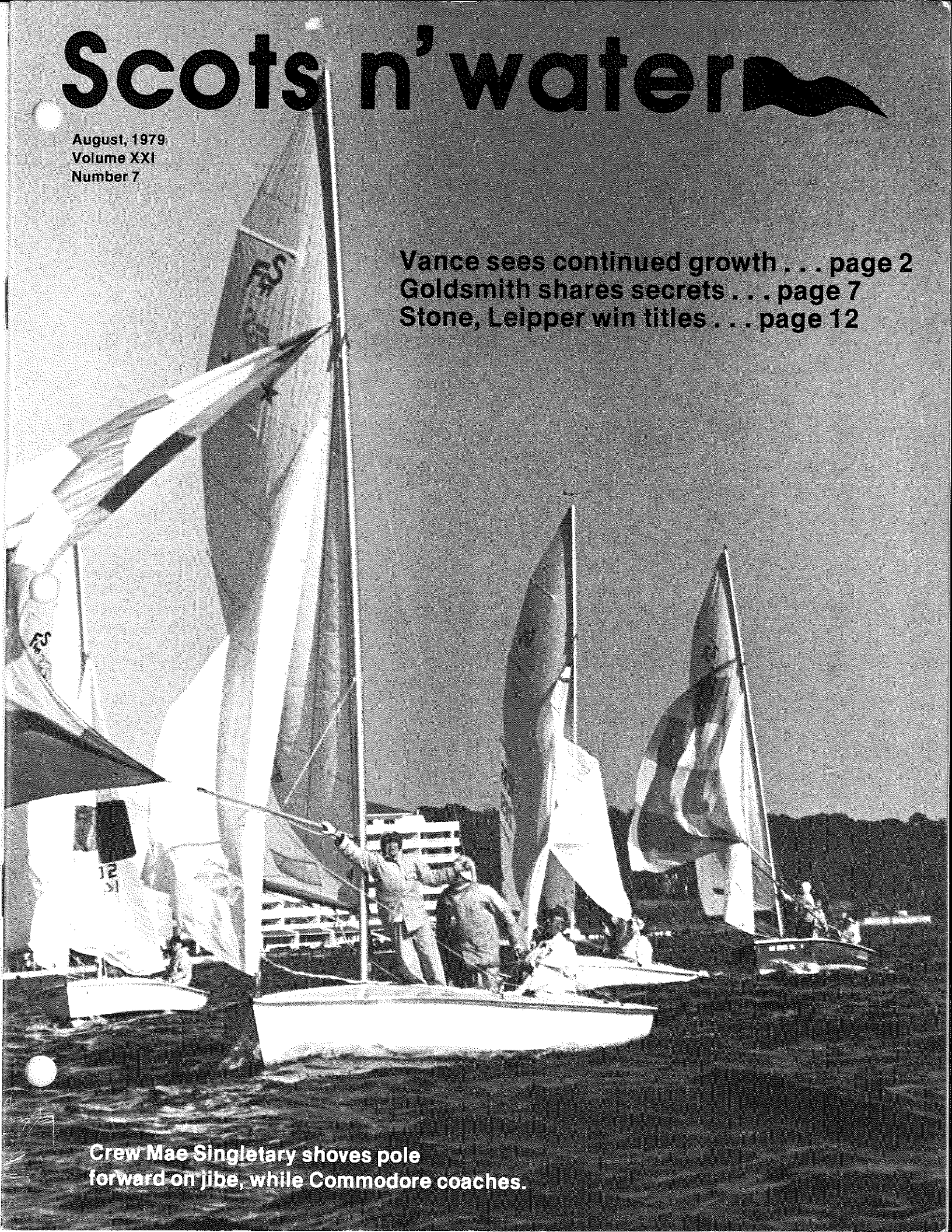


Scots n' water

August, 1979
Volume XXI
Number 7

Vance sees continued growth . . . page 2
Goldsmith shares secrets . . . page 7
Stone, Leipper win titles . . . page 12



Crew Mae Singletary shoves pole forward on jibe, while Commodore coaches.

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. Pollak, 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
Fl. 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) 919/967-4543

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

Copy Deadline: 15th day of month preceding publication.

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

Volume XXI, No. 7, 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

Vance predicts more growth



By Bob Vance

With these two mixed emotions I greet the end of my term as President of FSSA:

Happiness the class will continue to grow under the leadership of your new President, Donald C. Hott, and your other fine officers; and sadness to miss the day-to-day excitement of working with the outstanding one-design class in the United States today.

Nineteen years is a long time. My first Scot was #80, bought second-hand in 1960; then came #1122 and finally #2700, which Pat and I sail today. The Flying Scot class has come a long way in 19 years: from about 100 boats to over 3,500 today. Membership in FSSA has risen to about 1,500 today.

Our class seems assured of continued growth with the selection of the Flying Scot to be recommended as the three-man boat for SMYRA (Southern Massachusetts Yacht Racing Association). With 43 Member-clubs, SMYRA offers great opportunity for the Flying Scot in the years to come.

Ed Eubanks came aboard as FSSA Executive Secretary during my tenure as President. We are indeed fortunate to have a dedicated professional like Ed handling day-to-day details for FSSA. Ed is currently investigating what is necessary for FSSA to gain tax-exempt status.

I'm pleased to have organized two Flying Scot Cruises in the Caribbean: first in the Virgin Islands in Carib 41's and then last year in the Grenadines in CSY 44's with 11 boats and 66 people participating. If there is enough interest, we may plan another cruise for February or March 1981.

Our one-design concept has remained strong during the past two years. Jack Seifrick as Measurer has continued to beat back all assaults. Jack is now selling his Scot, and we will miss his steadfastness. He says he'll be back in a few years. I hope so.

This year's NAC at Lake Carlyle will be the first one that Sandy Douglass has ever missed. (He will be in Europe.) We all owe him a debt for building such a fine boat and then giving us the guidance to help maintain it strictly one-design.

Your Executive Committee and Board of Governors deserve credit for a job well done. In particular, I want to thank Bill Singletary, Don Hott and Mike Johnson for their help and counsel these past two years.

Finally, it is all of you as members that make FSSA great. Flying Scot sailors are a terrific group. I've never met a Flying Scot owner I didn't like.

So thanks for an exciting two years—and I look forward to sailing Scots for many more.

Happy Sailing,

Robert F. Vance
President, 1977-79

Seifrick resigns Measurer, refers standardization

Jack Seifrick resigned as Measurer.

In a letter to the Measurement Committee and to Flying Scot officers, Seifrick said he planned to sail another, larger boat "for the next several years."

Seifrick listed two items for review at the summer measurement committee meeting:

1. Standardization of Flying Scot specifications, and
2. Ruling requests from Fred Tears of Dallas.

No new suggestions will be offered on standardization except correspondence from Sandy Douglass, Seifrick wrote.

"Sandy restated what he has been saying all along, the boat should be rigged as Douglass designed it years ago with perhaps grudging support of mid-boom sheeting. . .

"This item is obviously going to be a continuing controversy within the Class and I see no simple solution. Perhaps the builders should pay a consultant to rewrite the specifications," Seifrick wrote.

Tears raised questions about handlines, center-board attachment, and the ability to measure two boats at the North American Championships then choose which to race. Only one boat would be measured was the decision of NAC judges.

Letter to Editor

To the Editor:

Dear Richard,

After reading Dave Greiner's article in the May 1979 "Scots n' Water," I feel it my duty to point out that Tom Ehman's fine article and photos appeared in the "Yacht Racing/Cruising" series, "From the Experts". "Yacht Racing/Cruising" has always been a strong supporter of the Flying Scot as a fine competitive boat and a well-organized one-design class. And as a former representative of the class as Tom Ehman's crew in the 1976 Championship of Champions, I feel I would be remiss in not pointing out Dave's error.

The newsletter looks great. Keep up the good work.

Sincerely, Major Hall

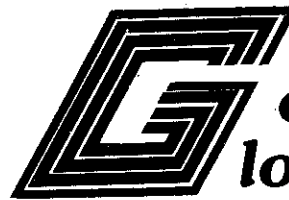
Flying Scot Builders

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

Continuing



oldsmith's
lossary

of Sailing Terms

Going Vertical— Webster says vertical is "specifically applied to that which rises in a straight line so as to form a right angle with the plane of the horizon." In racing, "Going Vertical" is being able to eat out to weather with no loss in boat speed.

At the recent Midwinters, our sails enabled us to "Go Vertical" on the weather legs while maintaining equal or superior boat speed. Our latest design will make you point higher, go faster and "go vertical" over the competition. *Nuff said!*

Get ready to bring home the silver!

Call or write us today!

Bruce Goldsmith

Sails by Goldsmith

P.O. Box 409
Lake Geneva, Wis. 53147
414/248-0222

Open 24 hours
Sails available from stock.

17 YEARS OF SAILMAKING EXPERIENCE



Schurr Sails won the Mid-Winters.

Six months before, Schurr Sails finished second in the North American Championship, and a Schurr spinnaker flew at the mast of the champion. Schurr sails won the Cock-of-the-Walk, a premiere Gulf Coast championship.

To make sure that you can fly the same winning sails on your Flying Scot, we keep precise records of sail design. Your suit of Schurr Sails will be cut to the winning design. We check your sail against our championship templates. Nothing's certain, but with Schurr Sails you can be sure.

Please Ship to:

Name _____

Street _____

City _____ State _____ Zip _____

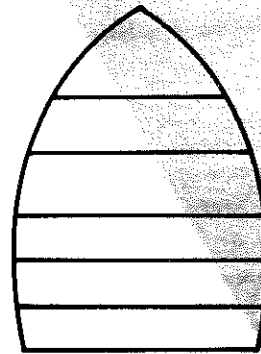
Phone _____

Scot Number _____

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

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

Spinnaker Colors:



Red Blue Black

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

DEALER INQUIRIES INVITED

Flying Scot Fleet 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
 - 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
 - 135—CHAMPAIGN, IL—Clinton Lake

PRAIRIE DISTRICT

Governor: Keith Hall

3320 East 54th Street
Tulsa, Okla. 75135

District Champion: Bob Stone FS 1120

- 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 Matoney
- 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
- 132—ABILENE, TX—Phantom Hill Lake
- 138—SEABROOK, TX—Galveston Bay

PACIFIC DISTRICT

Governor: to be appointed

- 40—INVERNESS, CA—Tomales 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—Guil 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: Jack Leipper, FS 1858

- 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 Cottle 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. John's River

NEW YORK LAKE DISTRICT

Governor: Richard Allen

R.R. Box 128
Mount Vision, NY 13810

District Champion: Wendell A. Gallagher 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
- 130—LAKEWOOD, NY—Chautauqua 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 Helfendale

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—Faritan Bay
- 125—LIVINGSTON, NJ—Lake Hopatcong

CAPITOL DISTRICT

Governor: Richard A. Newell, 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
- 139—HANOVER, PA—Lake Marburg

CAROLINAS DISTRICT

Governor: Dr. Hallem Walker

P.O. Box 2185
Davidson, N.C. 28036

District Champion: Richard Schultz, FS 1885

- 27—HENDERSON, NC—Kerr Lake Reservoir
- 48—CHARLOTTE, NC—Lake Norman
- 71—ROANOKE, VA—Smith Mountain Lake
- 78—MOREHEAD CITY, NC—Boogie Sound
- 108—SOUTHMONT, NC—High Rock Lake
- 134—HILTON HEAD, SC—Hilton Head Island
- 126—GREENSBORO, NC—LAKE TOWNSEND

Sponsored By FSSA

Wally Lineburgh's Insurance is Different!

1. Every Flying Scot is insured for \$4600 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, trawling and ashore year round anywhere in the U.S. and Canada.
5. Reimbursement for loss is "New or Old" with a \$100 deductible. No depreciation taken even on sails and covers.
6. Medical payments provided up to \$2000.
7. Your Homeowners Liability automatically provides bodily injury and property damage liability.

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.

1979 Premiums are as follows:

Area 1: \$81.00 per year. Inland lakes and rivers of the U.S. including the Great Lakes and Chesapeake Bay.

Area 2: \$149.00 per year. South Atlantic Coastal and tributary inland waters below the North Carolina/South Carolina state line including the Gulf Coast.

Area 3: \$119.00 per year. North Atlantic Coastal and tributary inland waters above the NC/SC state line.

Area 4: \$88.00 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



At the Rounding— FS 1198 trims, while Rick Zern's crew in FS 116 fishes in spinnaker and Bill Davis in FS 49 charges windward. Kelson Elam, Skipper of FS 1198, won the European Flying Dutchman championships in July.

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 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."

Goldsmith shares secrets

To accelerate Flying Scot: heel before puff, roll, trim

By Bruce Goldsmith

I want to talk about the amount of wetted surface on the bottom of the Flying Scot. The Scot is a big, broad, comfortable, family racing boat with ample surface. But too much surface is bad in light to medium conditions. So, one way to get the surface out of the way is to heel the Scot, like Sandy Douglass says.

Sandy has won enough races in this boat. He knows what he is talking about. And I think what he said about 15 to 17 degrees heel, he meant for conditions that were light to medium.

Along comes a puff that will be 10 knots. What are you going to do about this puff? The main thing we want is to accelerate our Scot as much as we can in that puff. We can use speed that we develop for the next 2½ minutes when the boat has a lot of momentum.

So how do we accelerate the boat?

First of all, we heel the boat a little bit too much just before the puff. That's like winding up the motor, giving it some potential energy.

Here we are heeled, the sheets eased a little bit too much, and the puff hits. We roll the boat back to windward, pull the mainsheet in slightly (we make sure we don't pinch the boat), and the boat jumps up and goes from ¾ knot to 2½ knots. We let the Scot glide a little bit. Then we heel the boat back a little bit again, and if the puff is still there, we do it again. The boat jumps to 3½ knots.

This trimming is not called rocking, ooching and pumping. It is good sailing to accelerate the sails. In other words you don't let the wind do everything to the sails, you let the sails do something to the wind—the equal and opposite reaction for two forces coming together. If the wind is blowing this way at six and the sails are moving at six, it is like seeing it at twelve, and that is what you need to accelerate the Flying Scot.

By comparison, trimming the jib is not as critical as trimming the mainsheet in the light, accelerating up-and-down, conditions. You can almost trim the jib as hard as you can in any condition except very light airs. We tend to also trim the jib from the weather side (lazy sheeting) a little bit to get the lead proper for the way the boat is designed.



In other words, the boat is designed, I think, for about 18 to 19 degrees for the jib lead. And that is very, very wide as compared to most boats. Therefore, to trim the jib at 18 to 19 degrees, the front end of the jib has to be cut very flat. If you cut the jib very flat, then you take some of the drive, some of the acceleration, out of the jib. We don't want to go quite to that extreme, so we cut the jib a little bit fuller forward, and trim the jib a little bit further inboard. Particularly in conditions where we have the boat up to speed, and we want to point a little higher.

In any sailboat, once you get the boat up to speed and accelerated, then your next goal is to point the boat higher at the same speed. These are the sailors who win the races. They accelerate. Then they go high until they almost stop. Then they ease off and accelerate again. It is kind of like a galloping horse.

So, as you accelerate with the jib in the outboard position, you then trim the jib to weather a couple of inches with the weather jib sheet. That trim tucks in the bottom of the jib, brings the whole front end of the jib in so that the jib doesn't luff, makes the jib a little bit fuller, gives the Scot a little bit more acceleration and makes the point point a little higher.

You have to think in terms of using the potential energy that the boat has.

If the boat get up to speed, it won't go any faster because it has reached hull speed. The hull speed of the Scot is probably 4. something. Once the Scot reaches 4. something, then you have to do something to the shape of the sails and the way you steer the boat to take that speed higher so you can get to the weather mark sooner.

By the same token if the boat is going very slowly, and you are trying to stick it so high that the boat won't go, then you have got to think in terms of laying the boat off to accelerate. If you put that thought in your head, 90 per cent of us will do better 100 per cent of the time.

(Editor's Note: Championship sailor and sailmaker, Bruce Goldsmith made the above remarks during a speech to Fleet 27 meeting this year in Raleigh, N.C.)



The Speed Doctors Have the Winning Combination

Radial Spinnaker

Our radial spinnaker has been improved to provide you with better reaching ability than ever before.

All Purpose Main

Our already fast main has undergone some refinements to make it the fastest ever.

New Jib

Our jib design is brand new as of mid-summer. It has more power and pointing ability than anything before.

*Over 40 years making the best sail
your money can buy.*

Write or Call Richard Stearns:
2234 N. Elston Avenue
Chicago, Ill. 60614
(312) 384-2828



FOUNDERS in 1958—This group met in Lima, Ohio, in 1958. The Constitution. Two charter members of Fleet 1, Dick Peake and identified six of the 28 pictured. Others need to be identified. Known as Jane Melville, 3—Mrs. Mary Douglass, and 5—"Sandy" Douglass. 4—John Melville and 5—Dick Peake. If others can be identified, please contact the author.

Fleet 1 celebrates

By Jerry Gintzer

The first fleet, Flying Scot Fleet 1, formed in October, 1958.

To celebrate that event Sandy Douglass came to Cin-



Sandy Douglass discusses race tactics.



The group developed the Flying Scot Sailing Association and John Melville attended. Fleet 1 members have identified, first row seated, 1—Mrs. Phyllis Peaje, 2—Mrs. Douglass. Identified in the second row are left to right, please write Editor, Scots n' Water.

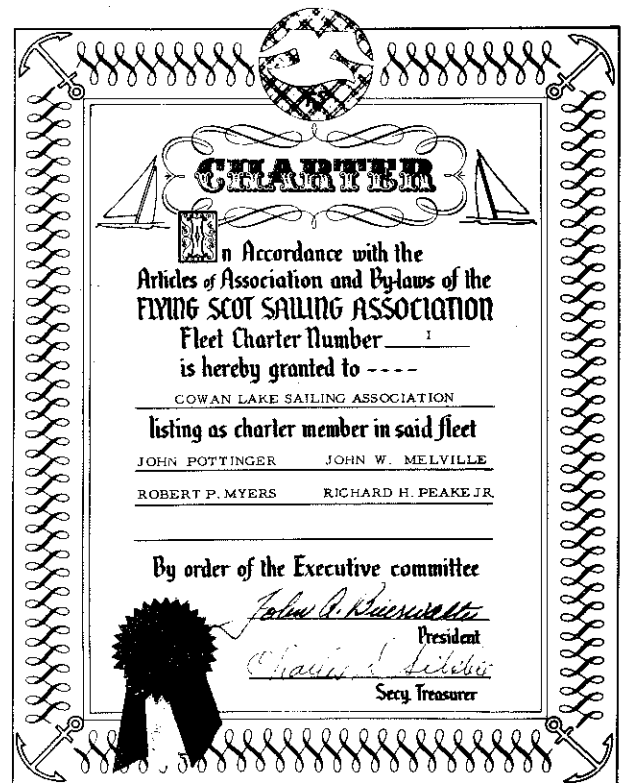
'58 beginning

Cincinnati last September. He participated in two days of training, sailing and fun. Former FSSA President, Bill Claypool hosted Sandy.

As a result of the regatta, the Cincinnati Enquirer Magazine featured Douglass and Fleet 1. In the four-page article, complete with color photographs, the Enquirer writer praised Douglass as the epitome of one-design racing.

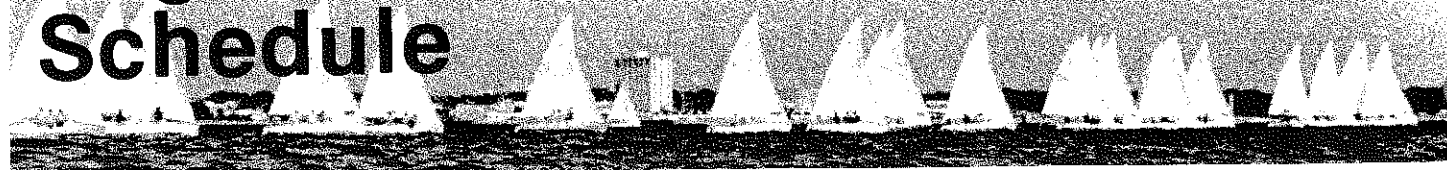
The highlight of the 20th celebration was a handicapped regatta including Scots, Thistles, and Highlanders. While the hot Thistle sailors at Cowan Lake swept the top three positions, Sandy took first place among the Flying Scots.

Fleet 1 also announced it would host the first "Ohio Valley Regatta" to be held at Cowan Lake in Wilmington Ohio, on September 8-9.



First Fleet Charter

Regatta Schedule



Aug. 25 & 26—Hoop Hole Regatta, Morehead City, NC.

Sept. 1-2—McDougall Regatta, Harbor Island Yacht Club, Old Hickory Lake, Nashville, TN.

Sept. 1 & 3—High Rock Labor Day Invitational, High Rock Yacht Club, High Rock.

Sept. 8 & 9—Black Beard Invitational, New Bern, NC.

September 8-9—Ohio Valley Flying Scot Regatta, Cowan Lake, Ohio.

September 8-9—Hoosier-Wolverine Hot Scot Regatta, Huron-Portage Y.C., Pinckney, MI; contact Steve Emerson, 2127 Glencoe Hills #10, Ann Arbor, MI 48104. (313) 973-9871.

Sept. 15 & 16—Mayor's Cup, Lake Townsend, Greensboro, NC.

September 15-16—Glimmerglass Regatta, Otsego Sailing Club, Cooperstown, NY.

September 29-30—Autumn Regatta Invitational, Skaneateles Sailing Club, Skaneateles, NY.

Oct. 6 & 7—VISA, Smith Mountain Lake, Va.

Oct. 6-7—Grand Annual Cave Run Regatta, Cave Run Sailing Association, Cave Run Lake, Lexington, KY.

Oct. 13-14—Oktoberfest Regatta, Percy Priest Yacht Club, Percy Priest Lake, Nashville, TN.

Oct. 13-14—Gulf Yachting Association Flying Scot Championship, St. Andrews Bay Yacht Club, Panama City, Florida. Contact Allen Douglas (office 904-763-6623 or home 904-785-7500).

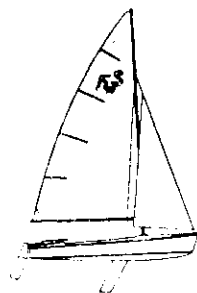
Oct. 27-28—Gulf District Championship, Dixie Sailing Club, Lake Martin, Alabama. Contact Parker Smilie (office 205-263-3468).

October 27-28—Flying Scot—Y Flyer Regatta, Gulf District Championship, Dixie Sailing Club, P.O. Box 6108, Montgomery, AL 36106.

Nov. 2-4—Annual Wurstfest, Lake Canyon Yacht Club, at Lake Canyon, Texas. Contact: Bob Killian (office (512) 826-2577).

Nov. 10-11—5th Annual Sandy Douglass Regatta, Jacksonville, Fla.

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.

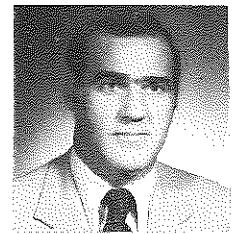
Deer Park, Maryland 21550



Builders of the

FLYING SCOT®

Secretary suggests charters to solve gasoline shortage



By Ed Eubanks

The gasoline shortage may be taking the wind out of sails, but here's a solution.

We have had a number of telephone calls from Scot skippers who had planned on towing their boats to their vacation sites, but now worry about the gasoline situation. We have been able to get these folks in touch with various local Fleet officers who might be able to arrange charters. This would be an interesting service the association could perform for members.

FSSA couldn't get involved in fee collecting, etc., nor would we assume any responsibility, but we could get two parties together for mutual benefit. If you would be interested in making your boat available for charter to other FSSA members, drop us a line and we will put this information into the computer. Then, those who want to charter a Scot could call and we could give them your name. Naturally, this is a "hassle" that you could do without—whether you are

the lessor or the lessee—but chartering could work both ways and it would save gas. Let us know if you want to participate.

Welcome New Fleets. The Flying Scot Sailing Association continues to grow with the chartering of several new fleets within recent weeks. We welcome these Fleets and wish them Happy Sailing:

Fleet 138: Galveston Bay, Seabrook, Texas. Charter Members: Don A. Blume (2530), Houston, TX; Bill Berry (1327), Deer Park, TX; Chris A. Ward (601), Houston, TX; Bill Pokorny (1221), Houston, TX. Berry is Charter Secretary.

Fleet 139: Lake Marburg, Hanover, Pennsylvania. Charter Members: William Keeney (180), Registertown, MD; Armand Angulo (2596), Chambersburg, PA; Eugene Mittel (377), Hagerstown, MD; Raynard Patterson (1244), Hagerstown, MD; and Edward Lehr (2533), Hampstead, MD. Keeney is Charter Captain and Angulo is Secretary.

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

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

Stone wins Prairie title

By Keith R. Hall

Bob Stone, Fleet 59, won the 1979 Prairie District Championship in Flying Scot 1120. His wife, Janice, and daughters, Kim and Teena, crewed.

Fleet 59 hosted the June regatta at Windycrest Sailing Club, Lake Keystone, Tulsa, Oklahoma. Race Committee Chairman, Charles Froets, and his crew from Windycrest did a super job in setting the courses and handling the races.

Thunderstorms and heavy rain that blanketed the area Friday night and Saturday morning cleared away, and the races Saturday were sailed in 16 to 28 knot southerly winds. A cold front moved through the area Saturday night, and Sunday's race was sailed in a beautiful 12 to 18 knot northerly breeze.

	Sail No.	Race 1	Race 2	Race 3	Total
1. Bob Stone	1120	¾	¾	2	3½
2. Keith Hall	2243	2	2	¾	4¾
3. Hillis Eskridge	2157	3	3	11	17
4. John Brandon	2082	5	4	11	20
5. Chuck Jones	2083	9	10	3	22
6. Dick Shaughessy	1118	4	10	11	25
7. Rod Tillotson	1963	6	10	11	27
8. Peter Vogel	537	7	10	11	28
9. Larry Blake	1649	8	11	11	30

Leipper cops Ohio district

By John Busch

Jack Leipper won the Ohio districts.

Cloudy skies and light air provided background for the Flying Scot Ohio District Regatta held June 16-17 on Berlin Reservoir. Fleet 19 hosted.

The very light air of the Saturday morning race completely disappeared and the afternoon race was cancelled.

Back-to-back races on Sunday morning in 6 to 8 knot winds ended the regatta with the following results:

Skipper	Boat No.	Race 1	Race 2	Race 3	Total
1. Jack Leipper	1858	1	3	5	8¾
2. Jack Selfrick	3288	9	1	1	10½
3. John Busch	3175	3	4	7	14
4. Paul Blonsky	2843	5	10	2	17
5. Jack Stewart	1342	2	15	4	21

New skippers join Flying Scot

FS#	Dist	Fleet	Name	Address	City	State	Zip
2519			R. M. Williams	9 Narrow Brook Road	Weston	CT	06883
2089			Ronald S. Holliday	1333 Balfour	Grosse Pointe Park	MI	48230
3155	M-O	16	Wm. B. McIntyre, Jr.	1130 Parker	Detroit	MI	48214
3136	Capitol	137	James D. Jacques	707 Weymouth Court	Virginia Beach	VA	23462
1709			Gordon H. Stone	6 Linwood Avenue	Riverside	CT	06878
2497	Gulf		Robert M. Beazley	1736 Robert Street	New Orleans	LA	70115
3345	GNY	31	Harold W. Bayard	5 Liberty Place	Edison	ND	08817
3302	M-O		James Collins	RR3	Caledon East	Ontario	LONIEO
					Canada		
3036	GNY	46	Brian Schnee	372 E. Bay Drive	Long Beach	NY	11561
3305	Mid-E		Gary MacCarthy	7817 Woodpark Blvd	Woodbury	MN	55119
3382			Henry V. Graham	4228 Antietam Drive	Birmingham	AL	35213
2467	GNY		Henry I. Bryant	12 Dorchester Lane	Riverside	CT	06878
3375			Mrs. Shirley A. Tilden	9104 Prestondale Lane	Richmond	VA	23229
2921	Gulf	118	William L. Lewis	119 Bolton Lane	Columbiana	AL	35051
299	GNY	10	Francois G. Verglas	400 E. 85th Street	New York	NY	10028
			Paul J. Ahearn	21 Longmeadow Road	Belmont	MA	02178
1110	GNY	7	Michael R. Smith	69 Indian Head Road	Riverside	CT	06878
2049	Mid-W	68	Robert Applegate	The Windings, RR #1	Prairie du Sac	WI	53578
2111	NY Lakes	43	C. Timothy Woods	3191 Pepperwood Bend	Marcellus	NY	13108
2525	Car	27	Dr. Andrew L. Finn	2028 Pershing Street	Durham	NC	27705
			Fay Adams	216 Cambridge Road	Woburn	MA	01801
2769			Charles T. Post, Jr. M.D.	69 Court Street	Plymouth	MA	02360
3123	NE	105	Peter L. Goedecke	374 Atlantic Avenue	Cohasset	MA	02025
1812	Gulf	55	Tom Davis	250 S. Sage, Apt. 212	Mobile	AL	36606
3374			Stephen Cenedella	1530 Buffalo Street	Franklin	PA	16323
1274			Ken Johnson	c/o Tech Service, 20 AOP Plaza	Des Plaines	IL	60016
3349			Dave Steed	10300 Shiloh Street	Fairfax	VA	22030
3338	GNY	31	Harry J. Rebeck	1125 Grant Avenue	Burlington	NJ	08016
3199			Bill Giles	9514 Beckham Drive	Richmond	VA	23235
			David R. Burr	222901 E. 9 Mile Rd., Apt. M-8	St. Clair Shores	MI	48080
1838	Mid-W	25	A. Peter Hauptert, M.D.	615 E. Newhall Avenue	Waukesha	WI	53186
1614	GNY	46	Werner Roder	515 Van Coartlandt Park Avenue	Yonkers	NY	10705

Regatta reporting form for Scots n' Water

Mail results to Box 8, Chapel Hill, NC 27514

For example: see Carolina District Championship results below.

Place	Sail #	Fleet #	Skipper—home and Crew Names	Race 1	Race 2	Race 3	Race 4	Race 5	Total Points
1	1185	126	Dick Schultz, Reidsville, N.C. Crew: Skipper Schultz	1	1	8	10	7	26½
2	2836	27	Paul Newton, Raleigh, N.C. Crew: Sharon Newton, Chip Stone	5	5	7	15	3	35
3	2748	27	Fred Stone, Raleigh, N.C. Crew: Georgette Stone	15	6	9	1	6	36¾
4	2070	48	Don Sweet, Mooresville, N.C. Crew: Jack Brown	2	7	DNS	6	1	36¾

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.

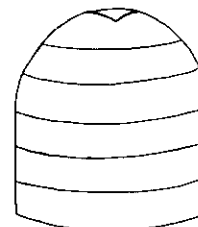
Name _____

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**

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 Caveat Emptor, *SCOTS N' WATER*, Box 8, Chapel Hill, N.C. 27514.

FS 1800—Customflex, white hull and decks. Three suits of sails, two spinnakers, sailed from lift, rigged for quick easy crewing, teak trim, outboard bracket (never used), cover, lifting bridle, trailer with spare. Excellent condition. Good sailing record. Fast Boat! Herb Miller, (219) 432-3209.

FS 156—Customflex built; main, jib and spinnaker; trailer (spare tire and mount), cover, motor bracket; 1½ HP Evinrude; spinnaker pole, oars. \$2,500. John L. Gray, 4554 Starret Road, Columbus, Ohio 43214. (614) 268-1772.

SAILS: Paul Schreck main and jib, Click Schreck spinnaker. Very good for day sailing and practice—\$140.00. Click Schreck main (with special flattening reef), jib, and radial spinnaker. Good condition—\$220.00 Click Schreck radial spinnaker. Very little use—\$80.00. Paul Schreck main and jib. Racing condition—\$200.00 These have been cared for privately owned sails. Larry Taggart, FS 2710, 5809 Memphis Street, New Orleans, Louisiana 70124.

FS 3228—Built August 1978, yellow hull/white deck, dry sailed/like new, full race equipped/minimum wt., heavy-duty gator trailer. Price \$4850. Jack Seifrick, Mentor, Ohio, Phone (216) 352-9311, ext 334, or (216) 357-5653.

FS 107—Classic gem of any fleet, completely refurbished hull inside and out, like new, white with red strip water line and blue trim line, New Schreck main and jib. New trailer, spinnaker, anchor, paddle and preservers. Everything in excellent condition ready to race. Price \$4250. Wynn Topley, Appleton, WI. (414) 734-4628.

FS 1486—Used 2 seasons in storage 7 years. Everything like new. 4 hp motor, Sterling trailer, 2 sets of sails. Price: \$3500. George Schott, Box 87, East Moriches, NY 11940. (516) 878-1083.

FS 1823—Customflex—blue hull/white deck. Two suits of sails—Boston and Murphy & Nye. Boston spinnaker. Whisker pole, vang, c'ham, centerboard painter take-up reel, outhaul, Haarken jib turning blocks, anchor, paddle, Tilt trailer with extra wheel. Boom crutch and boom tent. Winter cover and snow frame. Fresh water sailed. Price: \$3700. Robert Cooper, 44665 Gov. Bradford Rd., Plymouth, MI 48170. (313) 455-0782 evenings.

FS 1822—With trailer and sails. Price: \$2600. Bob Wilson, 3170 Mercier St., Kansas City, Missouri 64111, Office: (816) 931-6177, Home: (913) 642-2057.


FS 2908—Douglass. Yellow hull—off white deck—teak trim. Goldsmith and Schreck sails, multi-colored spinnaker (never used). Sailed approx. 30 hours. Never raced—stored indoors. British Sea Gull motor with carrying case. Sterling galvanized tilt trailer—spare wheel. Anchor with nylon line, motor mount, compass, cockpit cover, fenders, boat hook, many extras. New condition. D.D. Kinkead, 24208 Carmack Rd., Marengo, ILL 60152. Phone (815) 568-6456.

FS 3190—Customflex, white hull with red stripes, Murphy & Nye sails, Pamco trailer, completely race equipped including Harken hexaratchet blocks, Price: \$4500. (216) 364-5355. Tom Slane 47 Candlelight Lane, Dover, OH 44622.

Bud Dick wins Wisconsin Cup; Don Schultz, Heyl follow

By Connie Pfister

Honors for this years' Wisconsin Cup Regatta, held at the Milwaukee Yacht Club by Fleet 25, were taken by Neenah, Wisconsin boats.

First place went to Bud Dick, FS 1305, with Mary and Adrienne crewing; second place was taken by Don Schultz, FS 1901, (last years winner) and his crew Pat and Chris; third place went to Bruce Heyl, FS 2871, and his crew Carol and Dan. Ten boats participated. The first day's race was sailed in very light, variable wind. The second day, two races were sailed in fast races with 20-28 knot winds. Former Scot competitor, Don Ebarp, served on the Race Committee boat. One mishap: Scot sailor "Dad" Kuick, FS 1364 was taken over by his spinnaker. 

BATTENS—Floater—Unbreakable, tapered, floating, flexible, 1" wide smooth butyrate cover, glass rod core, set for main—\$12.85 delivered.

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 1395—Customflex; white hull-deck; condition excellent; MN main, jib and spinnaker; canvas cover, motor bracket. 3 hp Johnson OB, bridle; Pamco tilt trailer, spare wheel and tire. Price: \$3000. Dr. V.C. Wells, 4536 Longboat Lane, FT My, FL 33907. (813) 482-4771.

FS 22—Refurbished 1973. Two set of sails plus spinnaker and pole; motor bracket and 5 hp motor; trailer with spare; well equipped with Harken jib sheet blocks; extra life jackets, anchor, bow lights (battery), etc. Price: \$2500, D. Windhorst, 269 Sunset Key, Secaucus, NJ 07094; (201) 866-7229 or (201) 235-2038.

WANTED: Quality conditioned Flying Scot. Will trade 1972 Cadillac Eldorado convertible in similar shape. Worth \$3500-\$4000. Howard Berg, 26 N. Main St. Dolgeville, NY 13329. Phone evenings: (315) 429-3205.

Advertising rates for Scots n' Water

CAVEAT EMPTOR (Maximum 50 words)—\$5
Send written copy and payment to:
P.O. Box 8, Chapel Hill, N.C. 27514

DISPLAY RATES (per issue)	1 time	3 time	8 time
Full-page	\$130	\$105	\$80
Half-page	\$70	\$55	\$45
¼-page	\$38	\$33	\$30

Send ad copy to P.O. Box 8, Chapel Hill, N.C. 27514

Clearing the air

Flying Scot 1939, Doug Sansom skippering, leaves the crowd (top photo) to reach up and clear air. Charlie Fowler, FS 2086, reaches down while Kelson Elam, FS 1198, chews dirty air.



MY ADDRESS LABEL IS NOT CORRECT

My correct name and address follows:

Name _____

Street _____

City _____

State, Zip _____

Change is: Temporary Permanent

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

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

000257