

Scots n' water

JULY 1978
VOLUME XX
NUMBER 5



Mid-winter fleet jockeys as FS 14 luffs before start.



At gun, FS 1810 hardens sails, clears the mark.

North American
Championships
begin Aug. 5.
... page 2,3

FSSA accepts
Marcus' resignation
... page 5

Lady crews
recount cruise
of Carribean
... page 8,9

Sandy urges use
of towing bridle
... page 14



FS 11 drives over FS 14, while FS 1810 surges, heels.

Riverside awaits NAC

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 \$25 after July 1st.

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

David Y. Montheith (O) 203-622-3092
128 Riverside Avenue (H) 302-637-5200
Riverside, Conn. 06878

NOTE: Skipper must be eligible for Sears Cup competition and be a member of FSSA.

By Len Saari

By late June, 41 skippers had pre-registered for the North American Championships at Riverside Yacht Club, Greenwich, Connecticut.

Also expected is Yachting Magazine which projects coverage of the regatta. Registration opens on Aug. 4. Juniors sail on Aug. 5, 6. And the Championship series open Monday, Aug. 7. Marc Eagan is the defending Champion.

Skippers entering late are asked to call David Y. Montheith for last-minute information. Skippers should now send entry fees of \$55 to Montheith.

David Montheith's office number is 203-622-3092. Montheith's residence is 203-637-5200.

Friday, August 4-

[12 noon-5PM]

Saturday, August 5-

[9 AM-5PM]

Sunday, August 6-

[11 AM - 4PM]

Registration, measurement and launching

Saturday, August 5-

Juniors skippers meeting, 9:30 AM.

Two races for Juniors, AM and PM.

Scots n' water

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Registered Trademark, Published, monthly except Jan., Mar., Sept., and Nov. by FSSA at P.O. Box 2488, Pensacola FL 32503

Volume XX, Number 5, Subscription price \$8.00 per year. Second-Class Postage Paid at Pensacola FL 32503 and Additional Mailing Office.

Postmaster: Please send form 3579 to FSSA, P.O. Box 2488, Pensacola, FL 32503.

41 register early to challenge Eagan, Governors meet Sunday, dine Monday

The Howard Johnson Hotel, in nearby Stamford, may be telephoned at 203-357-7100. Reservations may be secured by sending the registration form in this issue.

Flying Scot Board of Governors meet Sunday afternoon at 2:30 p.m. The Governor's dinner is scheduled for Monday night.

To expedite use of mooring facilities, the Riverside Yacht Club will provide two manned launches that transport 20 people each, plus standby Boston Whalers. The club will supply fore-and-aft mooring lines and marker bouys.

In the last edition **Eligibility for Junior NAC** should **not** have been corrected. Both skipper **and** crew must be eligible for Sears Cup competition, (No parents can crew).

The 1978 NAC Championship at Riverside promises to be a real bargain vacation for the whole family, including sailors and non-sailors. Bob Vance calls the housing accommodations "the best housing value ever."

A block of rooms have been reserved at the Howard Johnson Motor Lodge in nearby Stamford, Connecticut. A room with double bed accomodating up to three persons (sleeping bags are encouraged) is available at \$30 per night, and one with two double beds accomodating up to five goes for \$34 per night.

Camping is also available for tent, camper, trailer, or motor van at \$24 per person for the entire week.

Attractions for the family include the use of the Greenwich Town Beach on Long Island Sound for swimming,

sunning and picnicing. Guest Beach passes will be made available for Scot families and friends. The Town Beach also includes 200 acres of hiking trails and bird sanctuary, and provides a vantage point from which to watch the races.

Other nearby attractions include a day or evening in New York City (only 35 miles by car or train) or drama at nearby Stratford Shakespeare Theater. There are many sightseeing points of interest in Greenwich, too.

The Regatta Committee has done everything possible to make this a top NAC Championship event. For the convenience of all entrants, all launching, mooring and launch service to and from your boat will be provided by Riverside Yacht Club and the entrants need not bring any special equipment.

<p>Sunday, August 6-</p> <p>Juniors race, AM. Cocktail Reception for all at 4 PM, with beer, soda, tea and cash bar.</p>	<p>Tuesday, August 8-</p> <p>One race, AM, for qualification. Cookout on lawn and cash bar, at 5 PM.</p>	<p>Thursday, August 10-</p> <p>Two races, AM and PM, for both Championship and Challenger Divisions. Open night</p>
<p>Monday, August 7-</p> <p>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 5PM.</p>	<p>Wednesday, August 9-</p> <p>Two races, AM and PM, for both Championship and Challenger Divisions. Annual Dinner, Stamford Yacht Club, with cash bar, at 6 PM. Annual meeting follows dinner.</p>	<p>Friday, August 11-</p> <p>One race, AM, for both Championship and Challenger Divisions. Awards ceremony, PM, free chili and beer with cash bar.</p>

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

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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.

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S. SCENIC DRIVE

LILLIAN, ALABAMA 36549

(TELEPHONE: 205 - 962-4345)

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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.

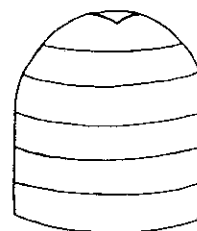
Name _____

Address _____

City _____ State _____ Zip _____

Signature _____

Suit—5 oz. Dacron	\$397.00
Jib—5 oz. Dacron	126.00
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Spinnaker— $\frac{3}{4}$ oz.	185.00
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Hal Marcus resigns as Secretary, FSSA accepts, effective Aug. 31

In open letter to members, President explains decision
to continue elected magazine editor, transition plans

Hal Marcus has resigned as Executive Secretary of Flying Scot Sailing Association effective August 31, 1978. Many of you are aware that he notified the Executive Committee during the past Mid-Winters that he would take this action unless **Scots n' Water** was published through Marcus Associated Services.

During the Mid-Winters, the Executive Committee told Hal that they didn't feel this change was in the best interest of FSSA and asked him to reconsider.

The Executive Committee felt that the strength of the FSSA was in the combination of dedicated volunteers with sailing experience making policy, together with professional management handling the day to day operation. FSSA has also traditionally had an elected editor of **Scots n' Water** who was experienced in sailing as well as magazine editing.

A list of professional association management firms throughout our sailing area was compiled. Preliminary examination has shown that our current budgeted fee for management services is ample and that there are many excellent firms available to service the FSSA account.

Hal Marcus has made many contributions to FSSA during the last five and a half years, and the Executive Committee wanted him to continue under the current arrangement.

However, when Hal told us he would not change his February decision, we had no alternative but to accept his resignation. We did **not** contact anyone directly until Hal gave us his irreversible decision on Wednesday, June 7, 1978.

The Executive Committee is now interviewing candidates. In July, we expect to announce the new Executive Secretary who will work with Hal Marcus during the month of August to effect the changeover of records and property. We appreciate Hal's promise to make this transition as smooth as possible.

Mike Johnson has agreed to continue as Treasurer in 1979, and this will also contribute to a smooth transfer.

Your Board of Governors and Executive Committee are very optimistic regarding the future of FSSA. The caliber of the organizations we have interviewed to-date indicates that we will have excellent operation of the Executive Secretary's office in the future. Our active membership, combined with the best boat builders making the finest family sailboat available, ensures that the Flying Scot Sailing Association will continue to be one of the strongest one-design associations in the country.

Happy Sailing,
Robert F. Vance, President

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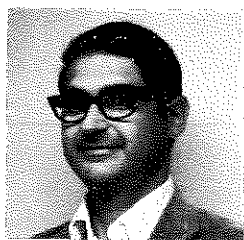
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Marcus says good-bye after 5 years in FSSA

By Hal Marcus

In the past five years that I have been your Executive Secretary, we have seen the Flying Scot Sailing Association grow into the undisputed "Number One" class in the one-design sailing world.

Over the years, the leaders of most of the one-design classes have contacted us for suggestions and ideas on how they can rejuvenate their classes by increasing the membership, construction of new boats and improved communication within the class and among their fleets. Because of this activity, we have made many friends in other classes not to mention the hundreds upon hundreds of friends we have made in the Flying Scot Sailing Association.

We have experienced many achievements in the class since we took over the management of FSSA in March of 1973. At that time, the Flying Scots numbered in the 2200's and now we are in the 3200's - an increase of 1,000 boats. We have maintained excellent relationships with builders and have recently initiated a combined advertising

campaign with the Association and the builders. We have also maintained contact with the dealers to find out who purchased the new Scots so that we could contact the new owners to invite them to become members of our organization. For these reasons among others, we have kept the enthusiasm high and have actually seen in excess of 200 boats built each year (with the exception of 1975 which was an economically bad year for everyone).

I think we can safely say that there are no other independent associations (such as the Lightning, Thistle, Highlander, Snipe, etc.) that have experienced that type of growth on a constant basis. Membership in FSSA has grown continually every year (from 1,643 in 1973) and, as we go to press, we can say that active membership is approaching 1,750, an all-time high.

Also in the past five years, we have seen recognition of the Flying Scot and the FSSA by the entire one-design sailing world. In addition to being asked to host the first USYRU Championship of Champions Series, the Flying Scot has continually participated in Mallory, Sears and

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



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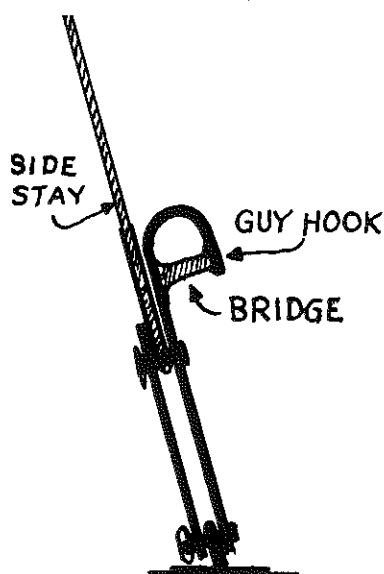


FIG. 1

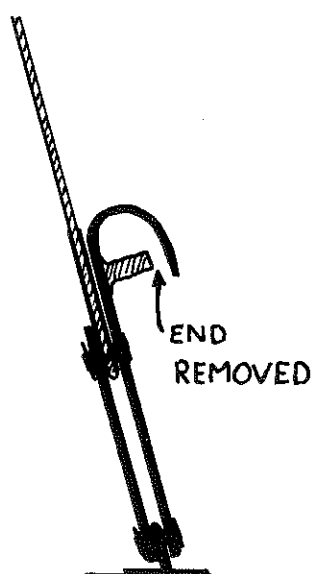


FIG. 2

Spinnaker guy holder built with sealer

The Scot comes with hooks on the chainplates that are used to hold the guy when flying a spinnaker. However, in light air, the guy may fall out of the hook. A very easy solution is to make a rubbery nob out of clear bathtub sealer.

First, wipe the surfaces clean and make a bridge across the chainplate hook as shown in Figure 1. Let it dry and then use a razor blade to remove one end of the bridge as shown in Figure 2. Take off little less than the width of the spinnaker line.

—Bill McGonigal [FS 2232]

Adams cup competition.

Thanks to the untiring efforts of Debbie Peterson and Al Audleman, publicity of the Flying Scot and the FSSA is at an all-time high. You can hardly pick up a national publication today without seeing some mention of the "Flying Scots."

All of the above is our way of reminding you what has been accomplished by the FSSA by all of us working together to assure the success of the class. It is also my way of saying good-bye to good friends. But before we do that, let's get to the rest of this column.

Blain solves Mystery

William Blain, 2424 Broadway, Fargo, ND, reports that he has owned FS 2649 for two years, sailing it at Detroit Lakes, MN. He does not tell us how he found out that his boat was a Mystery Scot, but when Mr. Blain wrote he applied for membership in FSSA at the same time. That's the whole idea.

Mr. Blain receives his new membership, and also wins an official FSSA pocket emblem and lapel pin for finding Mystery Scot 2649 and securing its owner's membership.

Speaking of Mystery Scots, would you believe we were only able to come up with two instead of the usual three additions to our list this month. That's the truth. Searching has been so successful that it is getting harder to find "Mystery Scots." So with this issue add only 2155 and 2194 to the list.

Remember, when you tell us who owns any Mystery Scot on the accompanying list, you will receive an official FSSA pocket emblem. When the owner joins the FSSA, you will receive a lapel pin. You are to be congratulated on your steady interest and progress in this "contest."

Time to elect governors

Several district governors have notified us who the new 1978-79 governors for their districts will be. If you have not yet advised this office, please do so as soon as possible. If you can obtain your new District Governor's telephone number, it will help make our listing of FSSA fleets and districts as complete as possible.

McGonigal wins again

Bill McGonigal (FS 2232), the originator and first winner of our "Hints & Kinks" contest sent us another prize-winning idea. Congratulations, Bill, and you now have another \$5 credit toward the \$15 needed for your FSSA brass belt buckle.

Bill's idea appears above. Bill says he figured this arrangement would last at least for a few days before it failed. . . and that was four years ago. Super idea!

A final reminder and good-bye

Remember that your National Office will be moving elsewhere as of the end of August. If there are any outstanding matters that need to be finalized prior to that time, please get in touch with me so we can get right to work on it. We don't want anyone left holding the bag after that date.

As my position as your Executive Secretary (Business Manager is perhaps a better term) comes to an end, I want to say that it has been my greatest pleasure serving you, and I feel that you have been served very well. I want to wish your new Executive Secretary and the entire class every success in the world. I will always be looking at you to make sure that you continue "on course." Don't let me down!

Scot crews log week's cruise in Carribean

Editor's Note: Among the eleven 44-foot sloops chartered to cruise the Grenadines were two wives and crews of Flying Scot skippers. They kept the log.

Jean Bremner is the wife of Dr. Norman Bremner of Dallas, a Scot owner of over a year. The Bremners have a family of six boys.

Susan Hanes is the wife of Charles Hanes of Arlington Heights, Ill. They have owned FS 1321 for a year and sail at Lake Delanan, Wisc.

Photo by Lela Tintstman

Boat heels, bow rises, then dips into blue

By Susan Hanes

The boat heels over as the winds freshen, the bow rises into the sky and then dips deep into the sparkling blue water.

Come closer to the wind, furl the jenny and set the staysail. The sun warms and the salt spray from that not-quite-quartered wave refreshes.

For us it started with a blustery day in January. The worst blizzard in 10 years. The phone was a jangling intrusion in a grim depression.

"Would you like to go sailing out of St. Vincent?" is probably the most

beautiful phrase it is possible to construct.

The whole voyage was organized by the Flying Scot Sailing Association, so everyone would either sail the same kind of boat, or know someone who sailed Scots. That was our only common ground. Eleven boats were sailing more-or-less together, and I'm sure everyone has a large "thank-you" for Bob Vance, the Association president, who worked so hard to put the whole thing together.

Arriving in the beautiful warm March sunshine of St. Vincent Thursday afternoon, just in time for

some rum punch, was a joy unsurpassed. Sunday morning we were to begin our great adventure. By noon we were ready to sail. All the boats leaving Sunday were headed for Bequia.

SUNDAY—We arrived in Admiralty Bay at 4 p.m. By 4:02 the local Cricket Field Committee of teenage boys had rowed along side requesting donations. At 4:05, the advance agents for the group known as the "The Super Flies" booked an on-board concert for later in the evening.

MONDAY— Quick breakfast and head for Petit Nevis. This small deserted island had been used by the people of Bequia to process whales. Many large blached whale bones lay near two enormous pots.

On to the night's anchorage at Mustique.

TUESDAY—We set out for Canouan. The winds were strong, the water gorgeous. Skies were cloudy and shedding on us now and then. We all were handling sails and taking our turns at the wheel. Canouan for lunch, and we head on to Mayero and Salt Whistle Bay. We tendered our garbage, along with \$1.00 BWI (British West Indies currency) to a young rowboat entrepreneur. We

(Continued on page 10)

Admiral Vance Calypso

Pleiades lost their dinghy
down P.V.S. way
Floated o'er to Carriacou
one fine sunny day.
Picked up by a native
who says "I got it, Jack"
Cost you plent B.W.I.
if you want it back.

Oh—
Flying Scot sailors taking
mighty chance
Come to Carribean led
by Admiral Vance.
He take us sailing across
this o, great big ditch.
He one fine fellow for
son of Green o wick.

When the crew on Robert Vance's Pleiades lost their dinghy, Jean Bremner of Dallas taught her shipmates this calypso. Like natives, Jean and her minstrels rowed along side the Pleiades and serenaded.

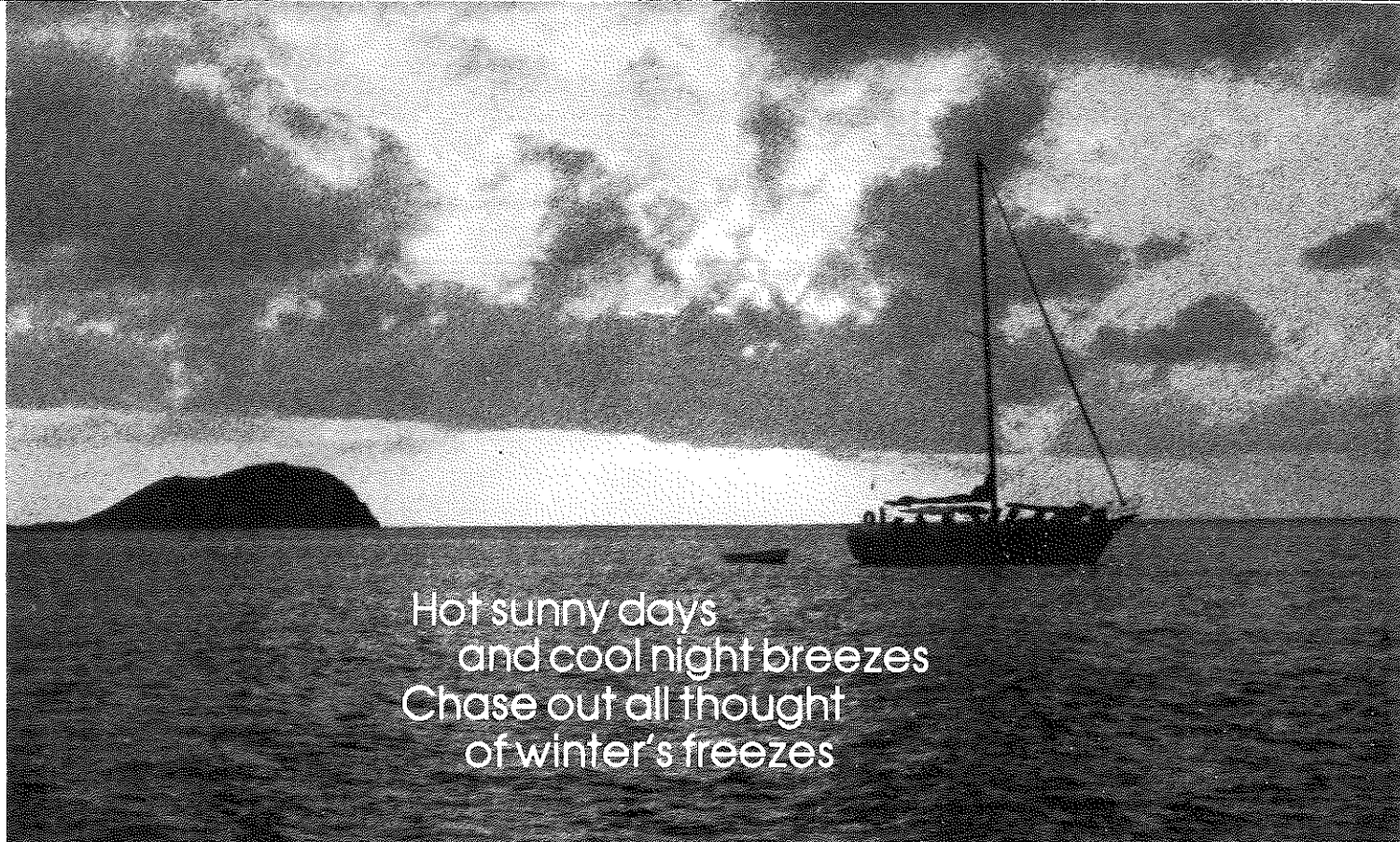


Photo by Robert Tintsman

Aboard the Banajah Whipple March 1978

(Some reflections on the Flying Scot Expedition to the Grenadines)

---Jean Bremner

One whole week
these Isles to roam.
Can there still be
snow back home?

Blue seas beckon
flected with white.
In Bequia harbor
spend the night.

Calypso singers
row out to strum
And pitchmen for
the bar Rum-Dum.

Whoops! we nearly
come to grief
Anchored too
close to the reef.

Star spangled skies
like diamond dross
And. . . "Yes that IS
the Southern Cross."

Choppy seas. . .
God will they dump us?
Hold tight the
wheel and watch the compass.

Jibe the Genny,
trim the Main,
Run Stay-sail up
now down again.

Is Elam racing
Hender-son?
Can these two
never sail for fun?

Sounds float out
from shore to boat
Of crowing cock
and bleating goat.

Papayas, plantains
drinks with rum,
Hands that blistered
in the sun
(Seems that when
in sunny climes
One must be careful
squeezing limes!)

Wednesday night to
steel band thump
Scots Sailing fleet
gets up to jump.

Radios crackling
sounds like hail.
Will Palades never
raise "Miss Vail"?

Each night at anchor
come swarms, like flies,
Of brown skinned lads
with twinkling eyes.

"Buy my goods, You'll
find none cheaper."
And . . . "Watch the reef
you should be deeper."

They charm us all
with native patter,
And beg spare food
to fill their platter

Scuba Divers get
their wishes
Swim side by side
with bright-hued fishes.

Dive deep among
abandoned wrecks.
While up above we
swab the decks.

Last days beat mid
squalls and rain,
With thoughts of coming
back again.

Dear Islands lazing
in the sun,
Farewell Y'all
our journeys done.

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Tears wins districts on Galveston Bay in chop and drifting

The Texas District Championship hosted by the Houston Yacht Club sponsored by Fleet 32 of the Seabreeze Sailing Club was sailed May 20 and 21 in ideal Galveston Bay weather. The five races, averaging approximately two hours each and set on Houston Yacht Club's Olympic Circle, were demanding on both skippers and crews. Winds, which were moderate Saturday morning for the first race, picked up to approximately 18 mph in the afternoon, creating a heavy chop for the second and third races. Sunday morning, the 12-boat fleet had to be towed to the starting line and wait out a one hour postponement before sufficient wind arrived to allow completion of the final two races.

Fred Tears again showed his versatility by taking two firsts in the heavy going Saturday afternoon and one in the lighter air Sunday to narrowly beat out Richard Wade and District Governor, Brad Davis for the championship.

Fred Tears (535)	5	1	1	1	6	13¼
Richard Wade (1191)	1	6	5	3	1	15½
Brad Davis (3053)	2	3	2	2	7	16
Ken Outwater (2197)	3	5	6	5	3	22
Bill Berry (1327)	9	2	3	DNF	4	31

Susan Hanes logs The Carribean

(Continued from page 8)

could not bear throwing garbage overboard in that beautiful, clear water. (Other Scot Skippers dropped anchor inside the reef at Tobago Cay.)

WEDNESDAY- We headed next for Palm Island - a lovely resort. Then we sailed to our southern-most destination - Petit St. Vincent. Wednesday night was jump-up night at Petit St. Vincent. We all went.

THURSDAY- The radio cracked early Thursday with the news that one of the boats (skippered by Bob Vance) had their dinghy stolen (or lost) during the night. We looked for the dinghy as we sailed back to Charleston Bay at Cannouan.

FRIDAY- Return trip to Bequia harbor where everyone shopped at the Crab Hole boutique and stopped at the Frangipani for a drink.

SATURDAY- We sailed close hauled through 8 to 10 foot swells back to St. Vincent, anchoring off Young Island at the end of the best vacations ever.

SUNDAY- We are all ashore on lovely St. Vincent Island, which seemed to be rocking gently.

Flying Scot Fleets and Districts

MIDWESTERN DISTRICT

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

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

PRAIRIE DISTRICT

Governor: JACK BARCUS
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- 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

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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
- 132—Abilene, TX—Fort Phantom Lake

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

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

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Dearborn, MI 48126
(H) 313/846-0408 (O) 313/965-1900

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

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Governor: PAUL BLONSKI
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Lakewood, OH 44107

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

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Governor: LAWRENCE W. TAGGART, JR.
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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
- 131—Jacksonville, FL—St. Johns River
- 133—Little Rock, AR—Lake Maumelle

NEW YORK LAKE DISTRICT

Governor: RICHARD ALLEN
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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

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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

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- 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

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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

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704/892-1276

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- 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

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Mrs. Jeanne Holleman, 68 Shore Drive, Larchmont, N.Y. 10538.
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Phone: Home and Office, 616/774-2203
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FS 2510 Douglass—Blue hull, light blue deck, easyloader trailer, main, jib, spinnaker, Harken blocks, 6 hp. Johnson, compass, cover, anchor, mooring gear, teak trim, spinnaker pole, excellent condition. Price: \$4495.

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		GF 133	Bill Farris	817 Parkway	Conway	AR	72032
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26	MID	25	Donald Crysdale	2800 E. Edgewood Ave.	Shorewood	WI	53211
41	CAP		Herbert E. Clark	105 Windsor Circle	Hagerstown	MD	21740
192	CAP		James M. Potts	5235 Massachusetts Ave.	Washington	DC	20016
270	CAP	6	Harry M. Filemyr	508 F St.	Mt. Lake Park	MD	21550
367	NE		Louis Richard Koleszar	7 McAllister Ave.	Norwalk	CT	06854
511	OH		E. James Liskay	2700 Bishop Park, Dr., #203	Willoughby Hills	OH	44092
515	MO		Jeff Bostetter	205 Pleasant Ave.	Sturgis	MI	49091
1002	OH	12	William McCarthy	31400 Adrich	Bay Village	OH	44140
1274	MID		Richard W. Pierce	1806 Lake Dr.	Flossmoor	IL	60422
1289	NYL	109	Roy W. Fritz	222 Higby Road	Utica	NY	13501
1402	CAR		Albert G. Wordsworth	109 Newby Ct.	Rocky Mount	NC	27801
1444	NE		John C. H. Morgan	3 Wayside Lane	Acton	MA	01720
1836	OH		Paul M. Stipkovich	515 Browning, NW	North Canton	OH	44720
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2167	MID		Charles R. Wood	P.O. Drawer B	Centralia	IL	62801
2292	MID		Lowell J. Anderson	1455 Arden View Dr.	Arden Hills	MN	55112
2490	GF	118	Carden Johnston	3208 Karl Daly Rd.	Birmingham	AL	35233
2515	GF	133	Alan Warrick	5505 Sherwood Rd.	Little Rock	AR	72207
2649	MID		William Blain	2414 Broadway	Fargo	ND	58102
2656	MO	16	John A. Glotzbach	33463 Elgin Court	Sterling Heights	MI	48077
2685	OH	65	Otis Maxwell	1111 Overlook Dr.	Alliance	OH	44601
2741	MID	2	Vaughan Weston	2222 Carberry Dr.	West Lafayette	IN	47906
2972	CAP	42	Doug Outlaw	1124 Sixth St., NW	Washington	DC	20001
3014	CAP	42	David E. Hohman	406 W. Alexandria Ave.	Alexandria	VA	22302
3017	GF	133	Bill Smith	114 E. Capitol Ave.	Little Rock	AR	72201
3041	TX	132	Joe Crowder	2022 Clack, #307	Abilene	TX	79606
3087	GNV		Lawrence L. Livornese	3 Amur Rd.	Martinsville	NJ	08836
3105	GF	127	Robin Gardner	1313 Lone Oak Circle	Nashville	TN	37215
3140	CAP	86	Howard E. Bartholomee	5204 Leeds Ave.	Baltimore	MD	21227
3150	CAP	6	James G. Corl	10 Park Dr.	La Vale	MD	21502
3151	OH	80	Charles S. Ault	128 Lyn-Dale Dr.	Butler	PA	16001
3154	MO	16	Christopher Lee	17546 Parkside	Detroit	MI	48221
3173	CAP		Lawrence L. Stentzel	1209 Burtonwood Ct.	Alexandria	VA	22307
3187	MID	3	Leslie M. Taitel	645 Michelline Lane	Northbrook	IL	60062
3195	CAP		Robert H. Rositzke	3412 Ramsgate Terrace	Alexandria	VA	22309

Sandy suggests towing bridle drill if 'watermanship woefully weak'

By Gordon K. Douglass

By pure coincidence, several days before the May **Scots n' Water** reached me I had written an article about towing bridles, having in mind the NAC at Charlevoix last year as well as a couple of recent regattas where too much wind caused capsizes.

Now Bill McGonigal's well-written article, **CAPSIZED**, brings home the point that while many of us sail quite capably, few appear to know what to do after a boat has capsized. Our sailing ability is good, but our knowledge of watermanship is woefully weak.

I realized that it is all too easy to say from the vantage point of a desk chair what should have been done by the McGonigals. In our case—I crewed for Eric Ammann—we dropped the mainsail and sailed on the jib until the worst of the blow was past. In Bill's case they capsized and did not climb onto the topside. By standing on the centerboard they might possibly have prevented a capsize, but in any case might have prevented going bottom up.

Bill tells of wanting to right the boat and of diving down to get a line. He forgot that his jibsheet was within reach on each side; and one of these ends thrown across the bottom would have given him a line to haul on. (Just about all of this is covered in **HIGHLIGHTS**—but I guess people just don't read and don't think!)

At this point, unless the boat were in danger of going ashore, a prudent course might have been to leave the boat adrift until the squall ended, as it did in about half an hour.

The boat was in no danger of sinking even without the foam flotation. Then, once the sails were down, the boat could be righted and towed. The following is the article I had written.

The towing bridle

On page 54 of 1977 issue of **HIGHLIGHTS** of **Scot n' Water** there is an article with illustrations which describes how to make up a towing bridle for the rescue of swamped Flying Scots, as well as how to improvise one—for towing any swamped boat—from the towline of a rescuing motor boat. The article states that a Scot can be emptied in a couple of minutes to where her crew can sail her home.

Why is it, then, that when the squalls strike and boats capsize, no one has a towing bridle, no one knows how to make one from the towline, and the long-suffering rescuers have to put up with wasting a lot of time dragging in a submerged boat, as well as, in many cases, doing serious damage to the boat trying to tow it on its side or even bottom up? I do not remember having seen a bridle in use at Charlevoix even though one was taken there and given to the Race Committee.

Would it be too much to expect that each Fleet should have one and, at the beginning of the season, should hold a towing bridle drill for the benefit of all? We, ourselves, should know how because we can be sure that our rescuers will not.

Because towing bridle connects towline to Scot under the bow, the bow lifts under tow, emptying water over stern. Fig. 2 shows how to tie a permanent bridle.

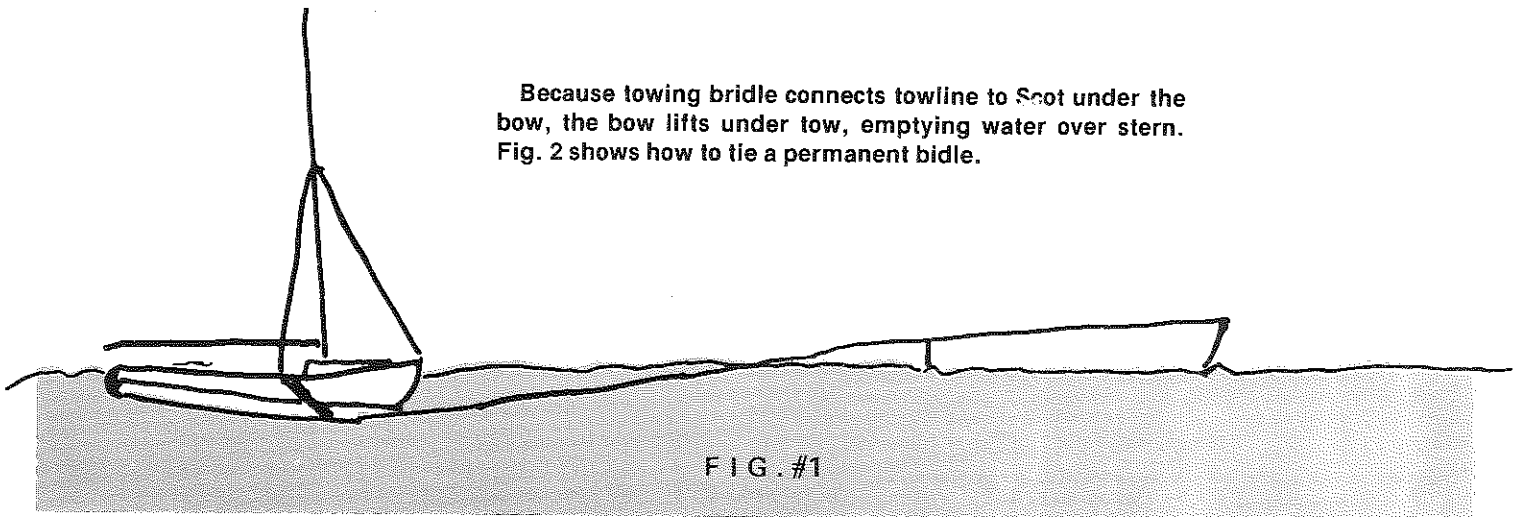


FIG. #1



Bill McGongial's analysis

In the main I agree with Bill's "Analysis". We realized many years ago that two straps per section of foam are not enough, went to three and now use four at Gordon Douglass Boat Co. The rubber inflatable dinghy would be super, and a winch crank should be attached to something.

Bill then states that there should be a towing bridle, or bow flotation, or externally attached flotation (my emphasis). Here Bill misses the point. Neither type of flotation will lift the bow enough to make the boat tow properly and empty itself of water if the towline is attached to the bowplate. This pulls the bow down. It is the towing bridle, attached under the keel, which lifts the bow. The skipper balances and steers the boat standing aft and straddling the tiller, the bow rises, the water pours out over the stern deck. Needless to say, it's even better with transom ports. But it works.

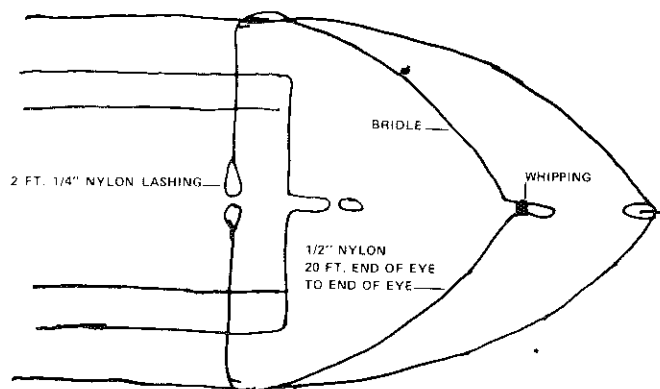


FIG. #2

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A Florida newspaper published this photograph of the St. Andrew Bay Yacht Club crew from Panama City. Mike Douglas skippers while Anne McBride and Dunkin McLane hike. [Photo by Lynette Dean].

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.)

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

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 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.

September 8-10—Hoosier Wolverine Regatta, Prairie Creek Reservoir, Muncie, IN.

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

September 9-10 - Harvest Moon Regatta, Atwood Yacht Club, Atwood Lake, Dellroy, Ohio.

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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