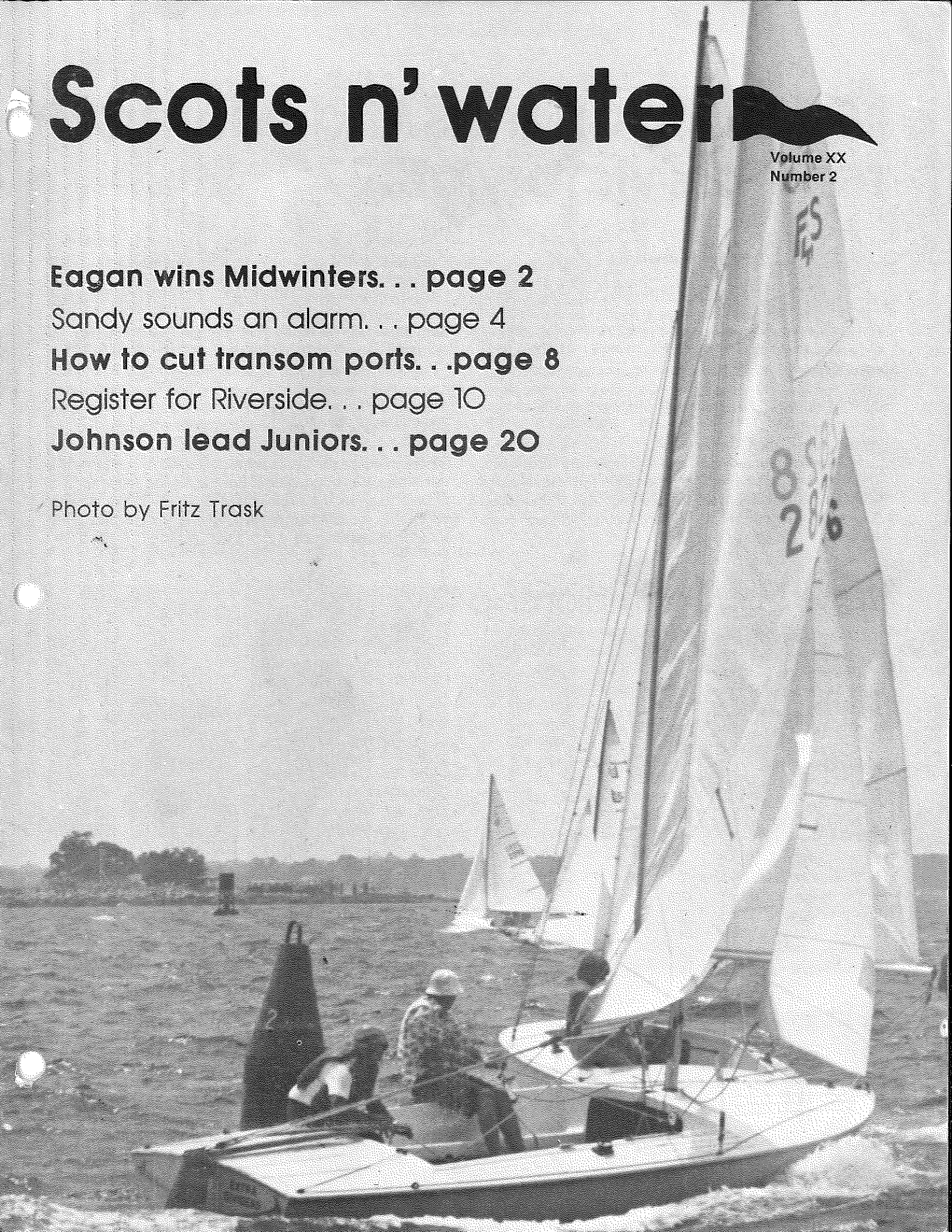
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Photo by Fritz Trask



Marc Eagan wins Mid-Winters repeats victory of 1975

By Debbie Peterson

Marc Eagan, repeat, Marc Eagan won.

Current North American Flying Scot champion Eagan won the Panama City, Fla., Mid-Winter regatta sailed from St. Andrews Bay Yacht Club.

Eagan had won the Mid-Winters once before, in 1975.

Ed Turnipseed—Eagan's regular crew in the other championships—tended jib along with third crew member, Gayle Entringer.

Marc calls New Orleans home (although he could also claim Bay Waveland, Miss., and currently New York City). The second place finisher also hailed from New Orleans. He was Hoagie Herman who got crewing help from Bubby Eagan, same town, same Eagan family but two years younger.

Former NAC champion—three times—Tom Ehman finished third. In 13th and 16th place were two skippers who might have given Eagan a closer run, except for the one race in which they were disqualified. John Heath of Bay St. Louis Miss., had one second and a first the last race, but a disqualification in the second race put him out of contention.

Gordon Bowers, last year's Mid-Winter champion, disqualified himself after winning the first race. He finished first and fourth in the next races. Bowers hit the weather mark. In rerounding, Bowers and Eagan were involved in a rules violation. Bowers started to turn 720 degrees to absolve himself, but in the confusion failed to complete two full circles. Eagan protested. But Eagan had failed to fly a protest flag, so the protest was disallowed. Yet Bowers voluntarily disqualified himself, giving up his first place finish in the initial race.

Results of Championship Division

1. Marc Eagan	95	1	3	2	5 3/4	20. Paul Newton	2836	22	19	15	56
2. Hoagie Herman	108	4	2	11	17	21. Randy Miller	2293	18	24	24	66
3. Tom Ehman	3020	7	4	13	24	22. Dunkin McLane	2281	33	11	23	67
4. Mike Douglas	2276	3	5	22	30	23. Larry Taggart	2710	25	28	18	71
5. Gerald Hartman	3078	9	13	8	30	24. Tom Shepard	565	26	16	31	73
6. Tom Davis	1576	5	8	20	33	25. Jack Seifrick	2488	16	18	DNS	73
7. Buzzy Heausler	2092	12	15	6	33	26. Don Chamberlain	GYA93	20	25	30	75
8. Dirk Lundquist	1810	19	6	9	34	27. Brad Davis	2829	14	21	DNS	75
9. Bruce Goldsmith	3120	13	7	14	34	28. Chris Weintjes	109	29	DSQ	10	78
10. Jess Borthwick	2702	21	9	5	35	29. Jeff Stamper	3030	23	20	DNF	82
11. Mike Johnson Jr.	1432	6	22	7	35	30. Pete Condo	2611	31	31	26	88
12. Paul Schreck	3051	11	12	12	35	31. Ted Glass	617	29	32	28	89
13. John Heath	2905	2	DSQ	1	42 3/4	32. Floyd Davis	2282	30	30	33	93
14. George Haynie	GYA 14	10	17	16	43	33. Doug Sanson	1939	37	DNF	17	94
15. Gordy Bowers	2518	DNF	1	4	43 3/4	34. Newt Allen	GYA61	DNF	29	29	97
16. Alfred Schurr	1478	17	10	19	46	35. Terry Kilpatrick	3098	27	34	DNF	100
17. Rick Baugher	2862	24	23	3	50	36. Jim McFadden	2609	34	DSQ	27	101
18. John Oerting	GYA12	16	14	25	55	37. George Black	GYA11	35	35	32	102
19. Rick Hawkins	3125	18	26	21	55	38. Jack Stewart	1342	36	33	DNF	108
						39. Richard Schult	1885	32	DNS	DNS	112

Scots n' water

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Trophy winners and Panama City, Florida hosts are, left to right, Allen Douglass, regatta chairman; Mike Douglass, fourth place finisher; Hoagie Herman, second; Marc Eagan, champion; Tom Ehman, third, and Commodore Lytle of St. Andrews Bay Yacht Club. [Photos by Hal Marcus]

Winds from 17 to 20 knots prevailed for the three-race elimination and through two championship races on Saturday. The bay was calm Sunday morning. Finally, after several delays, the race committee started the race on breezes that made up to 5 or 7 knots.

Farley Fontenot from Lumberton, Texas, won the Challenger division, beating Jerry Dees of Fairhope, Alabama, in the Saturday races. Dees finished second on Sunday, but Fontenot was not far behind in fourth place to assure his title.

Fontenot appeared to be headed for the championship series in qualifying races, but was over early in one race. Fontenot did not get his notice until halfway up the weather leg and chose to withdraw.

In the qualifying series—where skippers are divided into A,B,C, and D fleets and sail a round-robin—Paul Schreck, another repeat champion, won two first places.

Challenger Division

1. Farley Fontenot	1360	1	1	4	5½
2. Jerry Dees	2708	2	3	2	7
3. Jim Smith	7	5	4	3	12
4. Billy Mason	2293	7	6	1	13¾
5. Hap Crowe	2720	3	2	12	17
6. Gordon Boh	95	4	12	8	24
7. Don Pell	46	8	11	6	25
8. Bob MacKenzie	470	9	9	9	27
9. Chris Covey	2062	12	7	14	33
10. Bill McQuillan	1433	DNS	5	5	35
11. Jimbo Jolly	1351	10	DNF	10	36
12. Harry Robertson	2877	6	8	DNS	39
13. Richard Allen	1297	14	15	11	40
14. Debbie Peterson	1849	11	14	DNS	50
15. Parker Smilie	3113	16	10	DNS	51
16. Bill Singletary	2110	13	13	DNS	51
17. Stuart Foote	1431	15	DNS	13	53
18. James Richards	2211	DNS	DNS	7	57
19. Jack Foster	1328	17	DNS	DNS	67



Farley Fontenot receives Challenger trophy from Past Commodore Buddy Pollack.

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Sandy sounds an alarm

By Gordon K. Douglass

Last year, for the May, 1977, issue of Scots n' Water I wrote an article under the title "What Price Gold Plate." In the article I tried to raise the alarm over the steady trend in the Flying Scot Class toward what can be called gold-plating, toward developing the Scot into a complicated and expensive racing machine. There was no response. Apparently the individual owner has the attitude that "it can't happen to me. After all, nothing of consequence is going on."

But it **is** happening although so slowly—and inexorably—that it is not readily evident. I think it no exaggeration to say that my Flying Scot 1350, in which I last won the North Americans in 1971, today would be spurned by our top-flight skippers as not even being a racing boat because of her lack of hardware.

This year, at the Board of Governors Meeting at the Mid-Winters, I gave an impassioned plea for some action to be taken to change our rules, our Specifications, to set a limit to this gold-plating trend before it is too late. I was happy to find that, at last, some others are beginning to realize that I am not just talking. This year I was strongly backed by Second Vice President Allen Douglas speaking for the Gulf Yachting Ass'n; and Treasurer Mike Johnson who, I understand, is slated to be next President of the GYA. Both men expressed their concern over the rivalry between some of the GYA clubs to "out-develop" the Scots of other clubs.

In the past if I had suggested that the time would come

when a racing skipper would want to change the shape of the seats, I would have been told I was off my rocker. But this winter we did receive a request for modifying the seats of a new boat.

If we will only look at what has happened to other classes, we will see what is going to happen to us if we do not set a limit. The Star, Snipe, Comet, Lightning, Thistle—all of them started out as simple boats for every-man use. Today they have become sophisticated and expensive racing machines.

The Thistle, for example, is a very fine boat and the Thistle Class one of the best. But the Thistle has changed so much that almost the only real resemblance between my No. 1, PAUKIE, and today's racing Thistle is in the shape of the hull. Today's boat is a sophisticated gold-plater with all the gadgets including a new bendy spar. An article in the February-March issue of the Thistle BAGPIPE shows sketches for "Centerboard Trunk Control Systems", one of which alone involves some 24 pieces of hardware.

The Thistle is a high performance boat, and this "Development" may have been the best course for the Thistle. It is futile to speculate. But the Flying Scot does not fit that category; she is not a "high performance" boat, and adding hardware is not going to turn her into one. Instead, as a comfortable and able all-around boat of good performance, we are out-selling the Thistle two to one. In that same BAGPIPE, 37 used Thistles are offered for sale, while our Scots n' Water shows six Scots. Is there some connection? In spite of, or because of, the Flying Scot's character she is highly regared for Sears, Adams, Mallory

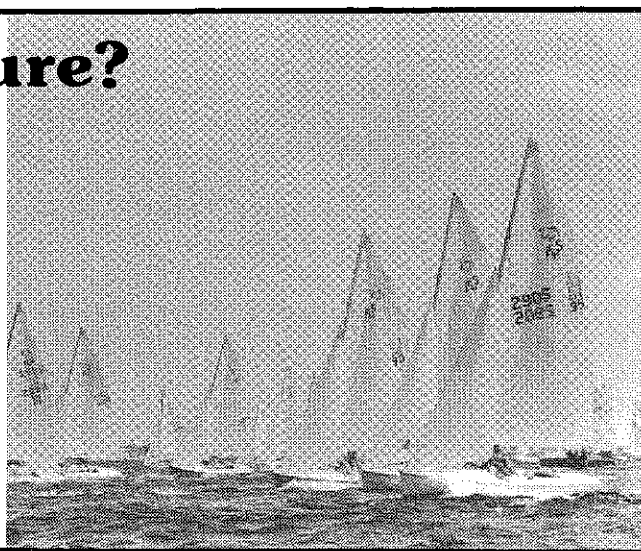
Are you in this picture?

If not, you still have 160 more chances of being in one!

Black & White proofs from '78 Mid-Winters available

\$5 a set - Refundable with order

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Designer urges Scots draw the line on holes in deck, 6 hardware items

and Championship of Champions competition. Let's not lose that character. It is our greatest asset. People buy the Scot because she is **not** complicated.

You may ask how this affects you. You do not intend to put a lot of gadgets on your boat. Perhaps you do not even intend to race or, at the most, not seriously. But it does affect you because, if for no other reason, your boat represents a considerable investment—collectively, it amounts to close to ten million dollars and the value of your boat depends on the health of the Class, the demand for Flying Scots because they are **one**-design. And do not forget that, in spite of all the noise, our avid racing skippers, the ones who do the "developing," are a small minority of perhaps ten to twenty per cent. They are the vocal ones at the meetings. It is up to **you, every one of you**, to make yourselves heard through your fleet.

Our top skippers, individually, tell me they would prefer a truly one-design boat with everything equal, but that if the others are going to develop their boats, they will too. To reach a common denominator will each be willing to give up a little something?

I believe there are certain changes we should make. For example, there are capsize in bad weather and in some cases the flotation foam comes out. We find that in many, or most, cases this happens because some young genius has cut the strap holding the foam in order to change or install deck hardware, and has not properly reinstalled it. Before

we have a fatality, for our own protection, I propose that we should have a new rule that:

1. The flotation gear is not to be cut loose under any circumstances; and any boat found to have the foam inadequately fastened shall be disqualified until the foam has been properly installed by a competent fiberglass man.

Holes cut through the deck and/or seat for spinnaker or other uses destroy the water-tightness of the deck and could lead to a drowning. I propose that:

2. No holes shall be cut through the hull or deck other than the proper drainage holes through the transom.

Somewhere we must draw the line. I believe that our easiest and surest way to control the hardware race is to set a maximum number for the pieces of hardware which may be added. I propose that:

3. Not more than six items of hardware may be added to any Flying Scot in addition to those normally provided as shown on the Official Plan. Hardware Items of similar nature and for the same purpose may be substituted in the same place.

What can **you** do? Persuade your friends to re-read the "What Price Gold Plate" article. Then get your fleet to send in proposed Amendments to the Chief Measurer as outlined in Article XX—Amendments, Par. 3. Go to it. Time's awasting.

'Outstanding fleet' to be judged again

By Don Hott

The Board of Governors announces that the "Outstanding Fleet of the Year" competition will be held again during the 1978 sailing season.

Fleet 30, Crab Orchard Lake, Carbon-dale, Illinois, now temporarily possesses the Permanent Trophy, recognizing Fleet 30 as outstanding in 1977. This trophy was presented to the FSSA in 1977 by Fleet 48, Lake Norman, Charlotte, North Carolina.

Will your Fleet take this handsome trophy away this year? Not unless your Fleet Captain submits his "Score Sheet" to the Association Office before July 1, 1978.

The "Outstanding Fleet" will be

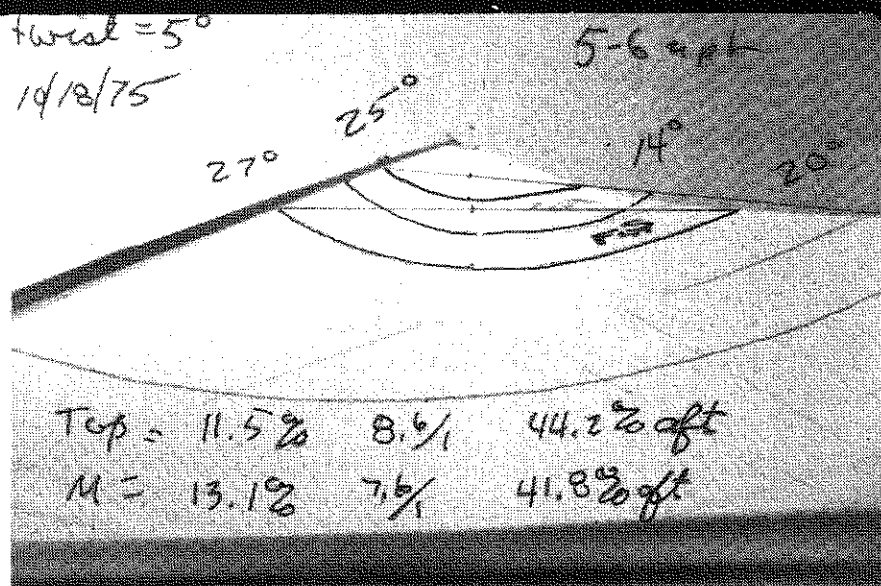
that fleet scoring the greatest number of points on the "Score Sheet" which tests various factors involving quality of fleet activity. Scoring is so designed that a big fleet or a small fleet, an old fleet, or a new fleet can win.

Various factors which are scored include longevity, size growth, participation in local races, in district regattas, in North American Championships, use of the Scot in junior program, fleet reports and articles submitted in Scots n' Water, local publicity, hosting a North American Championship, a regional regatta, or a district regatta, creative ideas for fleet growth and activities, individual memberships in USYRU.

District Governors may want to award District Outstanding Fleet of the Year awards to the highest scoring fleet of their districts. Each District Governor will receive a copy of the "Score Sheet" submitted by each fleet in his district.

Your Fleet Captain should receive the "Score Sheet" by May 1. If your fleet really wants to win, there are a lot of things which can be done to gain additional points before the competition closes on July 1. So, get busy, have a Fleet Meeting, get to work, and make room on the shelf for that "Outstanding Fleet of the Year" Trophy.

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.



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OUR
BAG

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JIB	All weather, hard finished dacron including window, and bag.	\$125.00
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Heath, Heausler, Taggart win in New Orleans regattas

Fair weather, mild temperatures and light to medium breezes on Lake Pontchartrain dominated both the Sugar Bowl and Mardi Gras Regattas.

Some twenty Scots, part of a fleet of more than 200 boats in a variety of classes, answered starting cannons of the Sugar Bowl Regatta, sailed on December 31—January 1.

John Heath, from Bay St. Louis, Mississippi, won the open division. Bubby Eagan of New Orleans and Dwight LeBlanc III also of New Orleans finished second and third respectively.

Buzzy Heausler, representing the Bay-Waveland Yacht Club, won the Gulf Yachting Association's Flying Scot Race

of Champions division. Ed Reardon, sailing for Mobile Yacht Club, finished third.

Amid the parades and festivities of Mardi Gras, racing sailors found good competition on the weekend of February 4-5.

Larry Taggart, New Orleans, finished first in the open division with 5½ points. Doug Sansom, Pensacola, Florida, was second with 7¾ points, and Hoagie Herman, New Orleans, placed third with 8 points. The Bay-Waveland Yacht Club team of Chuck Breath, Cindy Stiffel and Bubby Eagan won the Gulf Yachting Association's interclub competition for the John Curran Memorial Trophy.

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- 2—LAFAYETTE, IN—Lake Freeman
- 3—WILMETTE, IL—Lake Michigan
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- 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
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- 123—BOTTINEAU, ND—Lake Metigoshe

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- 106—NORTH PLATTE, NE—Lake Maloney
- 119—HAYS, KS—Cedar Bluff Reservoir

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- 67—SAN ANTONIO, TX—Canyon Lake
- 69—AUSTIN, TX—Lake Travis

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- 16—DETROIT, MI—Detroit YC—Lake St. Clair
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- 18—DETROIT, MI—Detroit, BC—Lake St. Clair
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- 41—CRYSTAL, MI—Crystal Lake
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- 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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- 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 Coteau 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
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- 104—OLD FORGE, NY—Fourth Lake
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- 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
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- 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

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- 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—Magogy River
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- 48—CHARLOTTE, NC—Lake Norman
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- 78—MOREHEAD CITY, NC—Bogue Sound
- 108—SOUTHMONT, NC—High Rock Lake
- 126—HIGH POINT, NC—Oak Hollow Lake

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Clearwater, Florida 33515
Phone: 813/441-4731

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

Transom ports:

By Eddie Sharp
Fleet 42, Washington, D.C.

During the August, 1977, FSSA Annual Meeting, Section 9 was added to Article S-II of the hull specifications. Section 9 states:

Transom Ports are permitted as owner's option to facilitate rescue of swamped yacht. Such transom ports shall be round, 5 inches in diameter, opaque,



How to install 5-inch 'nickels'

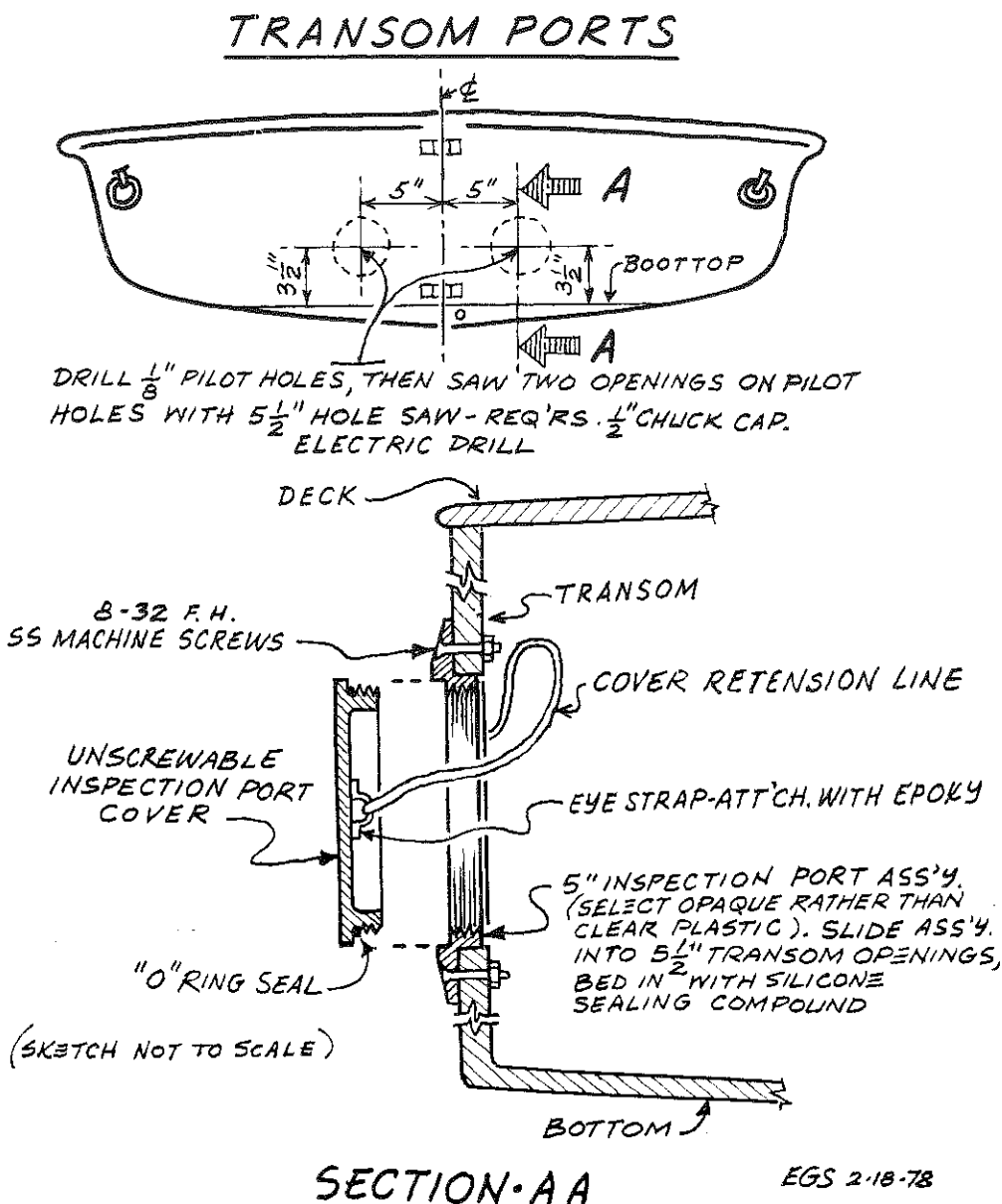
on one each side of the rudder post, centered five inches outboard from the center-line of the transom, and 3½ inches above the top of the boot top. The port shall be suitably closed at all time while racing."

Builder's tests have shown that a swamped Scot rigged with towing bridle and open transom ports will be practically emptied of water in three to four minutes when towed by a 30 horse-power outboard boat. Even if towing of this kind is not available, those of us who have labored an hour or so bailing out a swamped Scot at the beach can appreciate the convenience these ports will allow. The accompanying plan, sketches and photographs represent one method of installing transom ports.

The 5-inch diameter plastic inspection port assemblies ("Lindyar" or equivalent) are available from your local marine supply dealer (approximately \$5.00 each) or by catalog. The 5½-inch diameter Hole Saw (Starrett No. 0512) and Arbor (Starrett No. A-2, EDP No. 55142) may be obtained from hardware or mill supply outlets but are rather expensive (\$35 to \$45) for one-shot use. (See if your local tool rental has them; ours didn't.) Since a majority of our fleet indicated they wanted to install ports, we voted to have our fleet treasury buy the saw and arbor.

I have completed the installation on Flying Scot No. 3 and now, on the occasion of the first sunny Saturday in April, we will trail into our sailing marina for the "First Annual Fleet 42 Transom Saw-In" and will install ports on all Scots present.

Location of the port openings were selected to avoid areas of the transom containing internal wood core reinforcement. When openings were sawed out on Flying Scot No. 3, the inboard edges of each opening revealed the beginnings of the wood reinforcing located on the transom



(rudder) centerline. Before bedding in the port assemblies any wood core thus exposed should be thoroughly coated with epoxy or polyester resin to seal the exposed wood core against moisture absorption.

You should epoxy cement eye straps on the back side of each port cover. Then a ¼-inch slack line or shock cord may be passed through each eye strap and knotted, thus providing a safety line so that port cover won't be lost when removed.

The covers may be readily unscrewed by hand. A light coating of vaseline applied to the threads several times per season will ensure easy removal under adverse conditions.

We have appointed a committee to study uses for the 5½-inch sawed out transom blanks. Early reports indicate that they are too big for hockey pucks, but Don Hott thinks they may work out as "West Virginia Wooden Nickels."

Riverside and Fleet 7 invite early

NAC limited to 90 boats,
preregistering ends July 1

By Leonard M. Saari

The 1978 NAC Championship Races will be hosted by historic Riverside Yacht Club and Greater New York Fleet 7 at Riverside, Connecticut, August 7 to August 11, 1978. The Junior NAC Championship Races precede August 5 and 6.

Fleet 7 was established in 1958, when Chuck Rettie and Lew Howe bought Flying Scots—Nos. 27 and 28. Flying Scot old timers may recall and may have participated in past Riverside NAC regattas in 1962, 1968, and 1973. Local skipper Franklin Bloomer won the NAC Championship in 1968. In addition, local residents Bob Vance, who is National FSSA President, Chuck Rettie, and Dave Griffin each won the Challenger Division in 1976, 1968, and 1967, respectively.

Fleet 7 has an active and competitive group of Scots, with over 40 boats registered and over 26 boats qualifying last season. Riverside's Sally Sawyer was both 1977 Fleet Champion and winner of the Long Island Sound YRA Nall Trophy, awarded to the top skipper in the most active fleet of any class on the Sound.

Fritz Trask is 1978 NAC Regatta Chairman with a Steering Committee comprised of Bob(s) Vance, Brady and Hellendale. Thirteen functional committees have been in action for several months.

David Renton, Housing Chairman, has arranged for a block of rooms to be set aside at specially reduced rates at a nearby motor lodge. Details on room accommodations, available camping sites, and a full package of information about the 1978 NAC Championship at Riverside can be obtained by either mailing in the preregistration form printed in this issue or by writing David Y. Monteith, 128 Riverside Avenue, Riverside, Connecticut 06878.

Entries for the 1978 NAC Championship will be limited to 90 boats, with no more than 15 from the host fleet. The Registration Fee of \$45 will increase to \$55 after July 1, 1978, so preregister now and make room reservations as soon as possible.

Chartering available

Charter boats will be available for this year's North American Championships. The rules for chartering are set forth in Article B-IX, d.(1) of the Bylaws of the Flying Scot Sailing Association. A charterer must be a qualified Flying Scot owner or a active member of the Association who is a member of a recognized yacht club which is a Flying Scot



ACTION RACING ON LONG ISLAND SOUND—Bob Hellendale on unidentified sloop. [Photo by Fritz Trask]

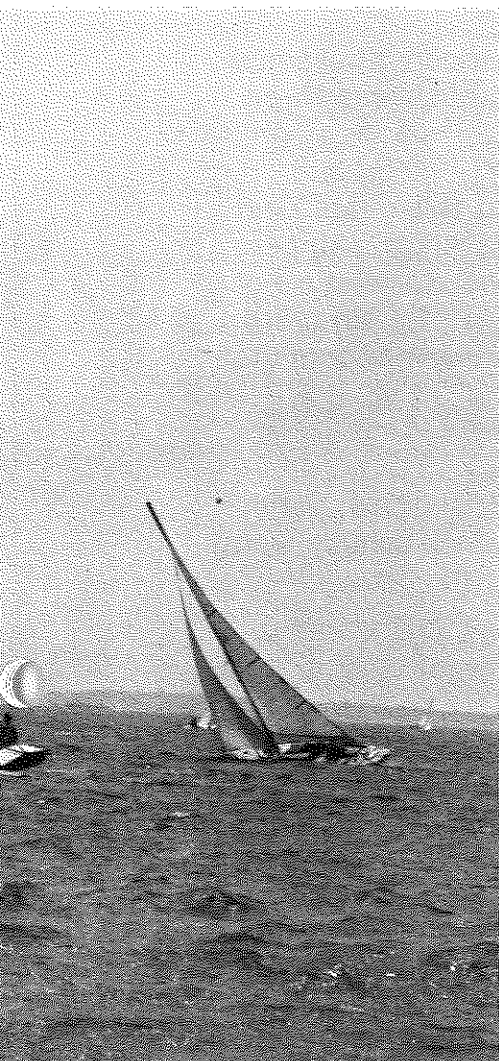
owner and must reside at least 400 miles from Riverside.

Charterers must use their own sails. Charter boats must be returned to their owners at the end of the regatta in exactly the same condition and arrangement as they were received.

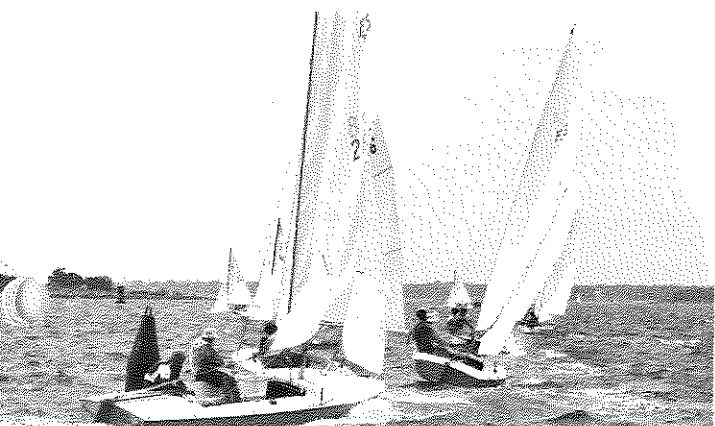
Person desiring to charter a boat should write to this year's Chartering Chairman, John Denne, 22 Druid Lane, Riverside, Ct. 06878 (203-637-1350), as soon as possible, but in any event before July 22, 1978. A check in the amount of the \$50 charter fee, payable to Flying Scot Sailing Association, must accompany the request.

Notices of acceptance will be mailed by the Chartering Chairman received prior to August 1, in which case the fee will be returned. Otherwise, the \$50 will be forfeited.

entries



FS 1499] crosses tack with Bob Vance and



NAC registration form

Flying Scot American Championship — 1978

August 7-11, 1978

Hosted by FSSA Fleet No. 7

at Riverside Yacht Club, Riverside, Connecticut

Skipper _____ Crew _____

Address _____

City _____

Fleet No. _____ Hull No. _____ (Sail & Hull No. must be the same) Boat No. _____

Hull Color _____ Spinnaker Color _____

Registration Fee \$45 (before July 1st); \$55 after July 1st.
(Registration Fee does not include Annual Dinner, Room Fee)

Please make your check payable to FSSA Fleet 7 and mail to:

David Y. Montheith
128 Riverside Avenue
Riverside, Conn. 06878

Note: Flying Scot to be registered with FSSA and 1978 Dues paid.

Will attend Annual Dinner _____ Number of persons _____

Will want room reservations _____ Campsite _____ Chartered boat _____

JUNIOR NAC REGISTRATION FORM

Flying Scot North American Jr. Championship — 1978

August 5-6, 1978

Hosted by FSSA Fleet No. 7

at Riverside Yacht Club, Riverside, Connecticut

Skipper _____ Date of Birth _____ Crew _____ Date of Birth _____

Address _____

City _____ State _____ Zip _____

Fleet No. _____ Hull No. _____ (Sail — Hull No. must be the same)

Hull Color _____ Spinnaker Color _____

Registration Fee \$20 (Before July 1st); \$25 after July 1st.

Make your check payable to FSSA Fleet 7 and Mail to:

David Y. Monteith
128 Riverside Avenue
Riverside, Conn. 06878

Note: Skipper and crew must reach their 13th birthday but not their 18th birthday in 1978 to be eligible and be FSSA member.

Howe sails on the cover

A wider angle of the cover picture shows Lew Howe, FS 2828 named "Extra Dividend," rounding the reaching mark to join Scots beating for the finish. Jim Simpson is ahead on the right.

Close work typifies Fleet 7 races at Riverside. To qualify for fleet trophies, a Fleet 7 skipper must sail in half of 21 races. Last year 26 qualified.

PAUL SCHRECK & CO. *Sailmakers*

LILLIAN, ALABAMA 36549

SOUTH SCENIC DRIVE

PHONE 205-962-4345

SCHRECK SAILS

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.

To: PAUL SCHRECK & CO. SAILMAKERS
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.

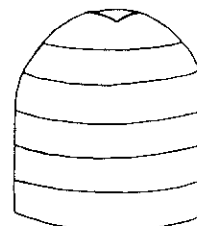
Name _____

Address _____

City _____ State _____ Zip _____

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
Spinnaker— $\frac{1}{2}$ oz.	198.00
Spinnaker—combination $\frac{1}{2}$ and $\frac{3}{4}$ oz. ...	198.00
* 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

McLane beats 26 in Mid-Winter Warmups

Dunken McLane, Flying Scot Fleet 75, Panama City, Florida, bested 26 boats to win the Flying Scot Midwinter Warmups.

The regatta, sailed on Choctawhatchee Bay at Fort Walton Beach, was held under almost ideal wind

conditions. Race 1 and 2 saw Gulf winds up to 18 knots from the southwest, however, on Sunday the breeze hauled north again and averaged 5-7 knots.

McLane, from St. Andrews Bay Yacht Club, was hard pressed by sailors of Pensacola Yacht Club.

New Active Flying Scot Members

F/S #	Dist.	Fleet	Name	Address	City	State	Zip
38	OH		Robert H. Moore	1922 Forest Elm Court	Columbus	OH	43229
133	CAR	48	Dennis F. Leffler	3220 Wamath Drive	Charlotte	NC	28210
288	GF	131	Ronald P. Van Eck	Route 1, Turnbull Bay Road	New Smyrna Beach	FL	32069
305	CAR	78	Robert Cummins	General Delivery	Newport	NC	28570
345	MID		Edward H. Ferguson	311 S. Windsor Drive	Arlington Heights	IL	60004
577	OH		Willard C. Pstler, Jr.	3962 White Oak Trail	Cleveland	OH	44122
649	CAR	27	Herb Bodman	802 Coker Drive	Chapel Hill	NC	27514
708	NYL	53	Henry J. Hopkins	3115 Hall Street	Endwell	NY	13760
800	TX	23	Robert Gantt	1906 Somerville	Richardson	TX	75080
885	PR	59	Charles D. Eaton, Jr.	5708 E. 69th Street	Tulsa	OK	74136
899	NE		Ralph W. Below	High Head	S. Harpswell	ME	04079
1128	CAP	42	Paul J. Wheeler	2009 Hileman Road	Falls Church	VA	22043
1263	TX	132	Louis L. Wilkins	P.O. Box 527	Clyde	TX	79510
1388	PR		James K. Hallenborg	336 E. 29th Street	Tulsa	OK	74114
1424	GF		Raymond Bowman	2758 NE 30th Ave., 2-C	Lighthouse Point	FL	33064
1433	GF	28	S.A. Zevin	200 Clements Street	Ft. Walton Beach	FL	32548
1445	CAP		Francis P. Galletti	2509 Lawnside Road	Timonium	MD	21093
1458	GF	99	Joe Bishop	403 N. Rodeway	New Orleans	LA	70124
1503	NE	76	Lewis Livermore	4 Livingston Road	Sharon	MA	02067
1529	OH		George Kondoff	1917 Stayman Drive	Kettering	OH	45440
1629	OH	34	Leo L. Weber	14109 Spring Hollow Drive	Fort Wayne	IN	46804
1720	CAR	27	Robert H. Murdock, Jr.	1404 Oakland Avenue	Durham	NC	27705
1751	GF		James D. Robinson	Route 6, Box 995	Pensacola	FL	32507
1804	GF	79	William Weatherly	140 Southern Circle	Gulfport	MS	39501
1812	GF	55	Timmy Dunnam	2804 Cottage Hill Road	Mobile	AL	36606
1814	GNV	7	Richard Almy, Jr.	22 Oval Avenue	Riverside	CT	06878
1991	CAR	27	Bob Lee	5019 Wickham Road	Raleigh	NC	27606
2062	GF	87	George Black	3043 Creighton Blvd.	Pensacola	FL	32504
2065	PAC		Wim Kijkman	N 8820— 7 Mile Road	Nine Mile Falls	WA	99026
2070	CAR	48	J.A.S. Brown III	Route 1, Box 125	Davidson	NC	28036
2095	GF	96	John Dane, Jr.	7344 Beryl Street	New Orleans	LA	70124
2172	CAP	42	Cheryl Peters	8504 Mt. Vernon Highway	Alexandria	VA	22309
2318	CAP		Frank H. Overton	904 Hunting Ridge Road	Martinsville	VA	24112
2361	GF	79	Ellen Andre	1801 16th Street	Gulfport	MS	39501
2440	GNV	24	Frank A. Riefenhauser	Indian Hill Road	New Fairfield	CT	06810
2496	GF	90	Richard Stoneburner	9350 Fountainbleau, #512	Miami	FL	33172
2512	MID		James C. Hoelzer	1825 Tiffany Drive	Racine	WI	53402
2643	GF		Frank D. Branchley	336 Golfview Road	N. Palm Beach	FL	33408
2678	GF	102	Paul Strauley	310 Creek Drive	Fairhope	AL	36532
2758	GF	127	Alan N. Jackson	116 Chaparral Drive	Hendersonville	TN	37075
2763	GNV		William K. Perrin	66 Dingletown Road	Greenwich	CT	06830
2768	GNV		Edward H. Caroe	175 Shore Road	Old Greenwich	CT	06870
2797	CAP	6	Harry E. Carpenter	145 Ramage Road	Pittsburgh	PA	15214
2796	PR		Tim Krone	104 Lane Drive	Harrison	AR	72601
2847	TX		J.P. Englehardt	701 Skyline Avenue	Killeen	TX	76541
2866	OH		Charles M. Branden	32105 Burlwood Drive	Solon	OH	44139
2917	NYL	53	R.A. Battista	413 Front Street	Vestal	NY	13850
2987	OH		Robert S. Pitt	574 Stublyn Road	Granville	OH	43023
3023	CAP	42	Richard A. Crowe	12459 Skipper Circle	Woodbridge	VA	22192
3028	MID		Stephen Kozorowitz	5617 Tracy Avenue	Edina	MN	55436
3046	M-O		George Field	902 E. Chicago	Sturgis	MI	49091
3062	GNV		George W. Henderson, Jr.	336 E. 86th Street	New York	NY	10028
3063	GNV		Norman B. Stickney, Jr.	123 Greenwood Lane	Monroe	CT	06468
3067	GNV		George E. Manners, Jr.	22 Louise Drive	Cohoes	NY	12047
3069	GNV		Frederick Haulenbeek, Jr.	2542 Brunswick Pike	Lawrenceville	NJ	08648
3074	OH		Leonard E. Brady	2518 Cheltenham Road	Toledo	OH	43606
3091	NYL		Harry Benas	3654 Country Club Road	Endwell	NY	13760
3107	MID	95	Jerry Powlas	14407 County 15	Minneapolis	MN	55441
3107	MID	95	George Mitchell	1300 Pineview Lane, N	Plymouth	MN	55441
3120	MID		Bruce Goldsmith	1140 Chatfield Road	Winnetka	IL	60093
3131	CAP		James B. Hess	113 Kingspoint Drive	Williamsburg	VA	23185
3133	CAP		Jan D. Hinrichsen	319 Oakforest Drive	Pittsburgh	PA	15216
3135	CAP		C. John Reber, Jr.	1201 Edgewood Road	Havertown	PA	19083

Regatta Schedule

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 Dick Elam, Scots n' Water, P.O. Box 8, Chapel Hill, N.C. 27514. (And don't forget to send in the results after the race.)

April 29-30—Hospitality Regatta, Jackson Yacht Club, Jackson, Miss.

May 6-7—SAYRA Invitational, Lake Norman, North Carolina

May 6-7—Gulf District Championship, Fort Walton Yacht Club Fort Walton Beach, Fla.

May 13-14—Oak Hollow Invitational, High Point, North Carolina

May 13-14—Greater 48 Invitational, Lake Norman, N.C.

May 20-21—Spring Regatta, Moraine Sailing Club, Moraine State Park, Butler, Pa.

May 20-21—Buckeye Regatta, Hoover Yacht Club, Hoover Reservoir, Westerville, Ohio

May 21-22—Texas District Championship, Fleet 32, Houston Yacht Club, Galveston Bay, Tex.

May 27-28—One-Design Invitational Regatta, Southern Yacht Club, New Orleans, La.

June 3-4—Egyptian Cup Regatta, Crab Orchard Lake Sailing Club, Carbondale, Ill.

June 10-11—F.S. Carolina District Championship, Fleet 27 Kerr Lake, N.C.

June 17-18—Governor's Cup Invitational Regatta, Kerr Lake, N.C.

June 23-25—Greater New York District Championship, Candlewood Yacht Club Candlewood Lake, New Fairfield, CT.

July 1-2—Fourth of July Invitational, Lake Norman, N.C.

July 8-9—Oriental Sailing Social, Oriental N.C.

July 22-23—New York Lakes District Championships, Fleet 43, Skaneateles Lake, N.Y.

July 29-30—Maryland Flying Scot Invitational Regatta, Deep Creek, Yacht Club, Deep Creek Lake, Md.

July 22-23—Michigan-Ontario District Regatta, Detroit Yacht Club, Lake St. Claire, MI

August 12-13—F.S. North American Championships, Riverside Yacht Club, Riverside Conn.

Sept 2-3—Labor Day Invitational, High Rock Yacht Club, High Rock Lake, N.C.

Sept. 9-10—Blackbeard Invitational, New Bern, N.C.

Oct. 7-8—V.I.S.A. Invitational, Smith Mountail Lake, Va.

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.

Results—

1978

Mid-Winters

1st

1977

North Americans

1st and 3rd

1976

North Americans

2nd

1975

Mid-Winters

1st



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!

Call collect or write North Sails San Diego.

1111 Anchorage Lane
San Diego, Calif. 92106
(714)224-2424

New crew recalls the unforgettable season

By Jim Radtke and Al Cimpermann

Some people say you never forget your first love. We will never forget our first Flying Scot season.

Dr. Jerry Dowe "A veteran Scot skipper" on the Lake Michigan waters of Wisconsin informed us of **Caveat**

Here We Sit

By Al Cimpermann

Here we sit in the Yacht Club bay
where every sailor has his day.

The trophies go to those who've won
and they say that racing is just for fun.

The big trophies have all gone to Mr. Pfister
I hope he doesn't have an older sister.

Plenty have gone to Mr. Ed Kirkham
when he gets a crew he really works 'em.

But the one that the Yacht Club could not allow
came from the crew to one Jerry Dowe.
For the Yacht Club was to this crazy crew
a place to celebrate; not to sit and stew.

While others could talk of scoring some points
we sat back and listened and lubricated our joints.

And some even snickered to say in elation
hitting the committee boat means disqualification.

And then there are those who sit back and stare
while looking off into the air;

telling us after we returning our boat
you got some water on your new raincoat.

Are these the things that make us men?
they must be for we'll do it all again.

And maybe in the upcoming season
we'll have an even better reason.

Beware all you skippers of the Flying Scot
you just don't know what we've got.

Jim takes home the spinnaker chute
and practices stuffing it into his boot.

Al takes home the main and jib sheet
and sleeps with them nightly under his feet.

Jerry takes home the ship's bent boom
and works on it daily in his living room.

There just seems to be very little doubt
that these are not amateurs we're talking about.

The facts are clear that we've started late
and we'll be great in '78.

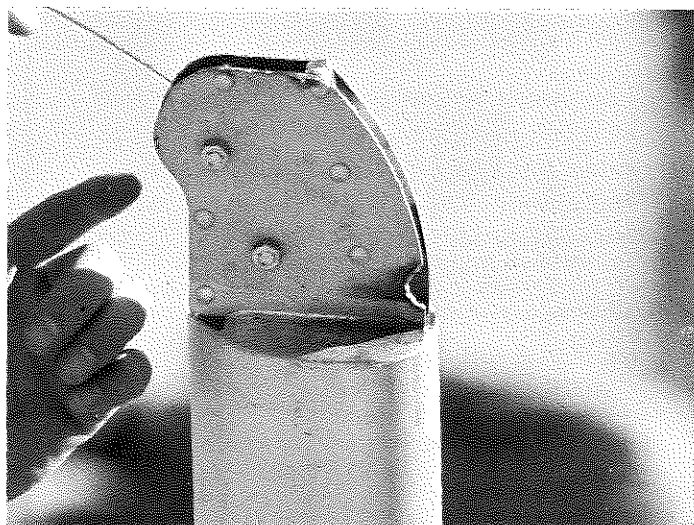
Emptor last spring and we decided that a trip to Ohio was worth a Flying Scot. We returned to the shores of Milwaukee pulling our Scot behind us. We were now ready to try our hand at crewing to learn the ropes, as it were. Again Dr. Dowe was most gracious and willing to let us work out our mistakes on his Flying Scot number 465 so we readily signed-up to crew for the Wednesday and Saturday racing series sponsored by Fleet 25.

It was an unforgettable season. In our first race we lightly touched the Committee Boat and they politely disqualified us. A week later on a breezeless, sun-filled Saturday in June we not only finished last, we also hit the finishing buoy. We were determined to do better or go under trying, which we almost did.

On a hot humid Wednesday evening in July, we were on our final leg, well in contention, when we noticed a boat that shouldn't be there—was there! We shouted the appropriate "starboard" but to no avail, our slackened main sheet caught the culprit's winch and over we went.

But the season was not yet ended. On a cool breezy September Saturday, as we were rounding the jibe mark, spinnaker full and bringing up the rear, a sudden gust and a flying Chinese yodel jibe caught us by surprise. We went in again. This time completely turtled.

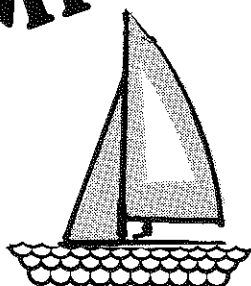
Through it all our skipper was forgiving and kept encouraging us to keep trying. When the season finally ended we presented him with our own trophy and two poems, first **Summer Breeze and Winter Freeze** and then **Here We Sit** both written by crewman Al Cimpermann.



Heads Up! This shows what can happen when the aluminum mast contacts overhead power lines. Not only were large portions of the mast head truck melted away, the main halyard vaporized in places. Here we see the installation of a new halyard. Fortunately no one was hurt.

[Photo by Dale Greer]

Introducing SAILS by GOLDSMITH



A new concept to combine design, sailing, and service ideas with a sophisticated computer cutter.

Flying Scot, Lightning, Penguin, Snipe, and Thistle sails will be my specialty.

Without the hassle of running a normal sail loft, extra attention can be given to help sell and service each of you. How about

- Extra evening hours for phone consultation
- Special mini seminar with sail deliveries
- Same-day delivery from the latest "batch" with no shape worry due to computer cutter accuracy.

I'm looking forward to offering Flying Scot sails that are cosmetic queens, fast, and easy to use. Call or write if you are interested for the mid-winters. Who Knows, one of us might even win the odd race. . .

Cheers,

Bruce Goldsmith

SAILS by GOLDSMITH

1140 Chatfield Road
Winnetka, Illinois 60093

312-446-1151



Skipper Debbie Peterson slumps to hike Flying Scot 1849 to leeward. Norman [Pete] Peterson, the crew and father, plays the leaning safer. Near calm winds on Kerr Lake put Petersons to leeward trying to keep a shape in the sails. [Photo by Margo Burch.]

T-J Sales (and Service) Co.

Sales and service. Sure we stock a large selection of the best no-nonsense gear. But we also provide service second-to-none. Try going to your local (if there is one) yachting store and asking them what you need to put in internal spinnaker sheets, or how your class hotshots are setting up their mast rake and rig tension. Then try T-J Sales. You'll find why we have customers all over the country who keep coming back. For sales and service.

HAWK windvanes. STEARNS life vests. TROPHY sailing gloves. SAMSON and MARLOW white and color-coded line. HARKEN, FICO, RWO, KENYON, SAILSPEED, and HOLT ALLEN blocks and fittings. WACO 360 control cleats. SAILOR'S TAILOR custom fitted cockpit covers, duffel and carry-all bags. CHRONOSPORT "Memosail" and Regatta stopwatches. WETSKINS foul weather gear. MURPHY & NYE and THOMAS custom racing sails. GATOR and E-Z LOADER trailers.

T-J custom-engineered control systems: cunningham, outhaul, complete spinnaker package, etc.

Used boats, dacron centerboard gaskets, Interlake main cleat brackets, Sunfish and Laser parts and accessories, fiberglass repair, racing instruction.

We'll ship open account to Flying Scot Class members anywhere in the country. Call or write Tom Ehman (Jr. or Sr.) at:

T-J Sales Company

8930 Dester-Pinckney Rd.
Pinckney, Michigan 48103
(313) 426-4155

"We specialize in helping sailors get the most comfort, enjoyment and performance out of their boats."

Hassell dons Georgia 'Barefoot' title

Kent Hassell beat 16 Scots to win the Flying Scot Georgia Championship in the Barefoot Open Regatta on October 15-16.

Held on beautiful Lake Lanier near Atlanta, the Barefoot Sailing Club (BFSC) had 138 boats to participate in the event this year. Scots came from Alabama, Florida, North Carolina, South Carolina and Georgia. The Scots

represented the largest one-design fleet sailing in the regatta.

Winds ranged from 7 to 12 mph on Saturday but increased to a steady 20 mph (with gusts measured over 30!) on Sunday. Fleet 111 was proud to present the award to the new Georgia Scot Champion, Kent Hassell of Fleet 111. The award is given to the top Scot in the Barefoot Open Regatta regardless of state of residence.

Flying Scot winners were:

1. Kent Hassell	2481	BFSC, Atlanta
2. Dick Schultz	1885	North Carolina
3. Floyd Davis	2282	Panama City
4. Jerry Mullis	2279	Panama City
5. Pete Condo	2611	BFSC
6. Harold Wilde	1255	BFSC
7. Paul Newton	2936	South Carolina
8. Larry Hanson	3044	BFSC
9. Glen Myrick	2425	BFSC
10. John Henderson	2308	BFSC

Caveat emptor

FS 1146 Douglass-white hull, oyster deck, Boston main and jib, Murphy and Nye main, 3 jibs, spinnaker, Schreck spinnaker, Harken equipped, cockpit cover, winter cover, motor bracket, very good race record. Aluminum Trailax trailer, spare tire and wheel, other extras. Price: \$3200.
Stanley Cole, 3 Frankie Lane, Old Bethpage, NY 11804. Phone: 516-752-9588

FS 1274 Customflex black hull, white deck, 2 suits of sails M/N, 2 spinnakers, motor bracket, fenders, full race gear, trailer in good condition. Price: \$3000.
Don Petersen, Wilmette, Ill. Phone 312-251-8113

FS 726 Douglass built, light yellow, Schreck main, jib, spinnaker, excellent racing record in Carolinas district, cockpit cover, motor bracket, lifting bridle, Stirling tilt trailer with spare wheel. Price: \$2700.
Bill Gutzwiller, 280 Riders Lane, Fairfield, Conn. 06430. Phone: 203-259-0744

FS 2740 Customflex red hull/white deck-Murphy and Nye sails, full custom cover, tilt trailer, motor mount anchor, compass, many extras. Excellent condition. Price: \$4,075.
Jerry Hyatt, 1606 McDade, Conroe, Texas 77301 Phone: Home 713-756-3222, Office: 713-756-0133.

FS 1790 Douglass-Aquamarine Hull/oyster deck. Top racing condition, Dry sailed, Shreck main, jib, light weight (1/4 oz.) spinnaker. Harkens blocks and mainsheet cleat. Dilly trailer with wide rollers, side bars. Full cover. Price \$3200.
D.E. Stein, 3642 Lansdowne Dr. Montgomery, AL. 36111. Telephone: 205-281-8292 (Home) 262-4436 (Office)

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.

BATTENS—Floater — Unbreakable, tapered, floating, flexible, 1" wide smooth butyrate cover, glass rod core, set for main — \$12.75 delivered.
Wood — same quality you've always received, sanded \$4.75, varnished \$7.50, del. Send check to Don Blythe, Battens, 804 Euclid Ave., Jackson, MS 39202, if you can't find what you want at your favorite sailboat dealer.

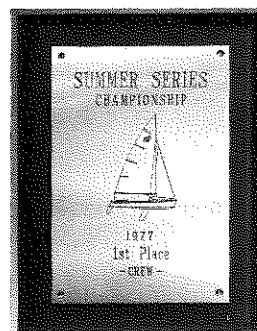
SPINNAKERS —Used spinnakers for sale—Great for practice. \$25.00 each.
Joseph Tylutki, 5429 Maple, Dearborn, Michigan 48126.

Flying Scot Builders

Gordon Douglass Boat Co. Inc.
Route 4, Drawer AB
Cemetery Lane
Oakland, Maryland 21550

Customflex, Inc.
1817 Palmwood Ave.
Toledo, Ohio 43607

Ranger Boat Company
25802 Pacific Hwy., South
Kent, Washington 98031



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Secretary counts 132 fleets, 3200 Scots and records words of outside praise

By Hal Marcus

When a leader of another One-Design Class Association tells you that the Flying Scot is an outstanding success, you feel a surge of pride. When he mentions you in an article in his Class's newsletter, you can certainly say, "We're Number One!"

The past president of a prominent One-Design Class Association wrote an article for his newsletter entitled, "Why One Design?"

He writes, "A case in point: The Flying Scot. There is no question that in its size range there are cheaper boats. . . faster boats. . . prettier boats. . . more comfortable boats. . . and so on. But where are they? Nowhere! They come, they go. And the Flying Scot goes on and on. It is quite probably the most active and popular class on the continent. It is, in fact, a model upon which many other classes build their associations. Why this outstanding success? Very simply, the Flying Scots have maintained their one design outlook. Very, very few changes have been allowed over the years. As a result, there are 3,000 Flying Scots with 129 active fleets. A record to be envied."

These statistics are taken from last year's advertising copy. Today we boast 132 active fleets, and almost 3200 Flying Scots.

Another home in Indiana

Ralph Bescia reminds us that last September he wrote asking for information about FSSA and that he was shopping for a performance class boat suitable for his wife and kids. He adds that one of his selection criteria was the strength of the class association.

Ralph spent many hours watching different class boats at Lake Cowan near Wilmington, Ohio, the home of Flying Scot Fleet 1. He adds that he was continually impressed with performance of the Scot under varying conditions against other equivalent size boats.

One of our builders promptly visited **Ralph** for a demonstration. Believe it or not, **Ralph** has now become a dealer and expects to promote the class at Brookville Lake in Eastern Indiana.

Ralph adds, "My principal purpose in writing to you was to thank you for your prompt response to my September 1977 letter and to thank you for the free 'Scots n' Water' you included. I am sure you get many requests for such information but you seldom hear the results of your actions."

Good luck, **Ralph**, with your Flying Scot promotion on Brookville Lake. Perhaps this will be Flying Scot Fleet 133.

Used Scots hard to find

We wrote **Jack Culley**, President of Sailboats, Inc., a Flying Scot dealer in Excelsior, Minnesota, to commend him on the excellent newsletter he puts out. In this newsletter, **Jack** always lists all the different types of used boats in stock. In our letter, we mentioned that we had never noticed a used Flying Scot for sale in his listings.

Jack replied, "There have been occasions when we have a single Flying Scot listed under our 'Used Boats' category—but it is rare. When a used Scot comes on the market, she is generally picked up before the next newsletter goes to press.

"I can assure you that the Flying Scot does maintain its value and that a large part of this is due to the excellent work of the Flying Scot Sailing Association—maintaining the high level of enthusiasm among owners—and prospective owners."

Time to elect Governors

Our FSSA Executive Committee asks me to remind that now is the time to start the election process for next year's District Governor. The procedure for election is outlined in our Constitution under Article XI, "District Officers," Section 2. This article is on page 14 of our 1976-1977 Handbook.

First, solicit nominees from each fleet in each District. All fleet captains and secretaries were sent a ballot form earlier this year. These fleet ballots will be distributed to the District Governors for election purposes.

Speaking of Handbooks, our new 1978-1979 Handbook is now at the printer's. We experienced a slight delay to insure incorporation of the latest USYRU sailing instructions.

These Handbooks will be distributed to all paid 1978 members as soon as they are received from the printer.

Report regatta results

All District Governors are asked to please send their District Regatta dates and locations to **Scots n' Water**, Box 8, Chapel Hill, N.C. 27514, for publication in our calendar. Also, following your regatta, please send photos and write-up on all the highlights, including winners, number of boats and weather conditions, for publication.

We are proud to announce that FSSA's Immediate Past Commodore **Lewis B. Pollack, Sr.** and FSSA Treasurer **Michael Johnson** have been elected Commodore and Vice Commodore of the Gulf Yachting Association.



Taylor Affelder [FS 521] sent us an ad from the February 23, 1978, **Wall Street Journal**. This advertisement was placed by the Industrial Commission of a major Texas city, and showed a beautiful picture of FS 518 under the caption, "A fringe benefit." **Taylor** said that at first he thought he had found a missing Scot as 518 was not listed in our latest roster. Actually FS 518 is not missing, it is owned by **Charles Thomasson** of Corpus Christi, Texas.

Foremost donates trophy

Wally Lineburgh of Lineburgh & Company, our FSSA-approved hull insurance company, has been working with Permanent Trophy Committee Chairman **Buddy Pollak** on a new NAC trophy.

They have come up with a non-competitive award for "The Skipper Who Travelled the Greatest Distance to the North American Championships."

This very exciting award recognizes the skipper who has made the greatest effort in terms of mileage to attend the NAC. This trophy will be won by the "farthest" not the "fastest".

Wally has discussed this trophy idea so enthusiastically with **Bob George** of the Foremost Insurance Company, the Home Office Marine Underwriter, that **Bob** has asked if he may donate the trophy. **Wally** has reluctantly agreed, so this will be the "Foremost" trophy.

The Foremost trophy will be a perpetual award that will be presented initially at the 1978 NAC at Riverside Yacht Club, August 7-11.

Mystery Scot list

131	508	911	1707	2040	2639
146	527	1021	1716	2131	2649
212	651	1028	1723	2216	2671
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	1638			

Warren Minners [FS 2814] reports that Mystery Scot 2038 is owned by **Jack Pevenstein** of Fairfax, Virginia.

Sponsored By FSSA Wally Lineburgh's Insurance is Different!

1. Every Flying Scot is insured to \$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 in "New or 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 \$2000.

This policy is available in most states where Flying Scots are sailed. Send name, address, home port, hull number and age of boat (10 years and older describe condition). Class member, yes or no. Select your area; home port determines premium. Attach check payable Lineburgh & Company.

1978 Premiums are as follows:

Area 1: \$70.00 per year. Inland lakes and rivers of the U.S. including the Great Lakes and Chesapeake Bay.

Area 2: \$126.00 per year. South Atlantic Coastal and tributary inland waters below the North Carolina/South Carolina state line including the Gulf Coast.

Area 3: \$102.00 per year. North Atlantic Coastal and tributary inland waters above the N.C./S.C. state line.

Area 4: \$78.00 per year. Pacific coastal waters and inland waters for the states of California, Oregon, and Washington.

LINEBURGH & COMPANY

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ESTABLISHED 1866

Warren has received his pocket emblem and as soon as **Mr. Pevenstein** joins FSSA, **Warren** will receive his lapel pin.

We know that with the sailing season upon us, we will be finding more Mystery Scots. For that reason, we are adding the following Mystery Scots to our list: 2639, 2649 and 2671.

We have two excellent papers in the office entitled 1) Care and Maintenance of Your Flying Scot, and 2) How to Rig Your Flying Scot. These are available at no charge. Just drop a note asking for what you need.



Johnson wins juniors

Mike Johnson, Jr. and crew lead the 1978 Mid-Winters. Mark Caraher trims jib while Bill Mason trims the chute.

The transom view of the Mid-Winter junior champions are, left to right, Mason, Caraher, and Johnson. Mike sails from Fort Walton Beach, Fla.

Chris Wientjes won the senior division.

[Photos by Al Audleman]



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