

Scots n' water



August 1978
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NUMBER 6

Dave Griffin sails off Riverside, CT

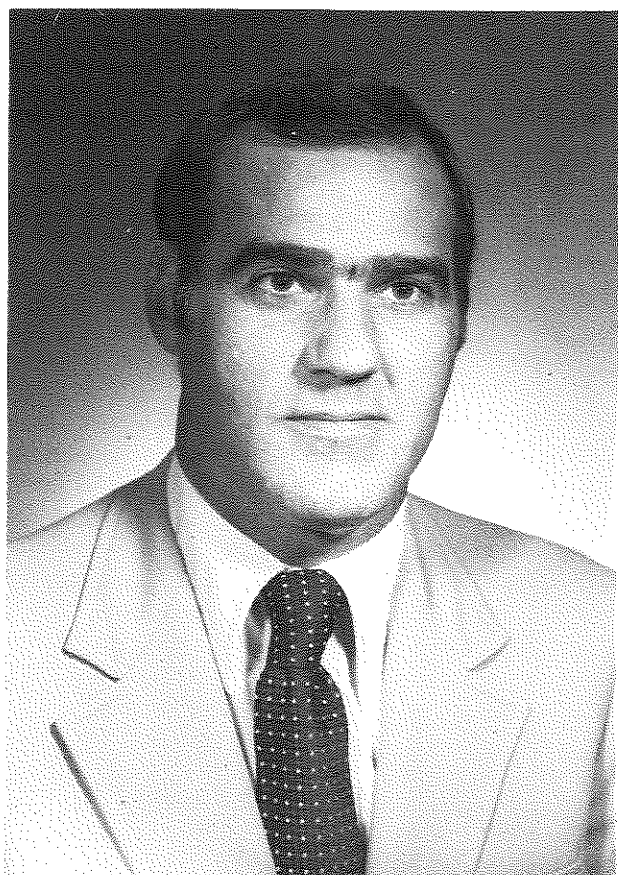
Ed Eubanks named Executive Secretary... page 2

Orr wins Greater New York Districts... page 7

Prairie Districts go to Becker... page 8

Sandy christens FS 300, new sails... page 13

Office moves



Ed Eubanks

Executive Secretary offices will move to Columbia, South Carolina.

Ed Eubanks will assume the position previously held by Hal Marcus before he resigned. The new Executive Secretary takes over August 1.

Eubanks is president and founder of his company, Association Management Services, Inc. That company now provides management for eight other associations. Eubanks said he plans to personally supervise the Flying Scot Sailing Association account.

In his presentation to the executive board, Eubanks wrote:

"I have discussed . . . with Dr. Singletary and Hal Marcus, the activities of FSSA and the association's staff requirements. I am confident that we will be able to fill these requirements and also to provide the Executive Committee and the membership of the Flying Scot Sailing Association with such confidence in the staff that new projects and challenges which will benefit FSSA and its members will be undertaken without any hesitation."

Eubanks also heads national managers

The new Executive Secretary, Ed Eubanks, heads a national association made up of managers who serve associations.

Ed Eubanks will be nominated president of the Institute of Association Management Companies this August. He now serves as vice-president. He also received the first annual "Award of Merit" for his contributions to that association.

Eubanks also serves as vice-president and board member for the American Society of Association Executives. He has been president of the South Carolina Society of Association Executives.

From 1965 to 1971, Eubanks was executive director of the South Carolina Oil Jobbers Association. Previously, Eubanks engaged in radio and television sales and management in the Spartanburg, Greenville, Asheville and Charlotte markets.

In 1968, Eubanks married Mary Ann Smith of Estill, S.C. They have a daughter and a son.

He is a member of the Administrative Board of Shandon Methodist Church in Columbia and treasurer of the Shandon Methodist Weekday Kindergarten.

Eubanks was born in 1937 at Spartanburg, South Carolina. He attended Spartanburg schools, Wofford College, U.S. Military Academy, and Army Engineers School at Fort Belvoir, Va. He served three years in the United States Air Force.

Associates in his firm include Lollie B. Coward, vice-president and treasurer of Association Management Services. He, too, is a past president of the South Carolina Society of Association Executives. Coward is a graduate of the University of South Carolina and a Certified Professional Secretary. Beverly Lucado is comptroller and office manager. There are three other staff members.

Scots'n'water

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to Columbia, S.C., write P.O.Box 11187

"...The flying Scot Sailing Association fits our definition of the type client association we want. You have a good record of activity thus far, you are on a sound financial footing, your members are obviously active and your purpose is sound and non-conflicting with our existing clients."

Present clients include six South Carolina Associations, the International Flying Bankers Association and the Petroleum Marketing Education Foundation. The South Carolina associations include Certified Public Accountant, independent bank, automatic merchandising, tire dealer, innkeeper, and convenience food associations.

Vance named for second term

Nominating committee will ask Flying Scot Sailing Association members to re-elect Robert Vance of Riverside as President.

The report comes before the annual meeting on Wednesday, Aug. 9, and after this issue of Scots 'n Water published.

The nominating committee was Bob MacKenzie, Ted Glass and Bill Singletary, chairman.

President: Robert F. Vance, Fleet 7, Riverside, CT

First Vice-President: Donald C. Hott, Fleet 6, Keyser, W. Virginia.

Second Vice-President: Allen M. Douglass, Fleet 75, Panama City, Florida

Secretary: Thomas F. Ehman, Jr., Fleet 20, Pinckney, Michigan

Treasurer: Michael S. Johnson, Fleet 28, Ft. Walton Beach, Florida

Measurer: John M. Siefrick, Fleet 37, Mentor, Ohio

Editor: A. Richard Elam, Fleet 27, Chapel Hill, North Carolina

Elected Nominating Committee Member: Terry R. Schroeder, Fleet 107, Neenah, Wisconsin.

President reports Secretary Eubanks choice of 8 firms



J. Edgar (Ed) Eubanks of Columbia, South Carolina has been unanimously elected FSSA Executive Secretary by the FSSA Executive Committee.

Following the acceptance of Hal Marcus' resignation in early April, the Board has considered eight firms that specialize in managing associations such as FSSA. Those firms represent small to very large firms in a cross section of the area where most Flying Scots are located: Rochester, NY; Stamford, CT; Chicago, IL; Hartland, Wisc.; Washington, D.C.; Raleigh, NC; and Columbia, SC.

Based on consideration of the written information received, plus recommendations and phone interviews, the group was reduced to four finalists in early July.

Each of these four finalists were personally interviewed by your Executive Committee in sessions of up to three-and-a-half hours. Although each of the four finalists were well qualified, it was the unanimous decision of the FSSA Executive Board that Ed Eubanks was the outstanding candidate. In this issue of **Scots n' Water**, you will find more information about Ed Eubanks and his Company, Association Management Services, Inc.

Ed Eubanks becomes Executive Secretary effective August 1, 1978, and will attend the North American Championship beginning August 6, 1978. During the month of August, Ed will get the FSSA records and all other information necessary from Hal Marcus in Pensacola, Florida.

All FSSA correspondence should now be addressed to:
Ed Eubanks, Executive Secretary
Flying Scot Sailing Association
P.O. Box 11187
Columbia, SC 29211

This has been a busy four months for your Executive Committee, and we are indeed fortunate to be able to find someone as well qualified as Ed Eubanks to be our new Executive Secretary. I'm sure that each of you will welcome him aboard on your first opportunity.

Happy Sailing,

Robert F. Vance

Flying Scot® Sailing Association

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Hosting NAC helped fleet pride, spirit

Scot sailing kept alive
through winter meetings

by Len Saari

Soon after last year's North American Championship Series at Michigan, word began to circulate that Riverside was to be the site of the 1978 NAC Series. A sense of local spirit and pride began to build in Fleet 7 almost immediately.

In September, 1977, a Fleet 7 Steering Committee met to select thirteen chairmen for committees ranging in subject from launching and mooring, to hospitality, housing, measurement, to publicity.

In November 1977, Fritz Trask convened the first of monthly committee meetings. At the early meetings much use was made of the 1977 NAC Regatta materials as well as the materials used by previous chairmen at the 1973 NAC at Riverside. The FSSA Handbook proved to be an especially invaluable tool. The Handbook contains general instructions, guidelines and timetables for NAC Regattas.

The monthly committee meetings kept thoughts of Scot sailing alive during winter months. Especially helpful were several participants in prior NAC Regattas who shared their experiences. The presence of all thirteen committee chairmen together at meetings for reports and discussions led to a creative interchange of ideas which might not have occurred with smaller groups.

The results of the monthly committee meetings? Details and planning, organization, and more planning and details, plus thirteen committee chairmen knowledgeable in most aspects of running a regatta.

Fritz Trask, Regatta Chairman, is commended for his dedication to organization, details and planning. And for his fortitude as well. Several months after the Riverside NAC was announced, Riverside Yacht Club embarked on a Club House renovation, which could not be further delayed, which threatened to make everyone's job somewhat difficult. The committee believes that the potential problems were overcome and that a first class NAC Series has been planned and organized. As this edition of **Scots n' Water** goes to press, the regatta committee trusts that the NAC Series in progress will attest to that belief.



Bob Vance, Flying Scot President reviews 1978 NAC plans with Fritz Trask, NAC Regatta Chairman, at a monthly meeting of committee chairmen.

Riverside's NAC Committee

Regatta Chairman	Fritz Trask
Steering Committee	Bob Vance Bob Brady Bob Hellendale
Committee Chairmen	
Treasurer	David Monteith
Registration & Reception	Regina Monteith
Food & Entertainment	Marina Freyer
Measurement	Barry Hoyt
Launching & Mooring	Bill Searles
Publicity	Len Saari
Program & Mailing	Lew Howe
Housing	David Renton
Trophies	Mitzi Scrivan
Race Committee Liason	Chuck Rettie
Chartering	John Denne
Junior Nationals	Sallie Sawyer
Ad Lib	Bob Luce

Schultz defeats 28

In Carolina they call the Oriental Sailing Society regatta a "sailing social." Dick Schultz put the best foot forward (finishes of 2-4-4) to defeat 28 other Flying Scots.

The races were sailed off Oriental at the mouth of the Neuse River. Ten to twelve miles breezes on Saturday were followed by a Sunday drifter in winds five miles down.

Other top finishers were James Leggette (5-3-5), second; Tod Parker (7-9-1), third; Dave Batchelor (9-5-3), fourth; and Billy Myatt (4-1-13), fifth.

McKenzie wins

Bob McKenzie traveled from Muncie, Ind., to Crab Orchard Lake near Mt. Vernon, Ill., for the Egyptian Cup Regatta. And thanks to a quarter-point edge ($4\frac{3}{4}$ to 5) over Don Schultz of Fleet 107, won this year's Cup.

Jim Harris, Fleet 83, finished third ahead of Ted Glass of the Host Fleet 30. Both skippers finished with 7 points, but Harris won the coin toss.

Don Shoemaker, Fleet 30, finished fifth with 9 points.

Host Fleet 30 was especially pleased that Don Schultz and Bob McKenzie made such long trips to participate—at least they did not go home unrewarded.

Hap Crowe ghosts to Carolinas title

Hap Crowe of Raleigh, N.C. added the Carolinas District Championship to his fleet honors of last year in a closely contested regatta on Kerr Lake June 10 and 11. Dick Schultz, a perennial Carolinas District winner, was second in the 23-boat fleet which found the light airs scrambling the results. No boat won more than a single race.

At the district meeting Saturday evening Hal Walker of Davidson, N.C. was re-elected district governor with Hap Crowe as alternate.

Hap Crowe (2720)	5	1	2	4	3	14 $\frac{3}{4}$
Dick Schultz (1885)	4	4	7	2	1	17 $\frac{3}{4}$
Fred Stone (2748)	7	14	3	1	6	30 $\frac{3}{4}$
Paul Newton (2836)	1	10	8	12	2	32 $\frac{3}{4}$

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The Greater New York District Champs are [left to right] Jonathan Orr, Elizabeth Orr, Dr. Jack Orr, Skipper. Officiating are GNY Governor Hugh Malone, and Fleet 24 Captain Larry McCarthy.

Orr edges Parker for New York title

By Kate Mullen

Dr. Jack Orr of Fleet 24, New Fairfield, CT, cut it as fine as a surgeon can to win the Greater New York Districts.

The regatta was sailed June 23-25 on Candlewood Lake, New Fairfield, CT.

Orr's crew was son, Jonathan, and daughter, Elizabeth. The Orrs logged 17 $\frac{3}{4}$ points to 18 $\frac{1}{2}$ by Fred Kramer and 20 $\frac{3}{4}$ by Tony Krug—both of Fleet 7, Riverside CT. GNY District Governor Hugh Malone of Fleet 46, Hempstead Bay, NY took fourth place with 27 points.

Parker won two races with scores of $\frac{3}{4}$ -2- $\frac{3}{4}$ -6-9. Krug followed closely with 2-10-3- $\frac{3}{4}$ -5. Malone showed a strong 8-4-7-4-4.

Orr's first District Championship was earned with a consistent 4- $\frac{3}{4}$ -2-8-3. His third place finish in the final race provided the thin $\frac{3}{4}$ point victory.

Fleet 24 conducted GNY district Championship. Sailors encountered shifty wind conditions, not common in northwestern Connecticut.

Race Committee Chairman Ned Lewis, assisted by Meg Lewis, John O'Hern, Dick Bowman, and Durell Titus, boxed the compass by the time the final starting line was laid. During race four, wind shifts over the modified Olympic course forced the fleet to beat through the first three legs.

Winds built from 7 knots during the first two races into 15-25 on Saturday.

Orr came back through the fleet after being caught on the wrong side of the course early in the final race, a superb example of light air sailing. Beating Krug by two places won his chevrons.

Results: [17 boats]

1. Jack Orr (1497) 17 $\frac{3}{4}$ pts.
2. Fred Parker (1709) 18 $\frac{1}{2}$
3. Tony Krug (3114) 20 $\frac{3}{4}$ pts.
4. Hugh Malone (2427) 27 pts.
5. Bob Vance (2700) 31 pts.
6. Ralph Manee (3086) 32 pts.
7. Bob Hellendale (1499) 36 pts.
8. Dick Leslie (642) 39 pts.
9. Larry McCarthy (641) 42 pts.
10. Phil Young (1480) 49 pts.
11. Dave Jacobsen (1750) 52 $\frac{3}{4}$ pts.
12. Bryan Jardine (381) 56 pts.
13. Marty Klein (366) 67 pts.
14. Sy Herman (2428) 68 pts.
15. Bernie Knight (3076) 69 points
16. Gene Luchansky (2463) 70 pts.
17. Larry Harrington (2405) 73 pts.

On Saturday and Sunday, additional Scots were added to the final three races to compete in the Candlewood Yacht Club Invitational. Scoring permitted skippers not winning in the district to submit their final three race scores toward awards in the CYC Invitational.

The top four winners of the Invitational were: (1) Fred Breekland (2499) of Fleet 24 with 13 $\frac{3}{4}$ pts.; (2) Bob Vance (2700) of Fleet 7 with 16 pts.; (3) Joe Gulick (964) of Fleet 7 with 22 pts.; (4) Ralph Manee (3086) of Fleet 31 with 23 pts.

The GNY District Championship concluded with FSSA President Bob Vance complimenting Fleet 24 for excellent hosting of the regatta.

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Joe Becker Cops Prairie Districts on Lake Keystone

It happened July 22-23, Scots from Oklahoma, Kansas and Missouri "going for the gold" (it was silver as it turned out) on Lake Keystone, Tulsa, Oklahoma.

The excellent facilities of Windycrest Sailing Club were put at Scot sailors' disposal, and this, coupled with the superb race committee work for which Windycrest is noted, furnished two fine sailing days. Race committee chairman Dave Dolcater and his committee excelled.

While much of the pack searched from hole to hole in the first race light air, Bob Anderson (FS 537) found it and took a convincing first place ahead of Joe Becker (FS 1247) and Jack Barcus (FS 806), and Jason McDonald (FS 1996) in that order.

The second race, during which the wind rose from 5 to 17 miles, saw Joe Becker take first place ahead of John McAllister (FS 721) and Anderson and Barcus, giving Joe a lead he was not to relinquish.

The final day was even better sailing with winds ranging from 18 to 10 mph. Final results: Joe Becker-First, Jack Barcus-Second, Bob Anderson-Third, and Jim Calvert (FS 1725)-Fourth.

First place challenger went to Jason McDonald (FS 1996), while John Rutledge (FS 889) took second.

With newly elected District Governor, Keith Hall (Fleet 59), at the helm, the Prairie District anticipates an even more exciting year in Scot sailing.

Firecracker regatta

By Ed Bishop

Historically, the Firecracker Regatta of Fleet 6, Deep Creek Lake, Maryland, provides racers and spectators alike an exciting series, since it seems inevitably to produce a sudden squall that capsizes a generous fraction of the fleet—but not this year.

This year the standard five race series had to be reduced to three races, since July 4 was not contiguous to the July 1-2 weekend.

Then, both races on July 1st were cancelled for lack of wind, which meant the outcome would be decided by a single race on Sunday, July 2.



Whether to set your spinnaker in light winds? That's a good question. Kirk Kirkland in FS 1280 tries to make the chute pull while Joe Trull, FS 2150, declines. FS 2334 in the distance tries

playing the shore and heeling to leeward. Action[?] was photographed on Kerr Lake near Henderson, N.C. [Photo by Margo Burch]

Fizzles in Deep Creek fog

True to tradition that race also turned into a spectacle, except that no one could watch it—the race was sailed in a dense fog. While fog is not unusual on Deep Creek Lake in the spring and fall, never in the memory of the crustiest old sailor there had this ever occurred on a July afternoon.

In both starts (the fleet is so big it is broken into "A" and "B" groups) the Race Committee announced that, since they could see only part of the line, boats would have to call themselves over. Although the pin end of the line was heavily favored (the Race Committee was not about to make the boat end favored in a fog), it is strange to report that not a single boat reported over the line early.

Thereafter the race was sailed over a complicated course with six marks with the visibility averaging about 50-100 feet.

Finding the marks was the first problem, while avoiding accidents was a close second. The following front runners all claimed they found and properly rounded all the marks. Sure they did!

"A" FLEET

1st	Don Griffin	FS 2259
2nd	Harry Carpenter	FS 3199
3rd	Chris Becker	FS 1200
4th	Doug MacMillan	FS 594

"B" FLEET

1st	Fred Thayer	FS 2598
2nd	Terry Bell	FS 2995
3rd	Clint Englander	FS 1269

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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.

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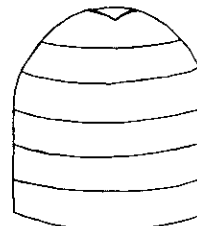
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D.D. Kinkead, 24208 Carmack Rd., Marengo, IL 60152. Phone 815/568-6456.

FS 926—Lofland, white hull/white deck, Schreck main, jib, and spinnaker, plus Boston main and jib. Fully equipped for racing. Good condition. Price: \$2400
Fred Hinton, 1025 Quail Park Dr., Austin, TX 78758. Phone: 512/836-4449.

FS 688—Customflex—green hull, white deck; tow suits of sails (Schreck and North) including zipper sail; spinnaker; full cockpit cover, two anchors, motor bracket, lifting bridle, tilt trailer. Price: \$2700.
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FS 2712 Douglass, White hull, yellow deck. Dry sailed, like new, Schreck main and jib. New Ulmer main and jib, 2 spinnakers, Harken blocks, Galvanized trailer, boat cover, many extras. Price: \$4295.
C.A. Harper, 1595 Belvedere, Beaumont, Texas 77706, Phone 713/892-1531.

FS 2196 Customflex, red hull and white deck, main, jib, and spinnaker, cover, trailer with spare wheel. Price: \$3100.
David Marshburn, 3910, Canterbury Town Rd., Topeka, Kansas, 66610. Phone Bus. 913/295-3095, Home 913/478-4057.

FS 2298 Yellow hull/off white deck—two full suits sails, M/N & Schreck—full spinnaker gear—Harken race equipped—full boat cover, lifting bridle, always dry sailed—trailer—4 hp Johnson—all extras one could want—superb condition. Price: \$3900
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Jerry Pearson, 6005 Hudson Bend Rd., Austin, Texas 78734 Phone: 512/266-2143.

Al Audleman praised for cover photographs

Al Audleman has received praise at the Scots n' Water office for his cover photos in the July issue.

Audleman photographed, in sequence, the start of a Mid-Winter race. From his vantage point in front of the starting line, you could see that being first over the line might not be as important as hitting the line with power underway.

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- 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 MacBrde
- 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

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- 59--TULSA, OK--Keystone Lake
- 89--TOPEKA, KS--Lake Perry
- 106--NORTH PLATTE, NE--Lake Maloney
- 119--HAYS, KS--Cedar Bluff Reservoir

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- 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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- 15--KALAMAZOO, MI--Gulf 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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- 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--Awood Lake
- 80--PITTSBURGH, PA--Lake Arthur

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- 75--PANAMA CITY, FL--St. Andrew Bay
- 79--GULFPORT, MS--GYC--Mississippi Sound
- 85--MONTGOMERY, AL--Lake Martin
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- 90--MIAMI, FL--Biscayne Bay
- 91--ALEXANDRIA, LA--Lake Cottle and St. John
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- 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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- 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
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- 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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Bethesda, MD 20014
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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--Magothy River
- 97--BETHESDA, MD--Chesapeake Bay

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Governor: DR. HALLAM WALKER
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- 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

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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.

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Sandy christens FS 3000 amid rattle of new sails



By Gordon K. Douglass

Yesterday, June 27, at last, I launched my new Number 3000. This new Flying Scot was presented to me by the Gordon Douglass Boat Co. last summer at our Annual Maryland Championship regatta, which had been named the Sandy Douglass Regatta in my honor. I christened her by winning her first race. She's beautiful. As I write this, I can observe her on her mooring in front of the house; observe her from all angles. I ponder the many different ways in which I could have designed her, the many "improvements" I could have made—but in every case I realize that with each "improvement" more would have been lost than gained. If I had it to do over again, there is little I would want to change.

These days I seem to find myself unhappy about many things, and the latest on my unhappy agenda is the hard cloth sailcloth we are forced to use by the sailmakers and the sailcloth makers. To put it briefly and succinctly, (which means the same thing) I think, we are a bunch of chumps to put up with it. C-H-U-M-P-S. Sailing is supposed to be a pleasure. But where is the pleasure in trying to fit today's corrugated iron sails into a sailbag at the end of a hard hot day with the thermometer in the 90's? When you tack in a heavy wind the deafening rattle of these sails is demoralizing. What is good about them?

Some of us old-timers can remember the lovely soft feel of good Egyptian cotton and how easily the sails went into the sailbags. But today?

So why do we use this hard sailcloth? What is good about it? The claim is that the hard cloth, treated as it is with a plastic surface to make it smooth, holds its shape better and has less resistance in a strong wind. True. But also it wrinkles badly, in a fairly short time the surface cracks and starts to come off, and the sail becomes no better than—and perhaps not as good as—one made of a soft material. In our fleet there are several suits of soft sails which still are good after use of ten years or more.

It may be true that the hard cloth sails, when new, are faster than the soft. (One of our North American Champions sailed the entire series with sails which never had been folded. They came rolled and were rolled between races.)

But is this our **only** criterion? Must all of the rest of us have to put up with these abominations just because a few hot-shots want the "Fastest"? Ninety per cent of Scot owners would be happier and better off with a soft cloth which could be stuffed. And isn't this a one-design class? What difference would it make in our Class racing if we all used a soft cloth?

To be frank about it, I do not know how we can regulate or control this other than by the weight of public demand. I have suggested to my Company and to our sailmakers that they should try to supply soft sails to all but those who demand a hard cloth. For the average skipper the hard cloth alone is not going to turn a loser into a winner. In my opinion even today's soft cloth, the only one available, is entirely too hard, and the hard cloth has reached the point of being ridiculous.

WHEN THE GOING GETS TOUGH, THE WINNERS GO NORTH!

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

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	1977	North Americans	1st and 3rd
	1976	North Americans	2nd
	1975	Mid-Winters	1st



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Skipper challenges Scot myth

Author of 'Capsized' tests Scots' heeling moment, suggests that flotation needs to move forward

By Bill McGonigal

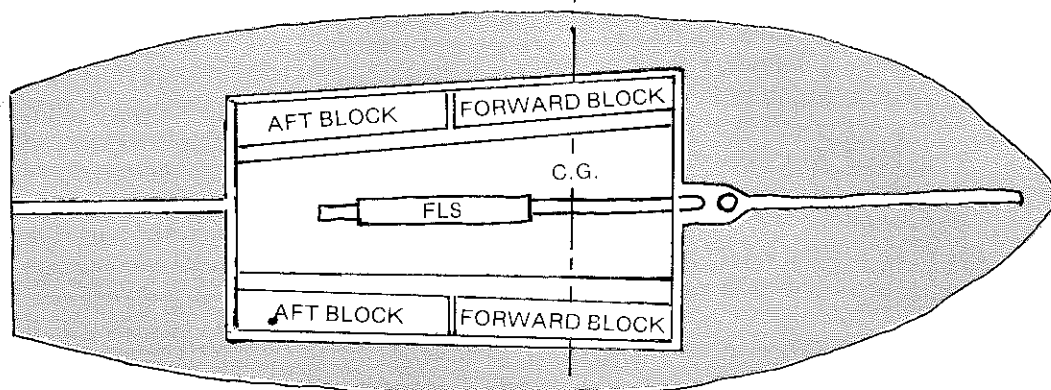
I have been a member of the Flying Scot Class for several years and have watched (with amusement) the controversy over "go-fast" gadgets, "gold-plated" Scots, jib tracks, development competitions, etc. ad nauseam. It is time to halt these emotional calls-to-arms and look instead at the facts. Most of these issues seem to center around myths, which can be exposed.

The Myth of the Foam Blocks

Most articles on dislodged foam blocks following a capsize imply that the bungling boat-owner is responsible. Don Hott, in the March 1977 **Scots n' Water** says, "In

almost every instance, the flotation had been removed by the owner and had been reinstalled with inadequate fastenings." Sandy Douglass in **Scots n' Water**, Volume XX No. 2 says, "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."

While this may have been true in some cases, it is not the reason why the flotation is popping out of the boat. The forward block is usually the one to come out and, unfortunately, is located under the hardware. However, it is also located near the center of gravity of the boat. Only part of the front block is used to support half of the boat, when capsized.

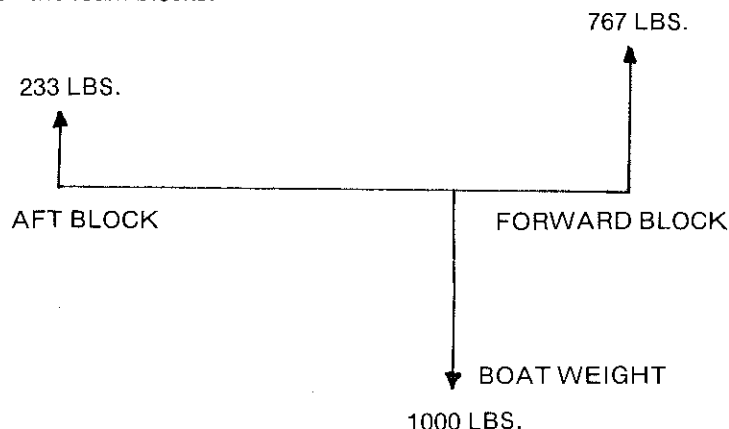


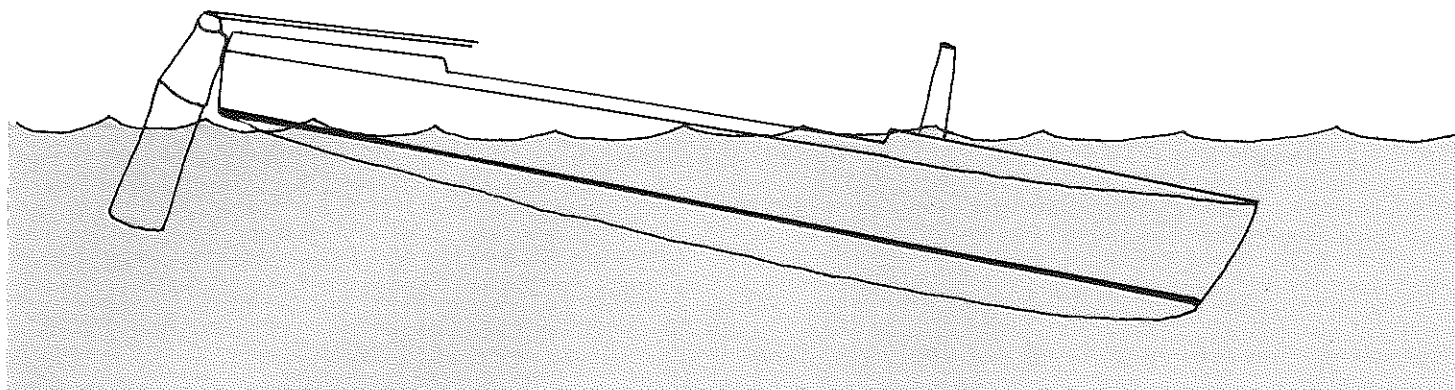
We attempted a mathematical analysis on the flotation to show the stresses. Several assumptions were made, such as the weight of the swamped boat is one thousand pounds, the boat had turtled and was then righted 90°, most of the buoyancy provided by the tabernacle and balsa core is above the water and could be neglected, and the center of gravity is three feet behind the mast. While this analysis is not exact, I'm sure that the results can be confirmed by anyone who has ever capsized a Scot.

A moment arm was developed to show the total stresses on each block: [see diagram at right]

The forward block is trying to support three-fourths of the entire weight of the boat, which it cannot do. This results in the bow-down situation, so familiar to Scot sailors who have capsized. But worse yet, the front strap of the front block is supporting most of the 766 pound load. This strap begins to craze, and finally tears or separates. (This is the strap itself, and not the attachment to the deck.) The front block now imparts a torque or twisting moment to the rear strap. Either the rear strap will fail, or the foam block will break in half. We have observed both types of failures.

The problem, then, is that the foam blocks are located too far aft. One solution is to add more or bigger straps; or use straps made of seat-belt material that will not weaken or craze when repeatedly flexed by the wave action when capsized. Another, and even better solution, is to add more flotation in the bow of the boat to better distribute the load on the foam blocks.





The Myth of the Water-Tight Deck

The deck is not water-tight now, and has never been water-tight. I assume that the reason for the concern is because the deck is supposed to trap air for additional flotation. The forward deck already has two holes: the forestay hole and the jib tack downhaul hole. Additionally, the Official Plan permits two holes in the aft deck for boom-jack holes. I presume that boom-jack holes are acceptable, but spinnaker line holes will cause a fatality.

I can speak from experience when I say that the bow air-pocket does not exist. Sandy recognizes the bow-down problem in his July 1976 article on the towing bridle. The problem of the missing air-pocket can be demonstrated in a bath tub with a toy boat without holes in the foredeck. Slowly roll the boat over to a fully turtled position and back upright while holding the bow down. Don't forget to simulate the rocking, tossing action of the waves.

The foam blocks too far aft and the missing air-pocket explain why the bow of a capsized Scot will be from one to three feet below the surface of the water.

The Myth of the Truly One-Design Scot

The Flying Scot does have many "one-design" characteristics. However, the Scot class is not as tightly regulated as, for example, the LASER class. (I doubt if they can have a twelve foot rudder!) A Scot also does not have "balls" on the halyard to control sail height, or harsh restrictions on forestay tension to control mast-rake.

One has only to look at the sailmakers' ads to realize that the purchase of the new Sooper Mark IV sails will undoubtedly make you a winner. (You could have won the NAC last year if you had only bought the new Sooper Mark III's.) A sailboat has all of its motor in the sails, and sails are much more critical than the number or type of cleats. However, we not only do not specify the sailmaker, we don't even have one sail cutting pattern for the class, only dimensions. This is one-design?

I don't believe that very many people would want to restrict us to one sailmaker, but with computer cutting, it may be feasible to specify one pattern. I'm sure that trying

to select the "one" pattern should provide enough articles for **Scots n' Water** for four or five years! I think that having some personal choice, psychological edge, or inner confidence from experience is what helps make it all fun. Maybe that's why some people sit on a cleat, and some move it.

The jib track ruling is the height of absurdity. We are now required to have a jib track for no other reason than bureaucratic nonsense. Why should anything simpler or **less** adjustable be prohibited? (For example, removing the spinnaker ring-track slide on the front of the mast.) If Eagan, Elam, and Ehman want to make their fittings less adjustable (and their boats less competitive), I don't have any objections at all. In fact, I'd be glad to help them.

The importance of all the fine-tuning was clearly demonstrated last year by half of the top competitors raking the mast forward, and the other half raking the masts aft, with each group swearing that it had to be their way. It is obvious that we can retain the one-design concept and keep all Scots competitive without stifling new ideas or experimentation. The real difference between Scots is how you sail the boat. Let's keep it that way.

The Myth of Gold Plating

About five years ago, I was a beginner and at the back of the fleet. I was convinced that I really needed more hardware and a different brand of sails. But after adding a spinnaker, the sails had to wait. Much to my wonder and surprise, the older my sails became, the better I did. I'm sure that it really doesn't take five years to break-in a new set of sails, and I also now know that new sails was not the solution.

Some of the sailors in our fleet are very sharp gadgeteers, with a continual stream of hexarachet-whatcha-macallits. Some of the new, improved ideas look very attractive indeed. But usually, an even better idea isn't far behind, and waiting to see if the current gadget will make it to the next season is generally a good idea. After seeing the same idea for two seasons, I finally succumbed to the latest state-of-the-art innovation, and moved my Cunningham cleat. Now I don't have to stand on my head anymore to adjust the Cunningham. But the darn boat still doesn't go any faster, so let me tell you a little bit about Flying Scot mythology. . .

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.)

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.

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

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

Sept 9-10—Hot Scot Regatta, Muncie Ind.

Sept 16-17—President's Cup and Capitol Districts, Potomac River Sailing Assn. Washington, D.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

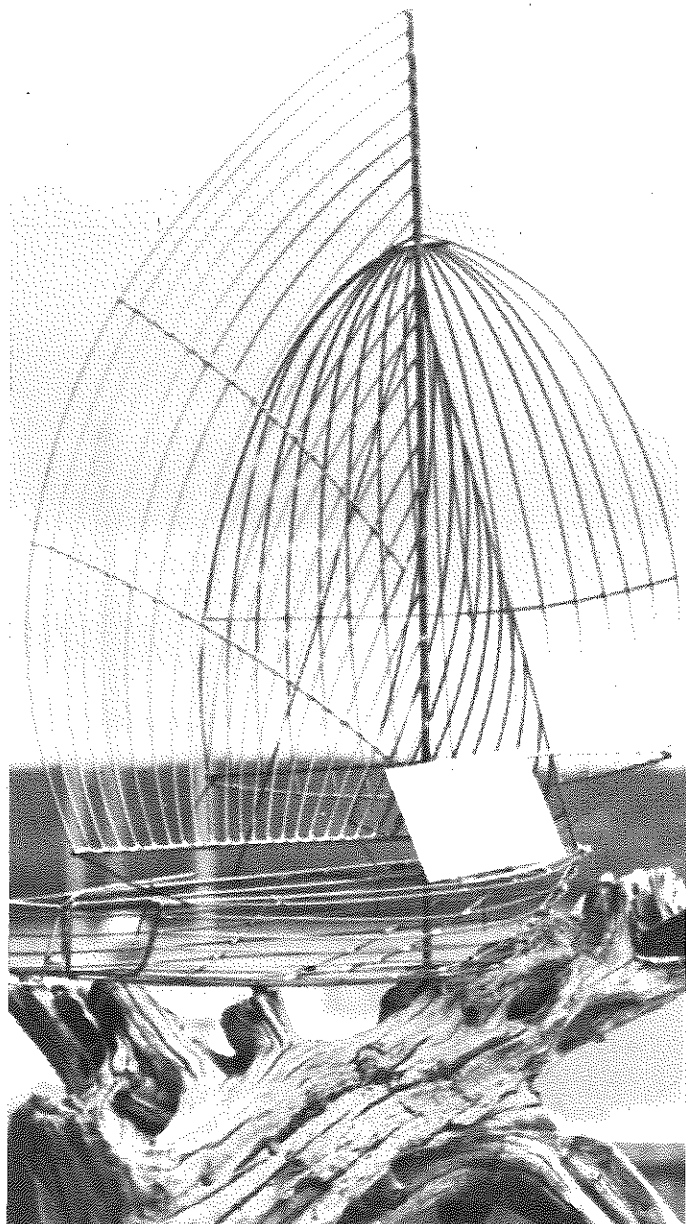
Oct. 21-22, —Hospitality Regatta, Jackson Miss. Yacht Club, Ross Barnett Reservoir.

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

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

Kirkland repeats in Governor's Cup

For the second time in four years Kirk Kirkland of Durham, N.C. captured the North Carolina Governor's Cup as the Flying Scots topped all other fleets for the regatta sailed June 17-18 at Kerr Lake. Ably assisted by his crew, Rick Green of Chapel Hill, N.C., Kirkland solved both the good breezes and the light airs to beat out veteran Bill Myatt of Raleigh, N.C. and son Hugh in the 36-boat fleet. Merritt Head, also of Durham, took third place.



Trophy-Texas-Style. Texans awarded this unique sculpture to the District Flying Scots Champion last year.

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