


Scots n' water



January—February
Volume XXI
Number 1



Gordon Sandy Douglass
with crew Eric Ammon
control the start of the
Douglass Menhull Regatta.
Sandy won.

Flying Scot®
Sailing Association
P.O. Box 11187
Columbia, S.C. 29211
803-252-5646

PRESIDENT: Robert F. Vance
143 Indian Head Road.
Riverside, CT 06878
(H) 203/637-3264 (O) 212/349-1632

1ST VICE PRESIDENT: Donald C. Hott
P.O. Drawer 520
Keyser, WV 26726
304/788-2500

2ND VICE PRESIDENT: Allen M. Douglas
919 Hunting
Panama City, FL 32401
(H) 904/785-7500 (O) 904/763-6623

COMMODORE: William V. Singletary, M.D.
32 Beverly Drive
Durham, N.C. 27707
919/489-1528

IMMEDIATE PAST COMMODORE: Lewis B. Pollack, Sr.
115 Shoreline Drive
Gulf Breeze, FL 32561
(H) 904/932-9141 (O) 904/438-9651

SECRETARY: Thomas F. Ehman, Jr.
8940 Dexter-Pinckney Road
Pickney, MI 48169
313/994-0230

TREASURER: Michael S. Johnson
104 Ferry Road
Ft. Walton Beach, FL 32548
904/243-1477

MEASURER: John M. Seifrick
9950 Tanbark Trail
Mentor, OH 44060
216/357-5653

ASSISTANT MEASURER: Paul Blonski
12050 Lake Ave., No. 409
Lakewood, OH 44107
216/228-0412

DESIGNER: Gordon K. Douglass
Box 28
Oakland, MD 21550
301/334-4841

EXECUTIVE SECRETARY: Ed Eubanks
P.O. Box 11187
Columbia, SC 29211
803/252-5646

Scots n' Water
P.O. Box 8
Chapel Hill, N.C.
27514

EDITOR: Richard Elam
(H) 919/967-45-43

ASSOCIATE EDITORS:
Margaret Elam
Herbert Bodman
(H) 919/942-2778

Registered Trademark. Published monthly except Jan., Mar., Sept., and Nov. by FSSA at P.O. Box 11187, Columbia, SC 29211.

Volume XXI, No. 1, Subscription price \$8.00 per year. Second-Class postage paid at Columbia, SC 29211 and Additional Mailing Office.

Postmaster: Please send form 3579 to FSSA, P.O. Box 11187, Columbia, SC 29211.

Publication No. 882920

Mid-Winters attract early registration

Panama City plans for 3 fleets, 19 trophies, 3 sail-suit prizes

Early registration points to a well-attended Mid-Winters Championship in Panama City, Fla., March 6 through 10.

Regatta Chairman Allen M. Douglas expects 80 boats on the line—in three separate divisions—based upon registrations that he had received in early January.

The three divisions will split into the Championship division (45% of the participants), the Challenger division (35%) and a newly-created Commodore's division (20%).

Trophies for nineteen skippers will be awarded, with the Championship and Challenger division winning seven trophies each, and the Commodore's division awarding five trophies.

Participants will also be eligible to win three sets of Flying Scot sails. The sails will be donated by Schreck Sails, Fowler Sails, and Schurr Sails.

Entrance fee has been set at \$30, but those who pre-register by March 1st will pay only \$25.

Skippers who wish to enter the final three races only must pre-register and have their sails measured prior to the 0830 skippers meeting on Friday. These skippers will be placed in the division appropriate to their past sailing record. This decision will be made at the discretion of the race committee and is not subject to appeal.

All sails will be measured. 1978 NAC and 1978 GYA Lipton

Tuesday, March 6

Registration & sail measurement, Board of Governors dinner and meeting.

Wednesday, March 7

Registration and sail measurement, 1st elimination race.

Thursday, March 8

2nd and 3rd elimination races, Cocktail party 1830-1900.

Friday, March 9

1st and 2nd races of finals Dance to the Krazy Kats 2000-24000, Drawing for door prizes at dance.

Saturday, March 10

3rd race of finals Trophy presentations

measurement stamps will be accepted. Flying Scot must be registered with FSSA and skipper must have 1979 dues paid. FSSA secretary will be present to accept dues.

Local motels readily available to the club are:

Holiday Inn Downtown

711 W. Beach Dr.
Panama City, Fla. 332401
Tel. 904-763-4622

Howard Johnson Motel

4601 W. Hwy. 98
Panama City, Fla. 32401
Tel. 904-785-0222

Ramada Inn

3001 W. 10th St.
Panama City, Fla. 32401
Tel. 904-0561

Registration Form
1979 Flying Scot Mid-Winter Regatta
Panama City, Fla
March 6-10, 1979

Skipper _____

Address _____

City _____ State _____

Sail No. _____ Fleet No. _____

Registration fee: \$30.00 (\$25.00 if you pre-register by March 1st)

Make your check payable to:
 Mid-Winter Regatta Fund

Mail check to:

Mrs. Betty Smith
 P.O. Box 406
 Panama City, Fla. 32401
 Tel. 904/763-4223

Carlyle NAC set from Aug. 3 to 10

By Madeline Stribling

The 1979 Flying Scot North American Championship Regatta—hosted by Fleet 83 and sailed on Lake Carlyle, Illinois—will begin August 3 at 1 PM and conclude August 10 with an evening awards dinner. The Junior NAC will be held August 4. There will be three Junior races.

Curtis (Curt) Elmer will chair the 1979 NAC. Working with Curt to form the steering committee are two others well known to FSSA sailing: Ted Glass and Jim Harris. Madeline Stribling will handle publicity.

Friday, August 3
 1:00 PM—6:00 PM
 Registration and Measuring

Saturday, August 4
 Registration and Measuring
 Junior NAC—3 races

Sunday, August 5
 Registration and Measuring
 Evening—"Beer and Brats" or equivalent (complimentary)

Monday, August 6
 Qualifying Races 1 and 2
 (to determine Championship, Challengers divisions)
 Evening—Board of Governors, R.C., R.C. Chairman,
 and Commodore dinner

Tuesday, August 7
 Qualifying Race 3
 Evening—FSSA Annual Meeting and Dinner

Wednesday, August 8
 Races 1 and 2
 Evening—Open

Thursday, August 9
 Races 3 and 4

Evening—Supper
Friday, August 10
 Evening—Awards Dinner

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 North Americans | 1st |
| | 1978 Mid-Winters | 1st |
| | 1978 Lipton Regatta | 1,2,3, and 4th |
| | 1978 GYA Regatta | 1,2,3, and 4th |
| | 1977 North Americans | 1st and 3rd |



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 or New Orleans.

San Diego office: 1111 Anchorage Lane
 San Diego, Calif. 92106
 (714) 224-2424
 Tom Nute

New Orleans office: 404 S. Roadway
 New Orleans, La. 70124
 (504) 283-4500
 Al Gooch

SCHRECK SAILS

Our record speaks for itself; 72% of the silver in the NAC's since 1969, countless districts and fleet championships and innumerable series. Our Scot sails continue to be on top on a national scale:

Northeast: More sails in the top 10 at the NAC's.

Gulfcoast: 1st and 2nd—Candler Regatta—Open Scot.

Atlantic Coast: 1st, 3rd, and 4th tie—Sandy Douglass Regatta.

Inland Lakes: 1st, 2nd, and 4th—Scots and Y-Flyer Regatta
1st—Carolina Districts.

Of course our list could go on and on, but we're not hung up on past success; we're looking toward the future, and you should too.

Schreck sails have consistently been on top. If you care to consistently be there—try our sails.

Schreck sails—fast in the past; faster in the future.

Call or write us today for tune-up tips and latest design innovations. We're a company on the move offering fast sails and fast service.

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.

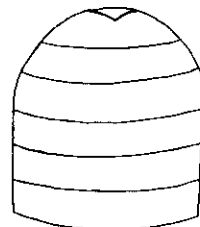
Name _____

Address _____

City _____ State _____ Zip _____

Signature _____

- Suit—5 oz. Dacron\$397.00
- Jib—5 oz. Dacron126.00
- Main—5 oz. Dacron285.00
- 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 reef30.00
- Windowseach 10.00
- Brummelsset 7.00



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



At the start Paul Schreck in FS 3051 holds to leeward of Charlie Fowler, FS 2068, and Sandy Douglass in FS 3000. Fleet follows in disturbed air. Photo by David Butler of the Rudder Club.

Douglass wins the 'Douglass'

Sandy edges Dunkin McLaine at Jacksonville

By Robert O. Freeman

Designer and builder teamed up to win the third annual Sandy Douglass Monohull Regatta at the Rudder Club in Jacksonville, Florida, November 4-5.

Sandy and Eric Ammann took No. 3000 to first place among Scots in the two-day regatta held on the broad expanse of Jacksonville's St. John's River.

Visiting Scot sailors dominated the two-race series by sweeping the first seven places, and members of host Fleet 131 were heard muttering "Back to the drawing board" at the close of the first day's racing.

Race results follow:

| Skipper/Sail No./Fleet No. | Race 1 | Race 2 | Total |
|----------------------------|--------|--------|-------|
| Sandy Douglass/3000/6 | 3 | 3/4 | 3 3/4 |
| Dunkin McLaine/2281/75 | 2 | 2 | 4 |
| Richard Wesley/2277/75 | 3/4 | 4 | 4 3/4 |
| Sally Russell/2309/90 | 7 | 3 | 10 |
| Paul Schreck/3051/87 | 5 | 5 | 10 |
| Charlie Fowler/2068/90 | 4 | 7 | 11 |
| Floyd Davis/2293/75 | 6 | 6 | 12 |
| John Henderson/2308/111 | 10 | 8 | 18 |
| Dave Mayfield/3007/131 | 8 | 10 | 18 |
| Dick Russell/81/90 | 9 | 9 | 18 |

All in all, eighteen Scots were registered for the

race, seven of which were from Fleet 131.

The weather on Saturday combined blue sky, moderate northeast breeze, and warm Florida sun. Sandy and Eric, who managed a third place in Race 1, were forced to re-start Race 2, but moved into first place at bouy 1 and remained there for the remainder of the race to edge Dunkin McLaine of Tallahassee, Florida, in the series.

Sunday's race held forth with the same beautiful weather, sans the breeze of the previous day, and the third race was finally scratched as some boats, caught in the ever-present current/tide combination of the St. John's, found themselves drifting away from the finish line.

Thistle and Snipes also fielded classes for the regatta, and there was an open monohull class as well.

The Rudder Club held its traditional "Burn-It" cookout after the races on Saturday.

Flying Scot Builders

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

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

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

WHY OUR DESIGNS GIVE YOU THE RACERS EDGE.

COMPUTER DESIGN:

This fall our computer is helping to (a) design faster sail shapes (b) keep track of existing designs (c) duplicate existing sails on non-stretch mylar patterns.

REGATTAS:

We and our customers go to as many regattas as possible to race our sails against the competition in as many classes as possible.

WORKMANSHIP:

All our panels are taped and double stitched to better hold shape so your sail will stand-up to hard use.

SERVICE:

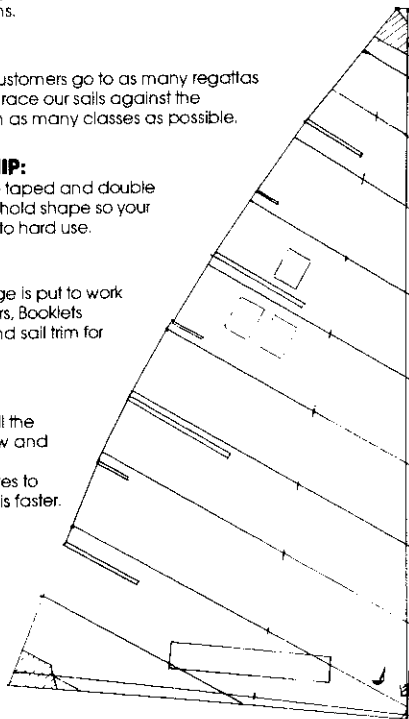
We are involved! Our knowledge is put to work for you in the form of Newsletters, Booklets and update sheets on boat and sail trim for your class.

SAIL TESTING:

Our computer does not give all the answers. We sail test all our new and existing designs. We take time comparisons, pictures and notes to further refine our "feel" of what is faster.

CLOTH ANALYSIS:

Every lot of sailcloth at Bowers has been stretch tested, thread counted, weighed and finally recorded in order to reproduce the same fast shape every time.



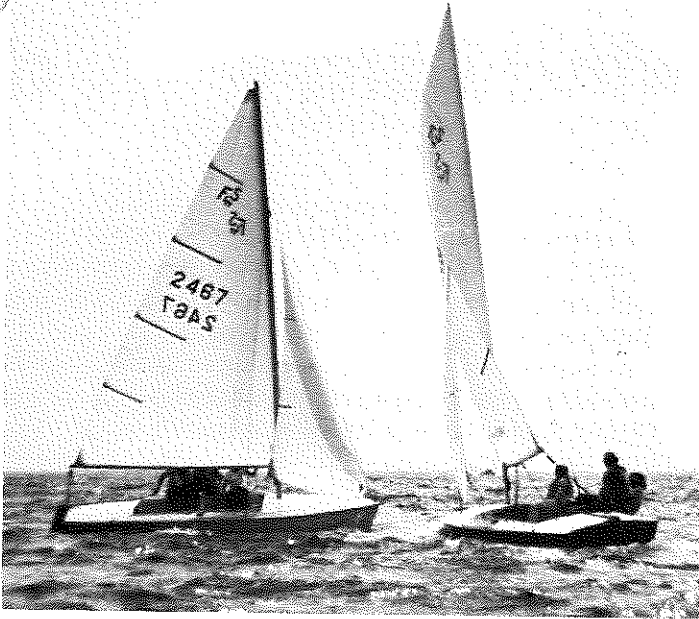
1978 was another outstanding year for Bowers Sails and our customers. Regatta results were gratifying with Boats carrying Bowers Sails winning more national, regional and club races than ever before. We learned alot in 1978 and we're incorporating that knowledge in our sails now. Making our sails a little better and a little faster. So buy Bowers Sails and get the Racers Edge in 1979.



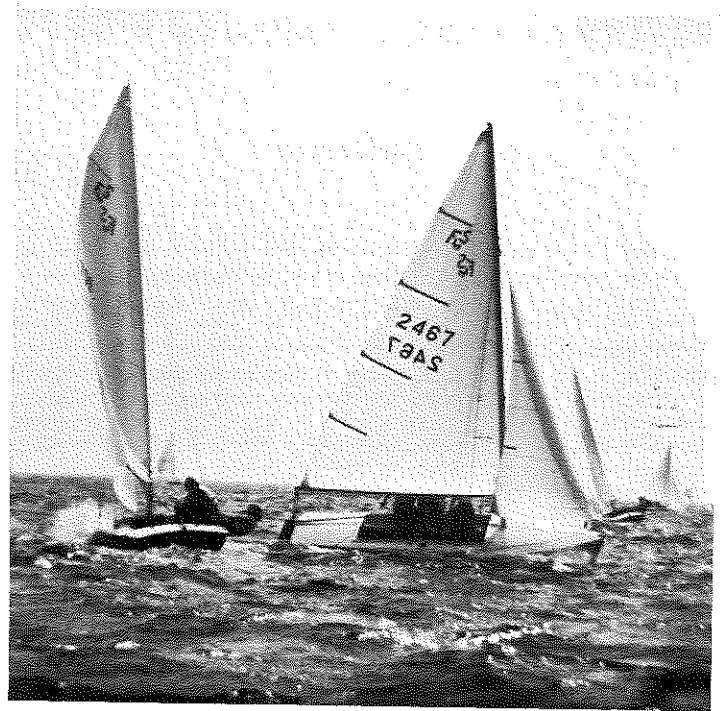
BOWERS SAILS, INC.

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

'Starboard . . . 'Hold your course' . . .
while Ed Caroe photographs
possible collision



Ed Caroe's telephoto lens makes Len Saari (FS 2467) on port appear (above) to be doomed by a starboard tacker. But, (right) Saari safely crosses the right-of-way yacht. 1978 NAC photo.



T-J Sales Company

"Sailing Specialist"

We love to sail, just like you! And we're in business to serve sailors like you, particularly racing sailors.

In the market for a new boat? We sell new Scots, with our custom rigging, to people all over the country.

Looking for a good used boat? We have "previously owned" Flying Scots in excellent condition in stock.

Need parts or rigging? We stock just about anything a Scot sailor (or any small boat sailor for that matter) could need or want, and we ship same day UPS, open account, to any FSSA member in the country.

Need some advice? We're as close as your phone and always willing to help.

Announcing our 1979 racing clinic program: After years of conducting clinics locally, we're taking them on the road. We can do a two or three day racing clinic for your club or fleet with discussions, lectures, slides, on the water drills and demonstrations, and video-taped critiques.

Call or write Tom Ehman, Jr. for details at:

T-J Sales Co.

8930 Dexter-Pinckney Road
Pinckney, Michigan 48169

Office: (313) 426-4155



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

Scientist discovers windward work an

By Dr. Charles Ivey©

To my knowledge, there does not exist a technical study of the Flying Scot that correlates the hull, sail plan, and sheeting characteristics, etc., so that optimum possible sail performance can be gauged. The absence is probably just as well since careful studies of some boats have revealed the skippers cannot match the calculated optimums for even short periods of time.

I recall having read once that a test using world class yachtsmen revealed that the best could sail reasonably close to a boat's optimum capability only about ten percent of the time and for never longer than about 30 seconds. I can't find a reference for that report, so don't quote me beyond my own statement; namely, that sailing with a human at the controls is still an art.

Recently, sail making has experienced minor revolutions with promises of faster or closer winded designs, and I'm sure there are some truths in the various claims. Personally, I've tried to attack the problem of becoming a better racer by studying how to

make one particular brand of these "super sails" move my boat like the sails must obviously move the boats of all winners listed in the ads. Somehow the problem still lies mainly in the vague area of art which mystifies some of us scientific types.

Nevertheless, with calculator and Reynolds numbers, I've pressed on looking for some quantifiable reason why a member of our fleet can sail to windward faster and higher with some old blown-out sails that I think might make a better storm cover for my motorcycle.

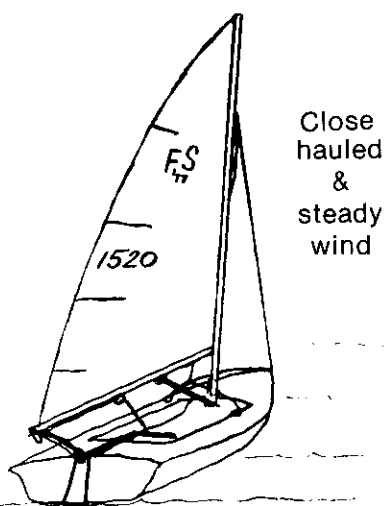
Then one day, bing, it hit me—I tried a technique that won two races and soon after, another; this latter by such a margin that the crew and I returned to the docks, lowered sails, opened a coke, tried to assume a relaxed, unconcerned expression while the fleet finally started coming in. What magical thing happened? Had I become an artist over night? Had I discovered a successful technique that I could keep secret till after the Moscow Olympics?

Well, hardly so.

That evening I was rereading an old copy of **Highlights of Scots n' Water** and there it was in an article by guess who? Sandy Douglass.

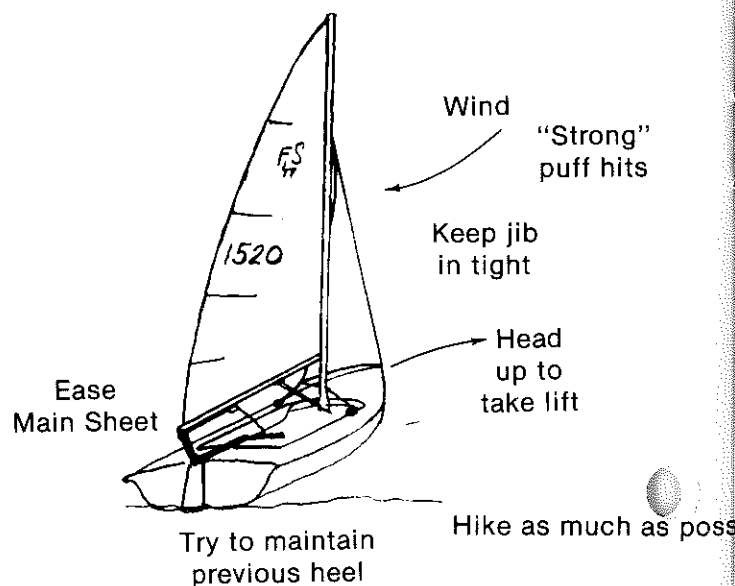
Handling a puff to advantage

Step 1: Trim to existing conditions but be on the lookout for a strong puff



Steady heel

Step 2: As puff hits, take a lift by heading up and easing the main to keep steady heel.



art

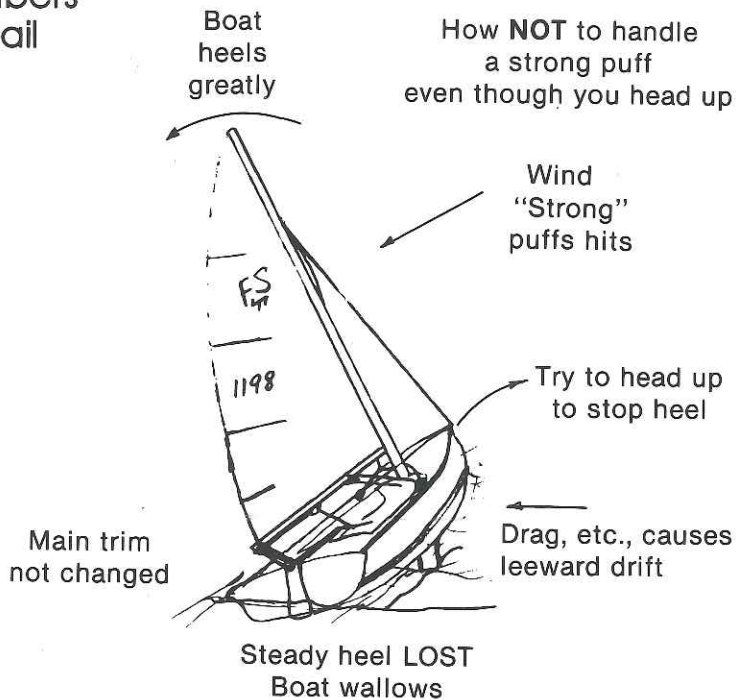
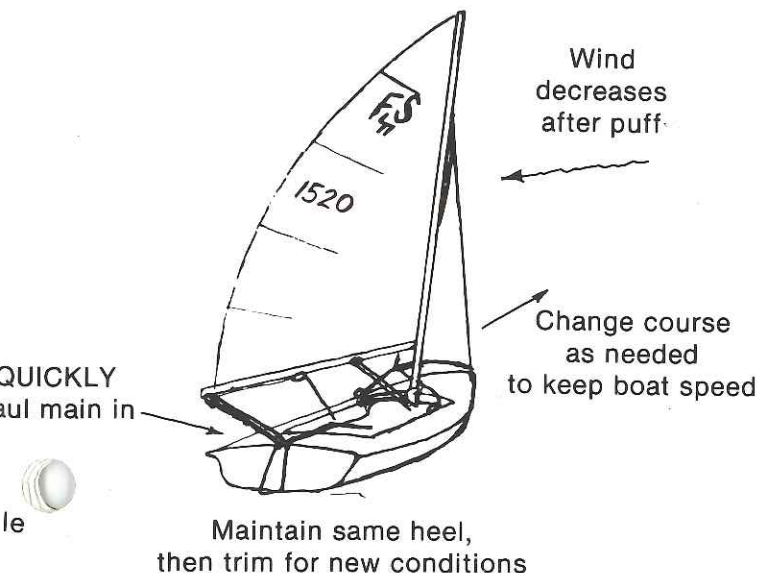
With calculator and Reynolds numbers skipper confirms that easing mainsail during puffs reduces leeward drift

Sandy was explaining about how, when working to weather, he plays the main to get the most from the puffs that sneak up on you periodically. The secret is simple. You don't just head up and then fall off as the puff eases. Rather, you head up and ease the main keeping constant heel, then haul in as you fall off to maintain that same heel, all the while keeping the jib set or—in our sneaky way—pulling the weather sheet a little on the way up. the key is taking a lift at constant heel.

Once again, it was back to calculation of force coefficients, drag angle, and leeward drift components. How in the world would easing the main lift you when you were already hiked out to the limit and books argue against any luffing. Well, the physics is there after all, and one can show that the effect of it all is beneficial even though you lose some aerodynamic force from your sail

By easing the main a little, you reduce the mainsail angle so that the effect is to reduce a strong increase in the force component that causes leeward

Step 3: As wind slackens, quickly trim in the main before boat squats down or wallows—then adjust to new course and trim to maintain good boat speed.



drift. In other words, you make a little extra to windward every time you do the trick.

There are some dangers in this sail trimming that you need to avoid (remember, it's an art). Don't ease the main too far; you don't want much luff, just enough to keep the same heel as before the puff. Sometimes this correction can only be a matter of easing the sheet a few inches. Don't take the lift too long; fall off and pull the main in smartly so once again you maintain the heel and boat speed. A well handled puff can be taken from start to finish without the boat wallowing. If your rocking shoves your centerboard from side to side by changing heel, you are pumping a lot of energy into the water that doesn't do you any good, this centerboard action slows you down, increases your leeward drift.

Well, it wasn't a secret after all. The good sailors already know about it. At our club those that were impressed by our windward ability became friendly chaps. One even took me out in his boat as crew and offered me an ice-cold coke on a 100 plus degree day for a quick demonstration. Need I say more. He won our last club race. I guess some of us are artists, and some of us aren't. Anyway, it was very gratifying to do a calculation that actually showed less thrust in the sail but improved speed made good. This analysis should prove good for cases where additional hiking for heel control is impossible or not worth the risk sans toe straps or trapeze, and therefore worthwhile for Flying Scots.

Looking for a 'Schurr thing'?

FLYING SCOTS:

1st—North Americans, Spinnaker
2nd—North Americans, all sails
1st—Ohio Districts
1st—GYA Mallory Eliminations

1st—Spring Regatta, Mobile
1st—Candler Regatta, Panama City
2nd, 5th—Gulf Districts
4th—Midwinter Warmups

Please Ship to:

Name _____

Street _____

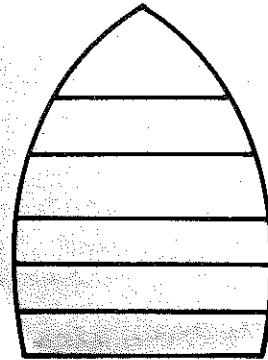
City _____ State _____ Zip _____

Phone _____

Scot Number _____

- Main and Jib \$350.00
- Main \$250.00
- Jib \$100.00
- Spinnaker \$165.00
- Window \$10.00
- Brummels on Spin. \$6.00

Spinnaker Colors:



Red Blue Black

Price on all sails include royalty tags.
50% deposit with order, balance on delivery
or full check with order we pay freight.

17 YEARS OF SAILMAKING EXPERIENCE

SCHURR SAILS

2727 W. Cervantes, Pensacola, FL 32505
(904) 438-9354

DEALER INQUIRIES INVITED

Regatta Schedule

March 7-10—Flying Scot Mid-Winters, Panama City, Florida

May 19-20—Buckeye Regatta, Hoover Yacht Club, Hoover Reservoir, Westerville, Ohio

May 26-28—Potomac River Sailing Association, Washington Sailing Marina

June 16-17—(tentative) Berlin Lake, Ohio, Fleet 19

July 20-22—Northeast District Regatta, Harwichport, MA.

July 21-22—Otsego Lake, Cooperstown, N.Y.

Aug. 3-10—North American Championship, Lake Carlyle, Illinois

Aug. 4—North American Junior Championship, Lake Carlyle, Illinois

Flying Scot Fleets and Districts

MIDWESTERN DISTRICT

Governor: Robert Slocum

- 2530 Knob Road
Wayzata, Minn. 55391
- 1—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
 - 15—MINNEAPOLIS, MN—Lake Minnetonka
 - 57—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: Keith Hall

- 3320 East 54th Street
Tulsa, Okla. 75135
- District Champion: Joe Becker FS 1247

- 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: Brad Davis

- 423 Aqua Drive
Dallas, TX 75218
- District Champion: Fred Tears FS 553

- 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 Witherspoon

- 1255 Hamilton Avenue
Palo Alto, Calif. 94301
- 40—INVERNESS, CA—Tomasles Bay
 - 100—SEATTLE, WA—Lake Washington

MICHIGAN—ONTARIO DISTRICT

Governor: Edwin C. Theisen, Jr.

- 5429 Maple Street
Dearborn, Mich. 48126
- District Champion: Richard W. Hawkins FS 3125

- 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—Grosse Pt. YC—Lake St. Clair

- 18—DETROIT, MI—Detroit, BC—Lake St. Clair
- 20—PICKNEY, 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: Richard A. Baugher

- 1584 Mt. Pleasant St. NW
N. Canton, Ohio 44720
- District Champion: Paul Blonski FS 2843

- 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
- District Champion: Dwight LeBlanc III FS 1992

- 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 Cotele 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

- R.R. Box 128
Mount Vision, NY 13810
- District Champion: Wendell A. Gallager FS 30

- 35—CHAUTAUGUA, 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

NORTHEAST DISTRICT

Governor: Walter D. Keleher

- 40 Court Street
Boston, Mass. 02108
- District Champion: Bill Bazley and Chuck Winans

- 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: Robert Helledale

- 21 Shoal Point Road
Riverside, CT 06878
- District Champion: Jack Orr FS 1497

- 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: Richard A. Dewell, Jr.

- 3935 Livingston St. NW
Washington, D.C. 20015
- District Champion: Harry Carpenter

- 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. Hallem Walker

- P.O. Box 2185
Davidson, N.C. 28036
- District Champion: Hap Crowe FS 2720

- 27—ENDERSON, 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

MURPHY & NYE SCOT SAILS

WIDE GROOVE*

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

This is the basic design goal for every suit of Flying Scot sails Murphy & Nye produces.

We take the guesswork out and leave the driving to you

Call or write Jeff Baker at
312/384-2828.

MURPHY & NYE

SAILMAKERS



2243 N. Elston Ave.
Chicago, Illinois 60614
Phone: 312/384-2828

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

Caveat Emptor

(If you have a Flying Scot or Scot equipment to sell, we'll be glad to advertise it in *SCOTS N' WATER*. The charge is \$5 for each insertion, and the deadline is the 15th of the month prior to the month of publication. Send copy and check to Dick Elam, *SCOTS N' WATER*, Box 8, Chapel Hill, NC 27514.

FS 156—Customeflex; main, jib and spinnaker, trailer (spare tire and mount), cover, motor bracket, 1½ hp Evinrude, spinnaker pole, oars. Price: \$2500

John L. Gray, 4554 Starret Road, Columbus, Ohio 43214, Phone 614/268-1772.

FS 1431—Lofland hull (painted green; white deck). New Schreck main, jib. Old Schreck main, jib, spinnaker. Competitive boat speed. Tilt trailer, 7 hp OB, running lights, lifting bridle, anchor, extras. Moving to England, wife won't crew. Price: \$2450.
S.B. Foote, Rt 2, Box 33, Niceville, FL 32578. 904/678-2777.

FS 942—Douglass green hull and deck. Ulmer main, jib and spinnaker. Rigged for racing, some Harken blocks. Pamco tilt trailer, spare tire, cover, spinnaker pole, lifting bridle, life jackets, anchor and paddle. Dry sailed and winter stored indoors—Good condition. Price: \$2700

Tony Siros, Chicago, IL. 312/447-8451

FS 1270—Customflex, blue hull, white deck; two suits of sails, Schreck, Thomas; spinnaker; full cockpit cover; motor bracket; anchor; Harken fittings; Pamco tilt trailer with spare; dry sailed; good condition. Price: \$3300

Robert Pitt 574 Stublyn Rd., Granville, OH 43023, Phone 614/587-4426

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

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

STAINLESS 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 1360—Douglass, light blue hull, white deck; three (3) suits of sails, Boston, Cameron, and Ulmer; two (2) spinnakers; two (2) masts; Harken Blocks; galvanized trailer, completely rigged for racing; minimum weight. Price \$3675.

Marvin J. Fontenot, 5389 Forest Brook Parkway, Marietta, Georgia 30067. Bus. Phone 404/393-0271, Home Phone: 404/992-4390.

FS 2270—Douglass yellow hull, off white deck. Dry sailed, Cameron sails and spinnaker. Harken race equipment. Fil boat cover and cockpit cover. H.D. galvanized Sterling trailer with extra wheel. Spruce spinnaker ple, boom vang, internal boom outhaul, etc. Excellent condition, Dry winter storage. Price: \$4250.
Bill Kelly, St. Louis, Mo., Evenings: 314/965-2442

FS 391 DOUGLASS—dark blue hull, white deck. Murphy & Nye main, jib, spinnaker. Trailer. Fully equipped. Just donated to Girl Scouts, but we can't use her. Price: \$2500 or best offer. Wilmette Mariner Girl Scouts, c/o Rosalind B. Schmitt, 120 Woodbin Wilmette, Ill. 60091. Home 312-251-1205; Business 312-498-6300 ext. 2370.

C-Class celebrates their 100 years

By Sandy Douglass

For the annual Flying Scot family night at the Deep Creek Yacht Club, the members of the Century Fleet put on a skit which brought down the house. We had a dozen couples in the chorus line, all

dressed in bright yellow tee shirts with C-Class across the front, and doing what I might call a buck and wing, after each chorus; all sung to the tune of "Bell Bottom Trousers".

Art Nicholson dreamed up the idea and the fleet thought up the verses.

To the tune of "Bell Bottom Trousers"

We are the C Fleet
Our start is last
Move over B Fleet
And let the sailors past
(Change "B" to)
A-Rebel & Jet)

Verse 1
There used to be one Yacht Club
The only place to race
Mostly there were Rebels
And Snipes to set the pace

Chorus B
Along came Sandy Douglass
Whose Thistles were so hot
And Jet 14's for nimble folks
Then finally the Scots

Verse 2
Now we have 2 Yacht Clubs
Where all of us can play
The Thistles and the Snipes
Have gone their merry way

Chorus A
The Scots split into 2 fleets
We call them A & B
Now we have the C fleet
Which stands for Century.

Verse 3
We only sail on Sunday
One race is all we need
To show the other sailors
Our gusto and our speed

Chorus Jets

We haven't lost our prowess
Though ancient we may be
We have to be 100
To participate in C

Verse 4
Of course we all get thirsty
Upon the briny sea
So we meet for cocktails
Alphabetically

Chorus Rebel

The moral of this story
As you can plainly see
Hang in there long enough
And join our revelry

Need Any Parts For Your Scot?



- We have the largest Scot parts inventory anywhere
- We ship within 24 hours of receipt of your order
- We ship open account to any Scot owner

Call 301-334-4848, Monday-Friday between 8 a.m. and 4 p.m.
Saturdays 9 a.m.-11 a.m., or write

GORDON DOUGLASS BOAT CO., Inc.

Deer Park, Maryland 21550



Builders of the

FLYING SCOT®

Introducing



of Sailing Terms

Continuing

It was "all in the wrist" for the 1st and 3rd placers in the Challenger Division at the 1978 North Americans, in the Championship Division it was 3rd and 5th. The common ingredient was **Goldsmith Sails**.

Bruce Goldsmith

Sails by Goldsmith
P.O. Box 409
Lake Geneva, Wis. 53147
414/248-0222
Open 24 hours
Sails available from stock.

Adding pleasure to windy sailing

by Don Botting

I don't race, nor do I cruise my Flying Scot, but I do greatly enjoy high performance sailing and rarely miss an opportunity to sail. Describe my type of sailing as pleasure sailing.

There are some conditions that take the pleasure out of pleasure sailing, one of which is considerably more wind than needed. Trying to keep a boat upright in high winds can turn pleasure sailing into survival sailing.

Attempting to turn survival sailing into pleasure sailing, I first followed the advice given by various writers in **Highlights of Scots n' Water**. First, I moved the jib fairlead aft, freeing the head of the jib, theoretically reducing heel. I can't argue with the theory, but I can say if there was any reduction in heeling, I couldn't detect it. When the boat is threatened with capsize in high, gusty winds, freeing the head of the jib is about as effective as a peashooter against an elephant. In short, it is still survival sailing.

The next step, quite naturally, was luffing the main sail. This does greatly reduce heeling—too much sail area potentially exposed to high winds—but there is still great danger of capsize. And while some people may find it pleasant to sail with half the mainsail trying to flog itself to ribbons, I don't. It's still survival sailing.

Still following advice found in **Highlights of Scots n' Water**, The next step was to remove the jib, sailing with the mainsail only. I tried this a few times only to find the reduction in heeling negligible, if not non-existent. I found that I still had to luff the main considerably to keep the boat upright, and, to make matters worse, without the jib the boat didn't want to go. So the net effect of this exercise was a slow boat to windward, threatening to capsize in each gust, with the mainsail trying to flog itself into an early retirement. No pleasure in that.

Finally, one day, after being blown off Grand Traverse Bay, I tried the technique that seems to be discouraged, ignored in **Highlights of Scots n' Water**. With the jib up, I roller reefed the mainsail almost down to the bottom batten. After being blown off the water while sailing with the main only, the effect of reefing was unbelievable. The boat stayed on its feet. It pointed well. It moved fast. It was comfortable. It was pleasure sailing.

Since that time, I have spent many pleasant hours sailing my Flying Scot with a roller reefed mainsail. In

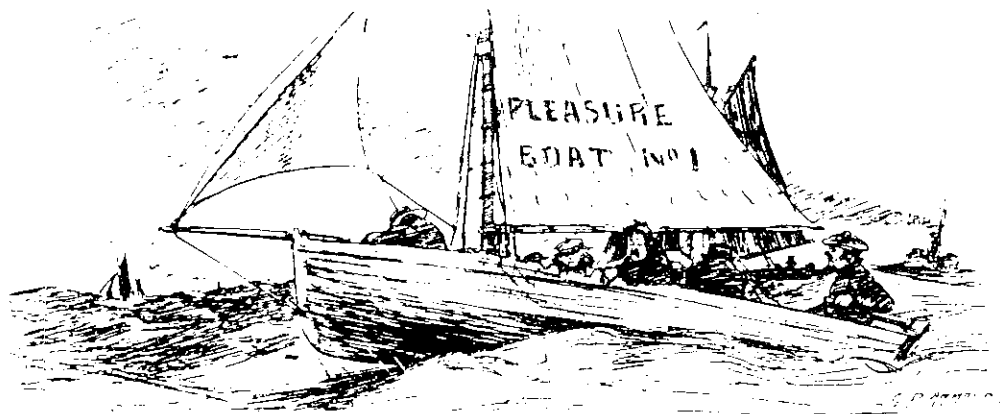
doing this, I have developed the steps below that I take to insure pleasant sailing in high velocity winds. I have also found an improved method of roller reefing the Flying Scot. (More about that later.)

Moderate High Velocity—As everyone knows, flatten the jib and main by tightening the jib and main halyards. Most important, **sheet in the jib as hard as you dare**. At this point, a flat jib seems to reduce heeling considerably.

High Velocity—Roller reef the main down to, **but no farther than**, the bottom batten. Reefing the main any farther with the jib up makes it impossible to luff into a gust while easing the main sheet, inviting capsize, as the jib will pull the bow to leeward.

Very High Velocity—Lower the jib. Sail with the reefed main alone, usually rolled to near the bottom batten. If you still can't keep the boat on its feet, remove the batten and roll the main down to suit . . . or get off the lake. I've sailed in winds where we planed on a board reach using roller reefed main only. The same day, the two of us easily out-pointed and passed a 17-foot daysailer with a crew of four using both full main and jib.

Finally, I've found that there are some disagreeable things that happen when the mainsail is rolled around the boom, two of which can be improved considerably by releasing the tack from the boom before rolling. Releasing the tack from its pin on the boom allows



the foot and leech to roll down a little ways before the luff begins to roll. This technique removes much of the excess draft common to roller reefing by rolling some of the baggy foot around the boom before the luff begins to roll. While the sail still isn't flat, I believe that you will find it more shapely. And it's easier and neater than rolling sail bags, towels, etc. into the foot of the sail.

The second effect of this technique is to raise the after end of the boom. Before using this technique, I found that the more I rolled my main, the closer the end of my boom came to the deck until it reached a point where I couldn't sheet it down at all. I've never heard of anyone else with this problem, so perhaps its unique to my particular mainsail.

Two insurmountable problems that I have found in roller reefing are giving up mid-boom sheeting (which I prefer) and giving up the vang, reducing performance off the wind. And that's why I'm going to install jiffy reefing this year . . . for even more pleasant, comfortable, high performance sailing.

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

Dick Gregory with Douglas and Jim Gregory demonstrate the agony of being outside at the jibing mark. Their Flying Scot 2589 gives room to FS 2110 sailed by Macon Singletary and FS 2467 (mast visible) sailed by Len Saari, while Seymour Herman trails in FS 2428.



After the turn FS 2467 blankets FS 2589 while FS 2428 sails higher to gain and pass. 1978 NAC photos by Ed Caroe, Old Greenwich, Conn. taken at 1978 NAC.

MY ADDRESS LABEL IS NOT CORRECT

My correct name and address follows:

Name _____

Street _____

City _____

State, Zip _____

Send Form 3579 to:
P.O. Box 11187
Columbia, S.C. 29211

Second Class Postage Paid
at Columbia, SC 29211
and Additional Mailing Office