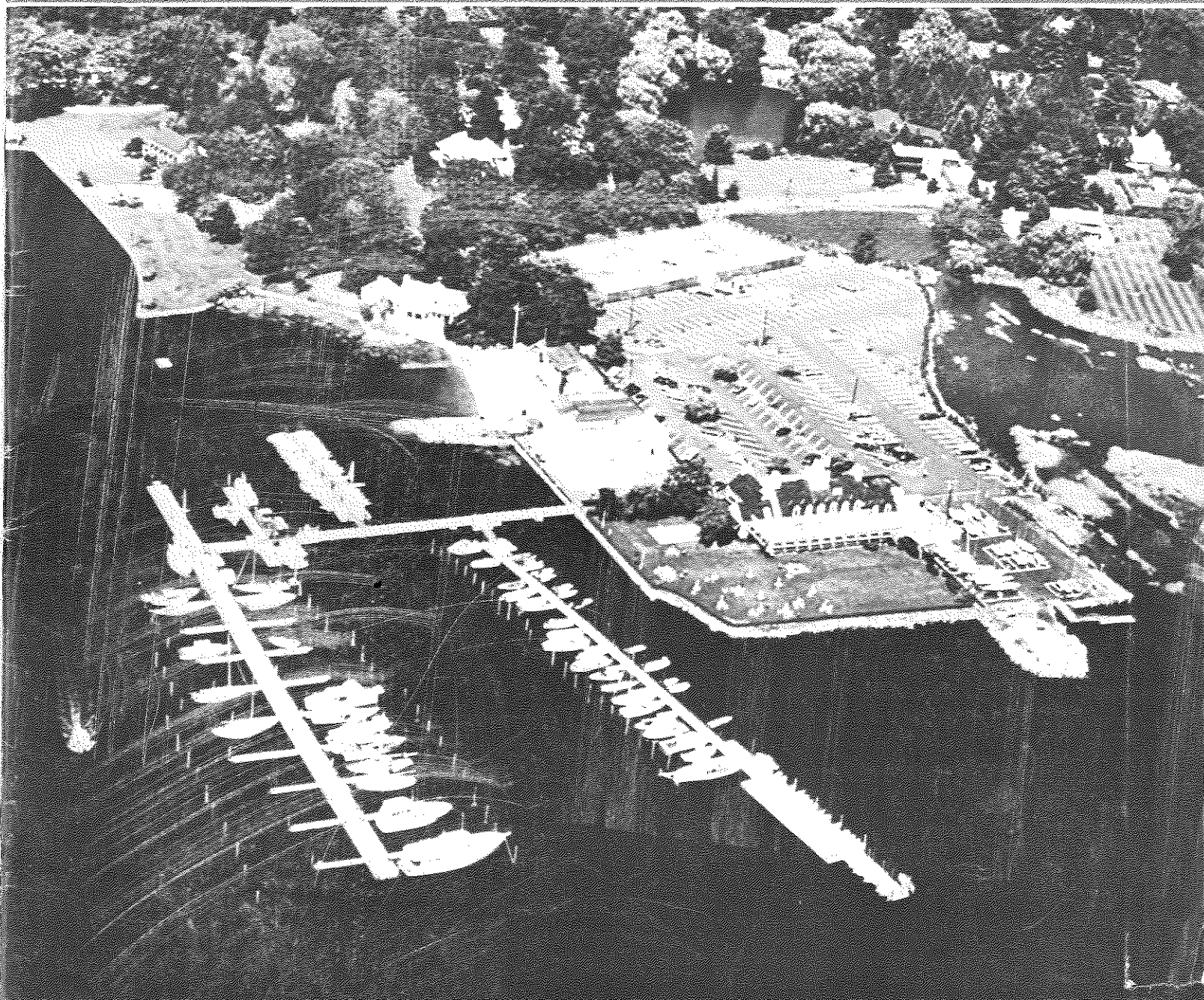


# Scots n' water

JUNE 1978  
VOLUME XX  
NUMBER 4



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# NAC Update

## Mooring Junior Crew Rule Schedule of Events

### MOORING CONVENIENT AT RIVERSIDE

For the 1978 NAC Championships at Riverside, a simplified mooring procedure will be adopted for the ease and convenience of all participants. Devised by Launching Committee Chairman Bill Searles, the Club will have two 500 foot lengths of chain laid parallel to one another in the river bottom and anchored at the ends. The Flying Scots will be moored fore and aft between the sunken chains with lines and marker buoys attached to the chains. The club will supply both the lines and the marker buoys. Club launch service will be provided to and from the docks to your boat. With this simplified procedure, 1978 NAC skippers need not bring any special equipment for mooring purposes.

### RULES REVISED FOR JUNIOR NAC

**Skipper** must be eligible for Sears Cup competition and be in good standing with FSSA. **Crew** need not so qualify. Parents and others may crew in the Junior races.

### REMINDER:

The registration fee goes up after July 1st. The time for decision is now.

### ON THE COVER

Riverside Yacht Club will be home base for all activities during the 1978 NAC races. All competing Scots will be registered, measured and moored (wet sailing only) at the Club, which is nestled just off Long Island Sound at the mouth of the Mainus River.



Side view of the Club House at Riverside. Some renovations are currently underway but facilities will be available for all NAC events except for the Annual Dinner which will be held at nearby Stamford Yacht Club. Trask photo.

During the 90-year history of the Riverside Yacht Club its members have made many distinguished contributions to blue water racing, notably in the America's Cup, Bermuda and Transatlantic races, as well as in one-design racing. The Club hosts many active racing fleets including Flying Scots, Ensigns, Rhodes, Quincy Adams, Blue Jays and Dyer Dinghies (for frost-bite racing when the absence of ice permits).

### Scotsn' water

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Friday, August 4—  
[12 noon-5PM]  
Saturday, August 5—  
[9 AM-5PM]  
Sunday, August 6—  
[11 AM - 4PM]

Registration, measurement  
and launching

**NOTE:** Junior skippers are to  
be measured and registered  
on Friday.

Saturday, August 5—

Juniors skippers meeting,  
9:30 AM.  
Two races for Juniors, AM  
and PM.

Sunday, August 6—

Juniors race, AM.  
Cocktail Reception for all at 4  
PM, with beer, soda, tea and  
cash bar.

Monday, August 7—

NAC Championship skippers  
meeting, 8 AM.  
Two races, AM and PM, for  
qualification.  
Cocktails, hosted by  
Riverside Yacht Club and  
Fleet 7, with open bar at 5  
PM.

Tuesday, August 8—

One race, AM, for  
qualification.  
Cookout on lawn and cash  
bar, at 5 PM.

Wednesday, August 9—

Two races, AM and PM, for  
both Championship and  
Challenger Divisions.  
Annual Dinner, Stamford  
Yacht Club, with cash bar, at  
6 PM.

# 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 must be eligible for Sears Cup competition and be a member of FSSA.

Thursday, August 10—

Two races, AM and PM, for  
both Championship and  
Challenger Divisions.  
Open night

Friday, August 11—

One race, AM, for both  
Championship and  
Challenger Divisions.  
Awards ceremony, PM, free  
chili and beer with cash bar.

## Flying Scot® Sailing Association

### SECRETARY

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8940 Dexter-Pinckney Rd.  
Pinckney, MI 48169  
313/944-0230

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Ft. Walton Beach, FL 32548  
904/243-1477

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Mentor, OH 44060  
216/357-5653

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More and more Flying Scot skippers are going with Bowers Sails. Why? Because we have become intimately aware of the Scot's sailing qualities from racing, listening to our customers' feedback, two boat testing and much, much more. We've found the ideal sail shape and cloth for the Flying Scot. Yet our service doesn't stop with manufacturing of the fastest sails around. Bowers also supplies timing advice in the form of booklets and update sheets so that you learn about how to set your sails for that all-important racer's edge.

**MAINSAIL....**Our relatively flat all-purpose new Yarn Temper Main features a fairly open leach, which gives the Scot a light helm and acceleration in all wind conditions. By changing the tension in the foot you get the ability to shift gears for maximum speed and pointing in all conditions.

**JIB....**Our medium new Yarn Temper Jib has a very flat entry forward. Bowers has learned that it's the Scot's main which gives power and speed while the front of the jib is used for pointing high. These jibs come supplied with long roll-up bags to reduce wrinkles and help your sail last longer.

**SPINNAKER....**Our all-weather Cross-Cut 3/4 oz. Dynac (all white) has proven itself as the fastest spinnaker available for the Scot. After the '77 Midwinters we experimented with many shapes in order to get a spinnaker that would both reach and run and yet meet the tough One Design rules of the Flying Scot Class. Our customer reports indicate we've been very successful.

Now that you know what your Flying Scot needs to go fast, consider Bowers Sails for the very best in design, workmanship, and service down to the finest detail.



14916 Minnetonka Blvd. Minnetonka, MN 55343  
Call Collect (612) 933-6262

**MAIN** All weather, yarn tempered dacron including window, battens, Cunningham grommet numbers and bag. **\$295.00**

**JIB** All weather, hard finished dacron including window and bag. **\$135.00**

**SPINNAKER** All white, low stretch cross cut Dynac including numbers and bag. **\$198.00**

*FLYING SCOT ROYALTY TAGS INCLUDED ON ALL SAILS*

Name \_\_\_\_\_

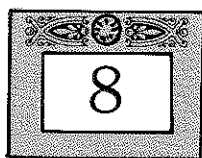
Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Sail #s \_\_\_\_\_

**COLORS** (For numbers and insignia check preference)  
☐ RED ☐ BLUE ☐ BLACK

**TERMS:** One half the cost of sails ordered should accompany the order. When completed, the sails will be shipped C.O.D. for the balance and shipping charges. If you prefer, send the check for full payment with the order and we will send your completed sails prepaid.



## Editor finds letters behind the 8-box

### Letter to the Governing Board

Subject: Club boats, sails, and numbers

For the past few years there has been a continuing controversy about club owned boats and sail numbers. Many are not satisfied with our present rules. Many have observed gross violations of our rules and placement of temporary hull numbers on club owned sails with no effort being made to check the authenticity of whether or not the sails were purchased in a given year for the specific numbered boat. They may well have been correct and legal.

The Detroit Yachting Association has had a continuing problem with their governing body's insistence on no numbers other than the DYA club assigned numbers.

I propose that club owned boats be allowed to sail in FSSA sanctioned regattas with the club numbers displayed on the sail in the standard manner. However, at time of manufacture of the sails, the sail maker shall put the hull number of the sails, in indelible ink, on or adjacent to the sail maker's logo. In this way the sails will be married to the boat hull number and will be checked at sanctioned regattas.

Bill Singletary  
Commodore

### Jack Seifrick replies:

Bill Singletary's recent memo on the continuing Club sail controversy prompted further concern on my part as to our sail inventory rule. For the most part it is not being well enforced and I, for one, question its value.

I would like to propose a simple solution: replace our current rule limiting the number of sails to one each season with the following: **'For each sanctioned event only one suit of sails shall be measured and utilized by each competitor. If not a club boat, that suit shall bear the number of the hull; if a club boat the sail shall bear a unique club number or the hull number.'**

The effect of the above would be to give everyone the same advantage now enjoyed by a few.

Jack Seifrick

### Measurement Committee Named

To: E. Ammann, P. Blonski, B. Davis, A. Douglas, S. Douglass, T. Ehman, Jr., P. Schreck.

From: Jack Seifrick, Measurer

I respectfully ask that the above named individuals serve on the Measurement Committee.

### Advice to 'Gold platers'

I most heartily agree with Mr. Douglass's article under the title 'Sandy sounds an alarm'.

Last year, I crewed with Mr. Douglass for Eric Ammann in the North Americans. This being the first time away from Deep Creek Lake for me, I was shocked by what I saw: almost every boat there was a sailing hardware store. Our Flying Scot being one of the few without all of this fancy 'plating', I thought we didn't have a chance. I mean, why should we have traveled hundreds of miles unprepared? Yet, through the course of the week I saw many 'gold-platers' fall behind in the competition. In my opinion, it looked as though the crew were spending more time making fine adjustments to their intriguing hardware than they were trying to sail the boat. It seems that 'gold-platers' think that the extra hardware will make their boats go faster when it is actually their own fault that the boat won't move.

The moral of this story: don't waste your money on hardware; spend it on sailing lessons instead.

Sincerely,  
Kevin Rissell  
Age 15  
Flying Scot 400

### 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.**

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

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

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\*the ability to obtain maximum efficiency over a wide range of wind and sea conditions

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**SAILMAKERS**



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1211 N. Betty Lane  
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Phone: 813/441-4731

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

## Spinnaker Rigging

My request is prompted by Sandy Douglass' article in the April **Scots n' Water**, calling for tighter controls on the one-design character of the Flying Scot; and by my need to rig my Scot for a spinnaker.

A study of the FSSA Handbook revealed that there is not a blueprint or statement specifying the type and location of the spinnaker gear on the boat.

There are ample specifications for (1) spinnaker requirements; (2) spinnaker running rigging requirements; (3) spinnaker pole requirements; and (4) pole padeye, and fairleads on mast.

I do not find specifications about (1) gear for the sheet/guy attachment and control; (2) halyard attachment and cleating when spinnaker is raised; (3) topping lift cleating. The specifications in the FSSA Handbook do not show the location of the sheet/guy fairleads on the aft deck, nor do they specify the type of gear used.

I would welcome an article telling me how to rig my spinnaker, what to do with the jib when flying the spinnaker, and the advantages or disadvantages of a radial head versus cross cut spinnaker.

Sandy's plea for the strong adherence to the one-design character of the Flying Scot really speaks to me: I agree. In this spirit, I would like to rig my spinnaker in accordance with the original design.

Sincerely,  
Douglas L. Anderson  
Flying Scot 3019  
Fleet 127

## Jack Seifrick replies:

I have no authority to specify a standard rigging for the spinnaker. This is just one example of the 'open' nature of our present specifications. Other examples are outhaul control, vang control, and cunningham control. As a class we are working to tighten up these areas but it is a laborious task with many opinions offered as to the nature of what should be standard.

Let me first describe a simple rigging arrangement that you might use and then cover some extensions currently in vogue.

### Simple Rigging System

**Halyard:** Double ended halyard with small snap hook on each end of halyard. Cam cleats mounted on vertical face of front of cockpit coaming, one on either side of centerline.

**Sheet & Guy:** Combination guy hook/chain plate (original equipment) with fairleads located on aft deck outboard and as far back as can be reached from cockpit. Cam cleats on aft cockpit coaming.

**Mast Fittings:** Douglass uses fairleads for halyard and topping lift, Customflex uses blocks.

**Topping Lift:** Simple hook on line run through fairlead or block to V-jam cleat on mast.

**Modifications in Use:** The following are modifications and options, each of which have been approved by measurers of the past.

#### Halyard

- Single ended halyard
- Thru deck fittings and turning blocks for both halyard and topping lift.
- Take up reels mounted on center board trunk or mast tabernacle.

#### Sheet and Guy

- Captive hooks substituted for original guy fairlead.
- Guy cleats mounted aft of guy fairlead.
- Blocks substituted for aft fairleads.
- Thru deck blocks substituted for aft fairleads.
- Turning blocks on side decks for sheets.
- Thru deck cockpit mounted turning blocks.

- Sheet and guy cleats at various stations.
- NOTE: The use of Twing Lines was ruled illegal on Scots at this year's Mid-Winters.

#### Topping Lift

- Shock cord downhaul
- Thru deck fittings and turning blocks.
- Control line led to skipper.
- Variety of cleats used.

My opinion, contrary to Sandy's, is that a suitable combination of the above will benefit the skipper and thus give him an advantage. While I feel a standard rig would be beneficial to the Class, it will be a while in coming. My advice to you is to attend a few regattas, inspect the rigging systems in use, and rig your boat to the convenience of your crew. Perhaps the 'simple system' described above will suit your needs.

Sincerely,  
Jack Seifrick  
Measurer, FSSA

---

## John Aras Wins 1978 Buckeye Regatta

Visiting sailors swept the first five places in the tenth annual Buckeye Regatta hosted on May 20 and 21 by Fleet 37 at Hoover Yacht Club, Westerville, Ohio.

This year's Buckeye, always held only for Flying Scots, found 24 skippers registered from around Ohio and surrounding Maryland, West Virginia, and Indiana.

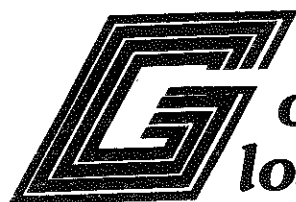
With thundershowers threatening on both days, but never appearing, good breezes ranging between 10 and 20 knots made for two good races on Saturday and one on Sunday morning. Saturday evening the participants gathered at the home of Jack and Joan Huling to discuss why they hadn't been able to overcome John Aras (FS 1010) from Cleveland Yacht Club, who recorded a first in both races that day. Jack and Jean Seifrick (FS 2488), formerly long-time reigning experts at Hoover and now sailing out of Edgewater, prevented an Aras sweep by capturing the third race on Sunday morning.

Sandy Douglass held a seminar on Scot sailing on Saturday evening, which was enjoyed all in attendance.



**Buckeye Winners:** John Aras[1], Scott Jones, Jo Baugher [2], Dan Miller, Herb Miller [3], Mark Allio, Jean Seifrick, Jack Seifrick [4], Jeff Walters.

Introducing



oldsmith's  
lossary

## of Sailing Terms

### Sanitary Describes an ultimate goodness in something.

For instance, at the recent Mid-Winters there were only two suits of Goldsmith Sails, both looked really "sanitary", that finished in the top ten, and drew praise for their smooth computer construction.

These sails are designed for both speed and ease of handling.

**Mainsail** 4.5 o.z. firm Dacron—Hard enough to hold shape in any wind condition—soft enough to match mast bend and trim technique differences from skipper to skipper, boat to boat and day to day.

**Jib** 4.75 o.z. Yarn Temper Dacron—Harder finish to hold shape in all wind conditions, and because there is no such thing as mast bend to help flatten it.

**Spinnaker** Radial head construction for lack of stretch and long life. Unique taped super smooth seams. Goes fastest in white Dynac with one color stripe below radians.

Will continue in future months but for now **Sanitary** describes a great suit of sails and a clean easy way to buy them.

*Bruce Goldsmith*

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## JOURDAN RIVER REGATTA A CHALLENGING EVENT

By Malin Chamberlain

A fulfilled weekend for the daring sailor was held April 25, 26 in Bay St. Louis, Mississippi along the Gulf Coast. The Bay Waveland Yacht Club is situated on the Bay of St. Louis to the south of the mouth of the Jourdan River. For the past few years BWYC has hosted the Jourdan River Classic Regatta. This is a two race series sailed up the winding, fluky and challenging Jourdan River through a marsh and past many lovely summer cottages. The Jourdan is narrow with shallows, sandbars, crab nets and waterskiers as the main hazards. Flying Scots, Sunfish and Lasers took the challenge and maneuvered their yachts past the first marker heading for a three hour tacking duel with high winds and rough seas adding to the difficulty, but fun, of the unique competition.

Many skippers discovered that though the weather had turned warm and sunny towards the end of the regatta, the waters of the Bay and the Jourdan were still chilly, as they fought to keep their boats upright.

The winner in the Flying Scots was Ken Kleinschrodt of the Bucaneer Yacht Club.

The Jourdan River Regatta maintains the attitude of serious sailing mingled with a touch of novelty and fun. One never knows what may happen, whether it be countless dunkings in the cold water or a three hour spinnaker run and a test of a crew for jibing in split second timing to avoid a sail right through marsh gress or maybe a pleasant sail up a lazy river through a truly timeless surrounding.

## Great 48 was Test of a Different Sort

On a weekend of high winds that produced capsizes and dismastings, survival became the key to the silver in the Great 48, the annual invitational regatta sponsored by Fleet 48 of Lake Norman, North Carolina.

Don Sweet of the host club showed more skill than others in coping with the extreme conditions to take first place. Of the fourteen registered, only four were able to complete all the races.

Don Sweet, LNYC (2070)	3	1	1	1	5 1/4
Frank Wilt, LNYC (913)	2	2	2	2	8
Bill Singletary, HRYC (2110)	5	5	3	5	18
Herb Bodman, CSC (649)	4	4	4	6	18
Norm Wheeler, LNYC (571)	1	3	DNF	3	20 3/4



# Team Racing: The Extra Dimension

by Herb Bodman

One of the great joys of sailing is its variety—day sailing, cruising, passage making, offshore racing, dinghy racing. Each has its special allure. Team racing adds yet another dimension to this versatile sport, a dimension with its own unique excitement. Team racing ought to receive more attention, especially among Flying Scot fleets.

As a newcomer to the class, I should hold my tongue. But since my former class (Windmill) found such enjoyment in team racing as the idea spread, my own enthusiasm prompts me to recommend it. Besides, I miss team racing.

As the name implies, team racing pits three or four boats from one club against another club. A few extra provisions, found in appendix 4 of the USYRU racing rules, govern the special situations that team racing produces.

Briefly, these rules limit interference with an opponent on another leg of the course, permit teammates to waive right-of-way among themselves, and prevent, under most circumstances, one boat rounding a mark to take his overlapped opponent off into left field in order to permit his teammate to pass both of them. Special scoring rules heavily penalize rule violations where the offending boat does not voluntarily withdraw. This penalty has the particular merit of limiting protest hearings.

In team racing club opponents become allies. Fleet spirit soars and interfleet "bragging rights" become far more important than trophies. Team racing can build class enthusiasm at the district and national level.

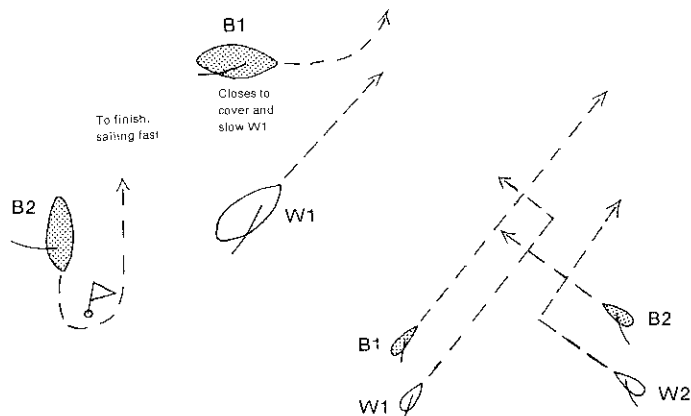
But equally valuable are seamanship skills that team racing develops. A team racer must acquire full control over his boat and become artful at such techniques as close covering, switching off covers to increase a lead, quick maneuvering at the starting line to dominate an opponent and spring loose a teammate, or deliberate slowing of his boat by overtrimming in order to effectively blanket a virtually helpless adversary. For those interested in all the Machiavellian details, I recommend **Dinghy Team Racing** by Eric Twiname.

Since team racing's excitement comes from tactical skill more than from sheer boat speed, courses are short and the brief races follow rapidly one on another. With a bit of cooperation from the weather, it is easy to run off a round robin regatta among eight teams or so in a single weekend.

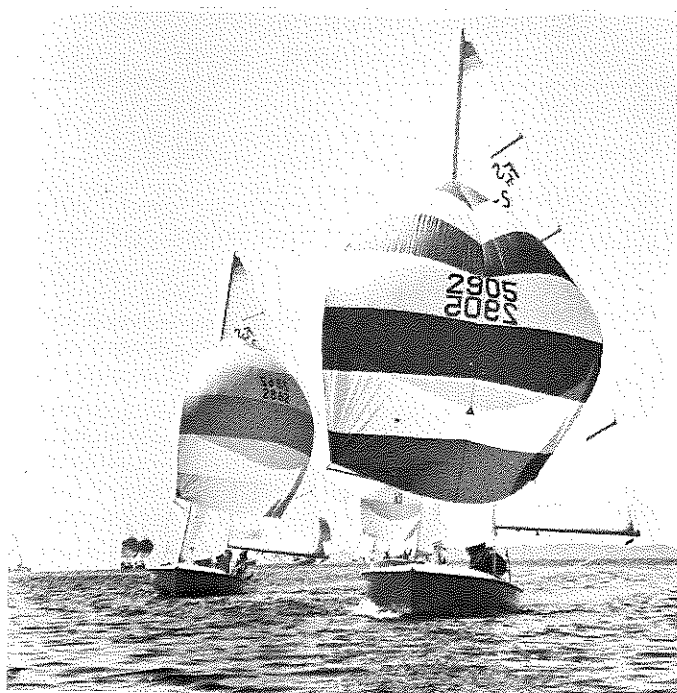
I am impressed, in this first year of racing a Scot, by the strength of districts in the class. Many have ten or more fleets, a perfect condition for team racing. How about team racing at the district level one weekend a year in addition to the district championship? How about a national competition among district champions?



B1, in first place, slows to blanket W1, allowing B2 to sail through to first place; thus B2 and B1 finish one, two rather than one, three.



Black boats are leading in both pairs, blanketing each White. By tacking, W1 can cover B2, while W2 simultaneously tacks to clearer air. B1 has only a loose cover on W2. W2 may be able to sail faster and overtake B2.



Action in the Gulf District. Photo by Al Audleman.

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SOUTH SCENIC DRIVE

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## 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 year's 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.

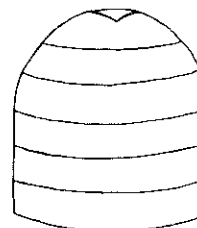
Name \_\_\_\_\_

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

SCOTS N' WATER

## New Active Flying Scot Members

F/S #Dist. Fleet	Name	Address	City	State	Zip
171 CAR 48	Robert S. Douglass, III	7124 Edenbridge Lane	Matthews	NC	28105
206 M-O	John R. Colquhoun	31336 East Wind Dr.	Fraser	MI	48026
593 CAP	Joseph W. Morton	304 Sellersville Rd.	Chalfont	PA	18914
602 PAC	Paul Ekman	3811 16th St.	San Francisco	CA	94114
690 GNY	Donald P. Carone	19 Beechwood Rd.	Bedford Hills	NY	10507
850 CAR 71	Roger Hailstone	1613 Mulberry Rd.	Martinsville	VA	24112
860 M-O 18	Eric Kristen	c/o Detroit Boat Club	Detroit	MI	48207
923 PR	M.J. McKeever	P.O. Box 342	Boulder	CO	80306
1335 M-O 18	Daniel Shaugnnessy	c/o Detroit Boat Club	Detroit	MI	48207
1480 GNY 24	Phillip L. Young	32 Nutmeg Ridge	Ridgefield	CT	06877
1605 M-O 20	David Piper	11330 N. Territorial	Dexter	MI	48130
1635 NE 76	Stanley Rubinstein	26 West St.	Sharon	MA	02067
1701 NYL	Regis E. Lageman	38 Hills Rd.	Ballston Lake	NY	12019
1916 GNY 46	Richard J. Stimpfl	154 Windsor Ave.	Rockville Centre	NY	11570
1948 PR	Thomas P. Nally	3821 E. 56th St.	Tulsa	OK	74135
1993 GNY 46	Philip Honig	3518 Woodward St.	Oceanside	NY	11572
2069 GF	Joseph Weyrick	2817 Coral Way	Punta Gorda	FL	33950
2078 CAP 6	D.S. McCandless	508 Washington Rd.	Pittsburgh	PA	15228
2125 GF 131	Jack G. Hand, Jr.	1320 Atlantic Bank Bldg.	Jacksonville	FL	32202
2415 GNY 24	Leo N. Dienstag	300 Park West	New York	NY	10024
2418 CAP	William Breakley	2137 Pine Valley Dr.	Timonium	MD	21093
2571 GNY 22	David M. Boulden	1172 Thomas Rd.	Wayne	PA	19087
2616 CAP	Gordon A. Fath	8076 Maincreek Dr.	Pasadena	MD	21122
2629 MID	Tom Gregory	1884 Kennard	Maplewood	MN	55109
2818 GNY 7	Tore Steen	Mead Point Dr.	Greenwich	CT	06830
2918 NYL 53	George W. Dufresne	412 Crestwood CT	Endwell	NY	13760
2926 OH	Michael A. Hoeflinger	3450 Fleitz Dr.	Oregon	OH	43616
2994 M-O 18	George Nagy	c/o Detroit Boat Club	Detroit	MI	48207
3082 CAP 86	Robert Ferguson	490 Longtowne Ct.	Glen Burnie	MD	21061
3141 CAP	Gary S. Marsh	3154 Dulwich Dr.	Richmond	VA	23234
3152 CAP	Pierre F. Guilbert	4840 Crescent St.	Bethesda	MD	20016
3168 CAP	Michael J. McHale	5401 St. Albans Way	Baltimore	MD	21212
3172 CAR 108	Robert C. White	4007 Watauga Dr.	Greensboro	NC	27410

### 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

1960 Bronson Road, Fairfield, Conn. 06430 (203) 255-1571  
ESTABLISHED 1866

# How High is Up?

By Joe Trull  
Fleet 27, Raleigh, N.C.

Why keep worrying about how high your main is, when with a few minutes work you can know forever after.

Looking up the mast at some band near the top is deceptive at best (very poor angle). Try this.

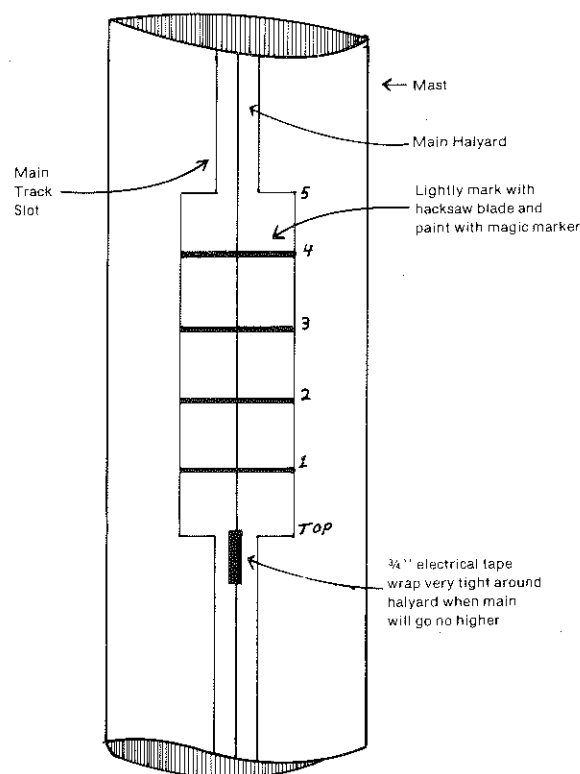
Hoist the main all the way to the top. When the main will go up no further, mark the halyard at the bottom of the sail track cut out with a felt tip pen or magic marker.

Wrap electrical tape around the halyard very tightly, to prevent slippage.

Take down the main.

Make a mark on the flat surface of the mast at 1 inch intervals from the bottom to top of the cut out area.

Now, when you hoist the main, look where the tape is in relation to the marks on the mast. The higher the tape on the mast, the lower the main. All this is determined at eye level.



## 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



# Fleet 27 Championship Decided by One Point

Hap and Flora Crowe won the Fleet 27 championship in the last race of the 1977 year and by only a single point over the runner-up, Rodney Trull and his father, Joe.

A total of 25 Flying Scots participated during the six month season. Until the miserable weather of the season finale, the average number of Scots on the Carolina Sailing Club's starting line at Kerr Lake, N.C. was 23 boats.

In third place for the season was FSSA Publicity Chairman Debbie Peterson. She and her father, Norm, also captured top honors for the season in Fleet 108, sailing on High Rock Lake, N.C.

## 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—KOWA 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: EDWIN C. THEISEN, JR.  
5429 Maple  
Dearborn, MI 48126  
(H) 313/846-0408 (O) 313/965-1900

- 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—PINCNEY, 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

### GULF DISTRICT

Governor: LAWRENCE W. TAGGART, JR.  
5809 Memphis Street  
New Orleans, LA 70124

- 28—FORT WALTON BEACH, FL—Choctawhatchee Bay
- 38—MOBILE, AL (BYC)—Mobile Bay
- 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
- 121—TUSCALOOSA, AL—Lake Tuscaloosa
- 127—NASHVILLE, TN—Percy Priest Lake, Barren River Reservoir

### NEW YORK LAKE DISTRICT

Governor: RICHARD ALLEN  
Box 128-RD  
Mount Vision, NY 13810

- 35—CHAUTAUQUA, NY—Chautauqua Lake

- 43—SYRACUSE, NY—Skaneateles Lake
- 53—WHITNEY POINT, NY—Whitney Pt. Reservoir
- 104—OLD FORGE, NY—Fourth Lake
- 109—COOPERSTOWN, NY—Otsego Lake
- 122—HADLEY, NY—Great Sacandaga Lake
- 130—LAKEWOOD, NY—Chautauqua Lake

### NORTHEAST DISTRICT

Governor: WALTER D. KELEHER  
77 Evergreen St.  
Duxbury, MA 02332  
617/934-5867

- 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

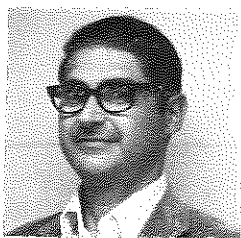
Governor: Bruce B. Drury  
9309 West Parkhill Dr.  
Bethesda, MD 20014  
301/530-2120

- 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—SOUTHMONT, NC—High Rock Lake
- 126—HIGH POINT, NC—Oak Hollow Lake



# Secretary Seeks Fleet of the Year, District Governor Nominations

by Hal Marcus

The deadline is fast approaching for your fleet's entry into the FSSA Fleet of the Year competition. We need you to mail those entries by July 1 to the FSSA National Office.

Fleet Captains were sent the "Score Sheets". They are simple to fill out. So if you think your fleet deserves recognition, send in the form. You can't win if you don't enter.

The "Fleet 48 Trophy" for the FSSA Fleet of the Year will be presented at the Annual Meeting scheduled for August 9 during the 1978 North American Championships in Riverside, CT.

I am exceedingly happy about how well the district governor nominations are going. We have had 17 fleets respond so far. This is really terrific even though it doesn't sound like a very large response. Compared to last year, it is a tremendous increase and shows that FSSA members care about how the class will progress. This type of participation is necessary to ensure that each of our districts are well managed. Remember, it's your fleet, it's your district and it's your association. Let's get behind those people that you want to represent your district and get those nomination forms into the FSSA National Office.

## Scot Publicity on the upswing

Thanks to the efforts of a couple of dedicated people, Flying Scot activities have been given widespread publicity in the past couple of months. FSSA Publicity Chairman **Debbie Peterson** sent releases to several of the national magazines about the Mid-Winters. The most recent publication to use her material was **Lakeland Boating** in their June issue.

**Al Audleman**, associate editor of **Sailor's Gazette** and long-time friend of the class, had a half-page story and photo in the May issue of **Sail** and a two-page feature entitled "For All in the Family" in the May issue of **Sailor's Gazette**. We have several copies of that particular issue of **Sailor's Gazette** here at the FSSA National Office. For those of you that don't subscribe, we will send them to you at your request until our supply runs out.

## Special T-shirts available for regattas

As we said before, your FSSA National Office tries to supply you with the items you ask for. In response to the many requests for FSSA T-Shirts, we now have them available in all sizes for \$5.00 each which includes postage and handling. These T-Shirts are 75% cotton and 25%

polyester. They are neat, durable, cool and comfortable. Please use the order form in this issue to order your shirts.

We will also be able to supply special **regatta orders** for shirts with **custom printing**. For more information on these special orders, contact your FSSA National Office.

## Mystery Scot List

131	508	904	1682	2029	2450
212	527	911	1683	205	2524
221	651	1021	1707	2131	2562
226	747	1028	1716	2216	2585
325	766	1723	2223	2639	332
812	1547	1740	2302	2649	339
814	1573	1741	2304	2671	421
842	1634	1902	2307	425	
902	1681	1952	2446		

**George Black** of Pensacola, a new FSSA member, recently found Mystery Scot #1809, and bought it. In one of his first issues of **Scots n' Water**, he read about the Mystery Scots, saw that he owned one, called the National Office and told us. As is the FSSA custom, George received a pocket patch for finding the Mystery Scot and also received a lapel pin for getting the owner to join FSSA (which didn't take a real hard-sell effort). By the way, George and his wife Charlotte were the "models" for the FSSA ad on page 37 of the May issue of **Sailor's Gazette**. Welcome aboard!

## Fleet 9 growing strong

**Fred Crapo** (FS 3055) of Fleet 9 recently reported that they plan to have 14 Scots racing in the Muncie, Indiana area this summer, including two new Scots that are on order. Fred says, "At least we have developed a very enthusiastic fleet." We know it takes a lot of hard work to get it all together, but it's worth it, isn't it, Fred?

## Satisfied customer

We are always happy to pass along the comments from a FSSA member who is satisfied with the products of our advertisers. **David Mayfield** (FA 3007) recently wrote **Mr. P.M. Bruner** about the aluminum flare fillets that Mr. Bruner manufactures. David wrote, "I must tell you that they are far more than I expected and are absolutely terrific. I think if more Flying Scot owners knew just how great they are, you would have many orders to fill." David also commented that he bought the fillets as a result of Bruner's advertisement with us. Now that's working for mutual benefit.

## New Mexico fleet being pushed

A recent note from **Harry Frishman** of Santa Fe, NM, indicated that he was very interested in starting a fleet in his area. Harry said, "I now own a Thistle but would like to move into a Scot. I would like to purchase a used one. I would also like to get a fleet going here in New Mexico. Believe it or not, there are many sailors in a variety of boats. I'm convinced that the Flying Scot would be the perfect class in this area." So are we, Harry, and we're behind you 100%. Anyone interested in contacting Harry and helping him get started, write him at 815 E. Palace, Santa Fe, NM 87501.

## Caveat emptor

- FS 2643** Douglass, white, off-white deck, red boottop, mast hinge, Schreck sails, jiffy reefing, tilt trailer, Seagull motor and bracket. Cover, anchor and many extras. Rarely used, new condition. Stored in Florida. Price: \$4495  
Frank Branchley, 756 Fairview Ave., Annapolis, Md., 21403.  
Phone: 301/ 267-7068
- FS 2935** Customflex, white hull and deck, dry sailed, like new, Schreck main and jib, Cameron main, jib and spinnaker, Harken blocks, Shoreline galvanized trailer. Price: \$4750.  
D.S. Miller, 3701 Kirby Drive, Houston Texas 77098  
phone: (713) 665-5778
- FS 845** Douglass—White hull, oyster deck, in excellent condition, Harken equipped. Boston main and jib (fair condition), reaching Genoa. Sterling tilt trailer (just rebuilt), price: \$2500.  
J. D. Willis, 3320 Romellie Drive, Atlanta, Ga. 30340.  
Phone: 404/939-2120.
- FS 2652** Douglass—White hull, pastel blue deck, anti-fouling bottom. Race equipped with many convenient extras. Three suits of sails, one spinnaker. 1972 Sterling trailer, spare wheel. Price: \$3600.  
Dick Rutledge, 826 Forest Avenue, Wilmette, Ill. 60091.  
Phone: Bsns. (312) 864-2606; home (312)251-5873.
- FS 264** Customflex—Blue hull, white deck—Pamco tilt trailer—new mast/boom—2 suits Schreck sails incl. spinnaker/pole—motor bracket—cover—anchors—misc. equipment—very good condition—hate to sell but drysailing on upper Ohio just more work than fun. Price: \$2600.  
J.M. Caffrey, 2643 Virginia Avenue, Ashland, Ky. 41101.  
Phone: (606) 325-8859.

**FS 1672** Customflex, dark blue with white accent and deck; Harken blocks; almost new Murphy & Nye main and jib, Boston main, jib and spinnaker; Pamco tilt trailer, motor bracket, tent cover, etc.; dry sailed—inside storage. Price: \$2800.  
Richard Pajtas, 301 Michigan Avenue, Charlevoix, MI 49720;  
Phone: (616) 547-9931 or 547-4767.

**FS 848** Lofland—with 1971 Shoreline trailer—Light blue hull, oyster deck, Harken blocks, Murphy & Nye main and jib, Hard spinnaker. Anchor, etc. Price: \$2875.  
Stanley C. Simon, Two Turtle Creek Village, Dallas, TX 75219.  
Phone: Business 214-526-2590, nights and weekends 214-341-3772.

**FS 82** Douglass. Hull light blue. Ulmer main, jib and spinnaker plus hard main and jib. In the water at Cold Spring Harbor Beach Club, Cold Spring Harbor, Long Island, N.Y. Price: \$1500.  
Joseph S. Stout, 354 West Neck Road, Huntington, N.Y. 11743.  
Phone: (516) HA7-3327

**Wanted:** Trailer for Flying Scot—used.  
C.L. Fox, Saw Mill Road, Sherman, Ct. 06784.  
Phone: 203/354-6161 weekends.

**FS 2699** Customflex, tangerine hull, Harken blocks, rainbow spinnaker, motor bracket, full dacron cover, Tilt trailer with spare and buddy bearings. Price: \$3900  
H. Gene Jones, 215 Holly Ridge Lane, West Columbia, S.C. 29169, 803/796-2725

### STAINLESS STEEL HALYARD CRANK—

Hardwood roller handle is fitted on a machined 3/8 sq. drive crank. Used successfully by hundreds of Scot and Thistle sailors. \$8.00 postpaid. Send check to Curt Meissner, ST. Rt 1, Box 207, Fence, Wis. 54120.

**FS 2737** Douglas-white hull, yellow deck, Hild sails, cockpit cover, motor bracket, anchor, compass, stirring tilt trailer with spare tire. Price \$3500  
Henry Spakoff, 1647 Bayview Ave., Bronx, New York 10465.  
Phone 212/863-8333

### FOR SALE—

Note paper with Flying Scot design; send \$2.00 for set of 12 notes and envelopes to: Boat Notes, 19 Rosewood Circle, Little Rock, AR 72205

**FS 609** Lofland sail-craft, orange hull, white deck. Jib and main, spinnaker pole, motor mount, trailer.  
Mrs. Jeanne Holleman, 68 Shore Drive, Larchmont, N.Y. 10538.

**FS 1505** Customflex built, yellow hull, white deck, well-equipped. New Hard main and jib, spinnaker, also a set of cruising sails. Boat is in Eastport, Long Island.  
Richard Hatch, New York City, N.Y. Phone: 212/866-3259.

## Official FSSA Red Ringer T-Shirts



Please Send us:

\_\_\_\_\_ each T-Shirts, size \_\_\_\_\_ at \$5.00 each Cool & Comfortable 75% Cotton  
\_\_\_\_\_ each T-Shirts, size \_\_\_\_\_ at \$5.00 each Durable & Neat 25% Polyester  
\_\_\_\_\_ each T-Shirts, size \_\_\_\_\_ at \$5.00 each

Name \_\_\_\_\_ Child 10-12  
Address \_\_\_\_\_ Small 34-36  
City, State, Zip \_\_\_\_\_ Medium 38-40  
Large 42-44  
X-Large 46-68

\$5.00 per T-shirt including handling & shipping.

Please allow 4 weeks for delivery.

FSSA National Office; P.O. Box 2488; Pensacola, FL 32503

Contact us for  
Special Regatta Orders

AC Update ... page 2

Correspondence ... page 5

JUNE 1978

# 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.)

**June 17-18**—'Spirit' Regatta, Inter-Lake Yachting Association, Sandusky Bay, Sandusky, Ohio, Sailing Club (contact Rolf Krutseng, Lakewood, Ohio, 216/521-3250)

**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 14-15**—Midwest District Regatta, Lake Carlyle Yacht Club, Carlyle, IL.

**July 15-16**—"Great Scot" Regatta, Edgewater Yacht Club, Cleveland, Ohio.

**July 22-23**—Ohio District Championships, Edgewater Yacht Club, Cleveland, Ohio.

**July 22-23**—Lake Minnetonka Invitational Regatta, Fleet 95, Wayzata Yacht Club, Wayzata, Minnesota

**July 22-23**—Prairie Districts, Windycrest Sailing Club, Lake Keystone, Tulsa, Oklahoma

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

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

**July 22-23**—1078 FSSA Michigan-Ontario District Championship and Detroit Yacht Club Invitational Regattas, Lake St. Claire, Michigan.

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

**August 4-6**—Northeast District Regatta, Duxbury Yacht Club, Duxbury, MA.

**August 5-6**—Junior North American Championships, Riverside Yacht Club, Riverside, CT.

**August 7-11**—FSSA North American Championships, Riverside Yacht Club, Riverside, CT.

**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 Mountain Lake, Va.

**October 14-15**—Fourth Annual Barefoot Open Regatta and Georgia Flying Scot Championship, Barefoot Sailing Club, Lake Lanier, Atlanta, Georgia

**November 4-5**—Sandy Douglass Monohull Regatta, Rudder Club, Jacksonville, FL.

**November 4-5**—Annual Wurstfest Regatta, Lake Canyon Yacht Club, San Antonio, Texas



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