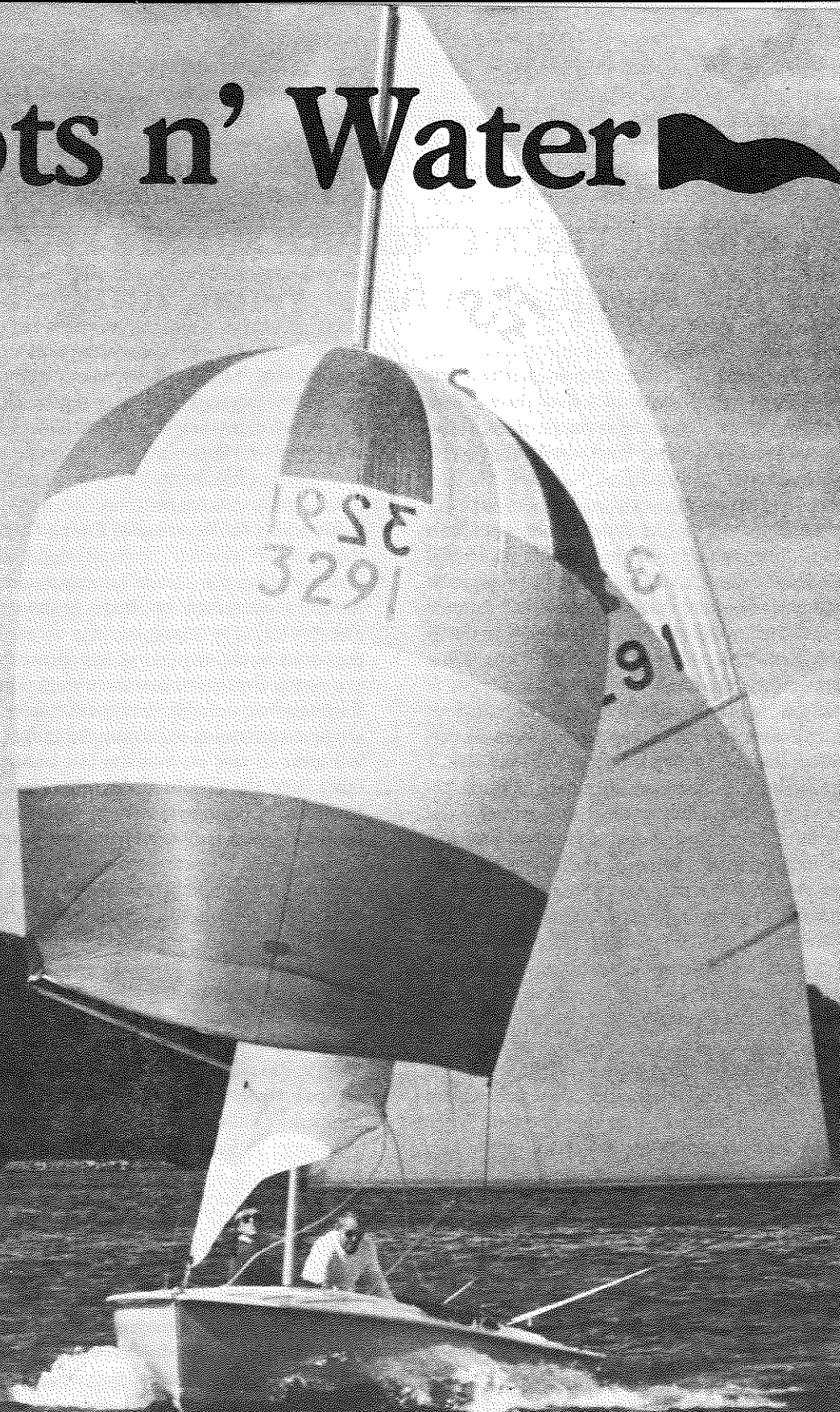


Scots n' Water

October, 1981
Volume XXIII
Number 7



Chuck Winans & Holly Helliwell doing their thing on Lake Massapoag.

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From four boats in '77 to twenty-five in '81 and the "secret" to such success is naught but fun. What, fun? Yes, FUN!

by Sandy Eustis

Flying Scot Fleet 1, located at Lake Cowan in southwestern Ohio (near Cincinnati), has recently come back from years of slow decline to become one of the largest and most active fleets in the Ohio District. The Cowan Lake Sailing Association (CLSA) is a family-oriented organization of about 200 members. The association sponsors children's, teenagers', and adults' training programs, a social program, weekly Sunday afternoon races from mid-April to late October, and annual regattas for individual one-design fleets. Because there has been no attempt over the years to favor particular one-design classes, there is a continual pattern of growth and decline among the active fleets, with nearly a dozen active fleet organizations at present. In 1977 the Flying Scot membership at the CLSA consisted of 4 active boats; there were seldom as many as 3 on the starting line for Sunday races; we had no fleet social activities; the annual regatta had been discontinued due to a lack of interest. In the summer of 1981 our Fleet 1 active membership is about 25 boats; we have been drawing 12-15 starters per race; we have a full summer and winter social program; and our third consecutive annual regatta will probably draw 30 entrants in September. Some of the things we have learned about fleet growth in the past 3 years may (hopefully) be interesting and useful to other Flying Scot fleets around the country.

First and foremost, and with due apologies to Sandy Douglass, it's not the Flying Scot itself that is primarily responsible for the recent growth of our fleet. Of course it helps that the Scot is sturdily built, simply rigged, stable, comfortable both for racing and for daysailing, and relatively inexpensive to maintain after the initial purchase, but these positive qualities alone are seldom sufficient to turn a potential purchaser into a new Scotter. When you consider the size and strength of active fleets in one-design classes where the boat is poorly constructed, unstable, uncomfortable, or otherwise inferior, you will soon come to realize that it's not always the best boat in the area that draws the largest fleet. Instead sailors tend to gravitate to the local class or classes of boat where they perceive that racing competition and/or socializing are going to be most enjoyable. The sense of *fun* in one-design sailing may be hard to describe to non-sailors, but in Fleet 1 we have learned that fleets grow and prosper when that elusive quality of *fun* is present, and they dwindle and die when it is not. The secret to fleet growth, at least as we perceive it, can be summed up by these two simple pieces of advice: "Make it more Fun," and "Let

people know it." Of course, what constitutes sailing fun to the experienced racing skipper may not be quite the same thing as what constitutes sailing fun to the novice. Fleet growth demands attracting both kinds of people, however, and this means that you must pay careful attention to social and training programs in addition to your racing program.

Attracting the Experienced Racing Skipper. In our experience, the potential "switcher" from one racing class to another is almost always looking for "better" competition; not "better" in the sense of more skilled, but better in the sense of more enjoyable. The reasons for switching out of a one-design class are almost as numerous as the number of experienced skippers we have had joining our fleet in the past three years: The other class was dying; the boats were unstable or uncomfortable; it was too expensive or too time-consuming to keep up the gadget "arms-race"; the boat was great to race on Sundays but unsuitable for daysailing on other days; the people in the other class were too "serious" or intolerant of beginners; etc., etc. All of these complaints can be handled by switching to a Flying Scot if the racing competition in Scots is really "better." The potential switcher will sell that unstable, uncomfortable, gadget laden racing machine for a Scot only when he or she believes that racing a Scot will be one helluva lot of fun. The amount of fun in the game of competitive one-design racing seems to depend primarily on three factors: (1) the number of boats participating (the more the merrier); (2) the extent to which the boats themselves are equal (the best argument for strict class rules which limit the activities of the gadgeteers); and (3) the attitude and behavior of the people competing. For the past three years we have worked at all of these aspects of competitive sailing fun.

In order to increase the number of boats participating in our weekly races we have done a number of things; we phone people who have not been up to the lake for several weeks to encourage them to come out; we hold a launching party before the first race of the spring series and a haul-out party after the last race of the fall series in order to get fleet members started early in the year and not finished until the season is over; we cajole a couple of strictly daysailing Scot owners to hang around the starting line and to move across it with the fleet even if they then want to drop out and sail off in their own direction; we make an effort to find somebody (neighbor, friend, child, prospective Scotter) to sail the boat of a Sunday "regular" whenever he is unable to participate;

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we keep an old set of sails on hand at the clubhouse and try to get every interested sailor into a Scot for a "sample race" as soon as possible. All of these techniques tend to increase the number of starters per race, and with the help of a prominent score sheet posted in the clubhouse and some loud chatter during pre-race picnic lunches, we make sure that the whole CLSA knows that our numbers are growing.

Since the Flying Scot class rules are in general more restrictive than those of other classes, we have not had to go to great lengths to ensure equality among the participating boats, but we have made an effort to inform everyone just what the legal rigging options are, which boats have which gadgets (WACOs, internal spinnaker sheet leads, fancy vang arrangements, etc.), and we have had several fleet meetings in which rigging modifications have been the main topic of conversation. Incidentally, our fleet is strongly in favor of stopping the gadget arms race in Flying Scots as soon as possible, but with the proviso that nothing is done that will put the husband-wife team (our predominant racing configuration) at a disadvantage to a pair of men or a three person crew having greater physical strength.

Most important is the attitude of the participants. We have placed a heavy emphasis on not getting grimly serious about our races; we specifically permit unlimited crew changes within a racing series; most of us picnic before and party after each race, and we work hard at keeping the inevitable racing disputes and personality clashes confined to the race course. Our better skippers are uniformly oriented toward helping others improve their sailing

skills rather than toward keeping their superior tactics and techniques to themselves. We try hard to praise the perennial tailender who finishes ahead of three or four boats as much or more than the experienced skipper who wins the day's event. These simple techniques work; we have picked up several new Scotters in the past year who have said that the reputation of the Flying Scot group for having fun together was their primary reason for switching classes.

Attracting the Novice Sailor: The novice sailor is less likely to be concerned with the fleet's racing program than is the experienced sailor. The novice seems to be more interested in the social program, in the opportunity for learning how to sail well, and (somewhat surprisingly) in the boat itself than is the more experienced person. For the seasoned one-design racer the key is boat to boat *equality*; bathtubs with bedsheet sails would suffice as long as everyone had the same brand of tub and bedsheet. For the novice the key is boat *quality*; buying that first sailboat is a big dollar investment, and most novices are terribly afraid of making a choice that they will regret later. To complicate things, every class of boat they look at comes complete with a very knowledgeable (to them) "old salt" who can wax poetic for hours about why that particular design is superior. We have found this concern with boat quality to work tremendously to our advantage; after all, the Scot is a very high quality product. The two cornerstones of our selling philosophy are to insist that the prospective Scotter take a demonstration sail in a Flying Scot and indeed in every type of boat that they have considered, and to work as closely as possible

BOSTON SAILS

Many long-time Flying Scot sailors know the name Boston and remember when Boston sails were dominant in the class. Times changed and Boston faded from the scene.

Times have changed again. This past spring, Boston spent many long hours on the water and in the loft analyzing and testing the currently available sails, designing and redesigning until we had a set that tested faster than any other.

This new design has been used in two regattas this summer. At the Michigan districts, Bostons were 1st and 2nd. And at the 1981 NAC's, a Boston equipped Scot topped the fleet, showing superior speed in all conditions.

The sails and their performance are not an accident. They are a product of logical testing and long sailmaking experience.

For details on these NAC winning sails, call or write Larry Klein.

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with the Gordon Douglass Boat Co. on new boat purchases. Eric and Mary Amman have been extremely helpful to us; Eric has come out to Cincinnati twice in the past two years to meet with potential Scotters, to discuss the advantages of the Flying Scot, and to encourage new boat purchases by offering a "fleet discount" whenever we can get 3 or more new boat purchases together at the same time. The response has been most gratifying; every time that we have found one or two people interested in a new Scot, the word about a "fleet discount" has gotten out and we have come up with another boat or two very quickly.

The novice sailor is also interested in the social programs run by each fleet organization that he may wind up joining. Since sailing is a relatively informal activity, we have tried to keep our program informal, and we have also stressed variety. We have held two or three pot-luck suppers (everybody brings a dish, no fair calling others to try to co-ordinate offerings) every winter, to which we invite out-of-town guests who can serve as the expert on some topic of interest (Tom Ehman, Sr., on rigging, Eric Amman on care and construction, a sailmaker, people who have taken extended cruises in Flying Scot, etc.) We also stage a massive feast on the Saturday evening of our annual regatta, where we roast a whole pig (the regatta pig-roast now threatens to overshadow the regatta races), and we have several picnic dinners throughout the course of the racing season. We have had the children from an orphan's home up to the lake, scheduled spring trips to other lakes before we can get the boats into the water at Lake Cowan, had "getting started" sessions where experienced fleet members discussed racing rules, techniques, and tactics for newcomers, and supported the CLSA skipper training programs as much as possible. That these efforts have paid off is obvious; more new

members in the CLSA have brought Scots in the past three years than any other class of boat.

Letting People Know It's Fun. Publicity is critical to the process of fleet growth. We are willing to do just about anything that will either increase our visibility within the CLSA for sailors in other classes, or make us better known outside the CLSA to potential sailors. The CLSA is a do-it-yourself club, with work party participation mandatory and many jobs and committees available. We have tried to get Scotters on as many different committees as possible and to assume more than our fair share of responsibility for the new organization. In 1981 more than a quarter of the 40+ officers and committee chairpersons come from our fleet, despite the fact that we constitute only about an eighth of the total membership of the CLSA. Handling relationships with other fleets can become a real problem when you're growing by getting switchers from other groups, and the easiest way to defuse the situation is to work just as hard for the club as a whole as for your own fleet. So far as we know there has not been any significant resentment of our growth by other fleets; in fact, many CLSA members have said that it's nice to see us grow because we work so hard for the club.

Visibility within the CLSA has also been promoted by a variety of other techniques. Our prominently displayed and up-to-date racing score sheet has already been mentioned; also, we bought a nicopress tool for the fleet and have advertised its availability to all members of the CLSA; we have invited members of other fleets to some of our functions. One of our big moments came at the CLSA Labor Day picnic of 1979, where to everyone's surprise we provided enough warm bodies to field our own volleyball team and to defeat the Snipe fleet and then the Thistle fleet, both of

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which were much bigger than the Scot fleet. This small piece of visibility generated two or three inquiries that same evening from potential switchers who were finally able to recognize that we had a fair number of Scotters in the club.

Outside of the CLSA we have participated in several shopping mall boat shows, where we have displayed one or two Scots and distributed literature. These have generated a prospects list of about 30 names in the past three years, of whom 3 have bought Scots to date, with another 4 or 5 seriously interested. Most of our growth from outside the CLSA, however, has come from people who knew about the association and came up to the lake for a visit rather than from mall boat show gawkers. We have developed a nice routine for handling visitors to the lake; they are whisked out onto the lake in somebody's Scot as soon as possible, introduced to the fleet captain or fleet secretary who gives them information about available used boats in the area, the cost of new boats, and tells them anything else they want to know. We always follow these visits up with a letter or phone call to the person, and if they show any interest in a new boat we get their name and address to the Gordon Douglass Boat Co. immediately. We also try hard to avoid the hard-sell; we encourage people to look at other classes of boats before making up their minds, and we are willing to introduce them to the fleet officers of other fleets if they want. The key is to provide information rather than pressure; we sincerely believe that if a new sailor has all the facts he or she will be more likely to buy a Scot than any other boat on the lake, and so we work only to provide that information plus whatever assistance is needed when the person does eventually decide to get into a Scot.

In summary, fleet growth requires an active and energetic fleet

membership. Having the best boat is not enough; but with the combination of the best boat available and a persistent effort at publicity and a full schedule of activities designed at least partly to attract new members, rapid fleet growth is not difficult to produce. At Lake Cowan we have grown from being about the smallest to being the second or third largest fleet on the lake in just three years, and our current list of prospects suggests that our growth will continue for some time. Come on over and get to know us; we'll save you some pig at our September regatta.

Reminder to all Fleet Captains

All Fleet Captains are hereby reminded to return their Annual Fleet Report to Chris Davis at the Executive Secretary's Office by November 15. Any Fleet Captains who have not received a copy of the Annual Fleet Report form by this reading should contact Chris Davis at the Executive Secretary's Office immediately. The Executive Secretary's address is on the back cover of this issue.

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Harry Carpenter and Eric Ammann won the Great 48 Regatta, Lake Norman, North Carolina.

Harry Carpenter won the Egyptian Cup Regatta on Crab Orchard Lake, Illinois.

Tony Krug won the 1980 (Greater) New York District Championship.

Paul Schreck won the 1979 GYA Championship "Cock of the Walk" Series.

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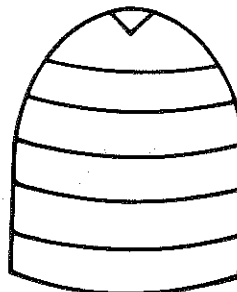
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Excerpts from minutes of Annual Meeting at 1981 NAC.

1. Measurer Larry Taggart noted that Mylar sails will continue to be legal.
2. Measurer Larry Taggart noted that regarding the fleet proposals on rigging, the Measurement Committee has been instructed by the Board of Governors to draft a suitable set of amendments to the specifications to be presented to the Midwinter Board of Governors meeting in March. If the Board of Governors approves this amendment, then it will be voted upon at an Annual or Special Association Meeting.
3. There are new regulations on club-owned boats adopted by the Board of Governors as follows: Club issued sail numbers will be recognized as permissible on sails at the N.A.C. or Midwinters, provided the club sails show an identifying mark (such as GYA for Gulf Yachting Association, or "D" for Detroit River Yachting Association). Any club wishing to sail club-owned boats showing club sail numbers must apply to the Executive Committee for permission to use a designated symbol, which will be authorized by the Executive Committee through the Executive Secretary's Office.
4. Fleet charters suspended for non-maintenance of 3 active boats:
 - Fleet 38, Mobile, Alabama
 - Fleet 69, Austin, Texas
 - Fleet 70, Rochert, Minn.
 - Fleet 84, Leola, Pa.
 - Fleet 112, Arkabulla Lake, Miss.
 - Fleet 116, Manchester, N.H.
5. Fleet charters revoked after suspension for non-maintenance of 3 active boats :
 - Fleet 22, Spray Beach, N.J.
 - Fleet 50, Oklahoma City, OK
 - Fleet 72, Amityville, N.Y.
 - Fleet 92, Pascagoula, Miss.
 - Fleet 117, Shelburne, Vermont
 - Fleet 128, Petoskey, Mich.
6. The following changes in the official FSSA specifications were approved:
 - A) Add to Section S-II-8 the following: "Each such section of foam flotation shall be held firmly in place by at least three (3) securely fastened transverse straps a minimum of three (3) inches wide, plus one securely fastened longitudinal strap at least three (3) inches wide. A one and one-half (1 1/2) inch wide nylon strap may be substituted for a three (3) inch fiberglass strap.
 - B) To change the Official Plan of the rudder to show the width of the blade as twelve (12) inches, plus or minus one-fourth (1/4) inch, instead of the "11 7/8 min." now specified.
7. The FSSA officers for 1981-1982 were elected. See article elsewhere in this issue as well as back cover of issue.
8. It was announced that Fleet 27 is Fleet of the Year for 1981. Ten fleets competed for this honor. Fleet 27 also won last year and would like to challenge all other fleets to give them a little competition next year.

1981-82 FSSA Officers

The officers for 1981-1982 elected at the Annual Meeting are:

President: Allen M. Douglas
1st V. P.: Dr. Hallam Walker
2nd V. P.: Jack Stewart
Secretary: Robert P. MacKenzie
Treasurer: E. Paul Moore
Measurer: Lawrence Taggart
Editor, "Scots n' Water": Paul Newton
Elected Member of Nominating Committee: Robert Hellendale

For addresses of the officers, please see the back cover of this issue.

Tom Ehman had been nominated as 1st Vice President and was voted in at the Annual Meeting. However, Tom felt that this work schedule at USYRU would not permit him the time necessary to fulfill the 1st Vice President's duties and he therefore resigned after being elected. The Executive Committee then appointed Hallam Walker (nominated as 2nd V. P.) to fill the vacancy and Jack Stewart to the 2nd V. P. position.

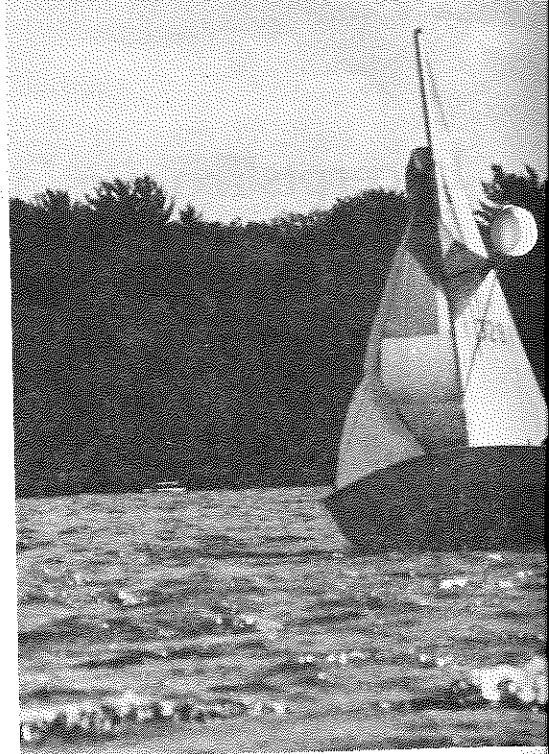
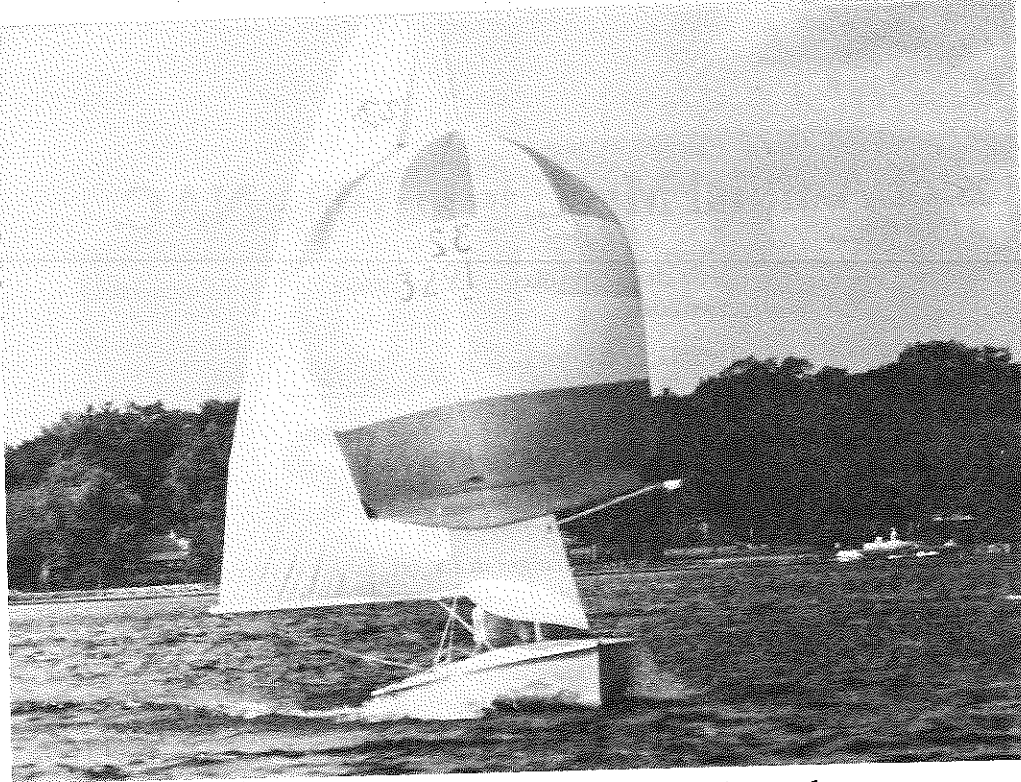
New dates set for 1982 Midwinters

by Paul Newton

The 1982 Midwinters will be held at St. Andrews Bay Yacht Club in Panama City, Fla., from Wednesday, Mar. 31, through Saturday, April 3. The usual six race, one throwout format will be employed with competitors selecting the division in which they wish to race, Championship or Challenger. The Midwinter Governing Board Meeting will be held on Tuesday evening, March 30.

President Allen Douglas informs us that the reason for the change from the beginning to the end of March is to obtain better weather. Personally, I think it should blow at the Midwinters; some breezy sailing is just the ticket to break the monotony of a winter by the fire. Forgive me, Allen, but I hope it blows!

The twenty-fifth registrant for the Midwinters will not have to pay a registration fee. This is a gift from Fleet 75 in honor of the 25th anniversary of the Flying Scot.



Combine a gusty shifty northeaster with a spinnaker and,

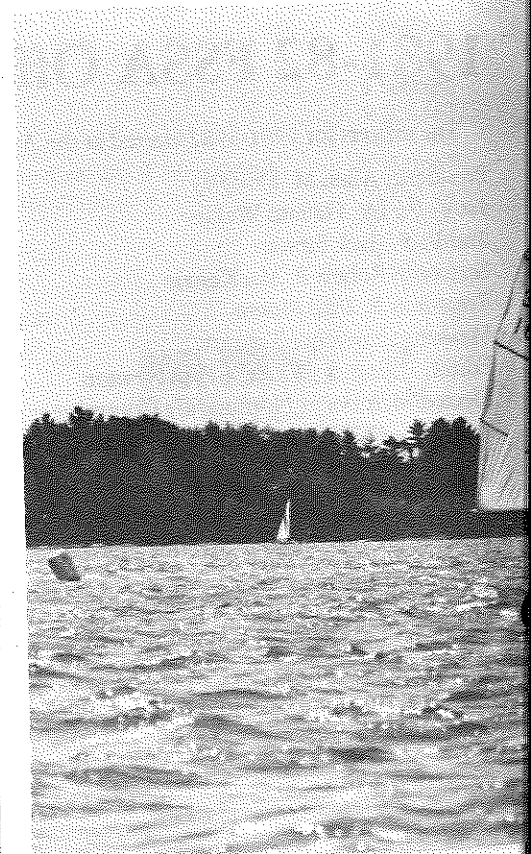
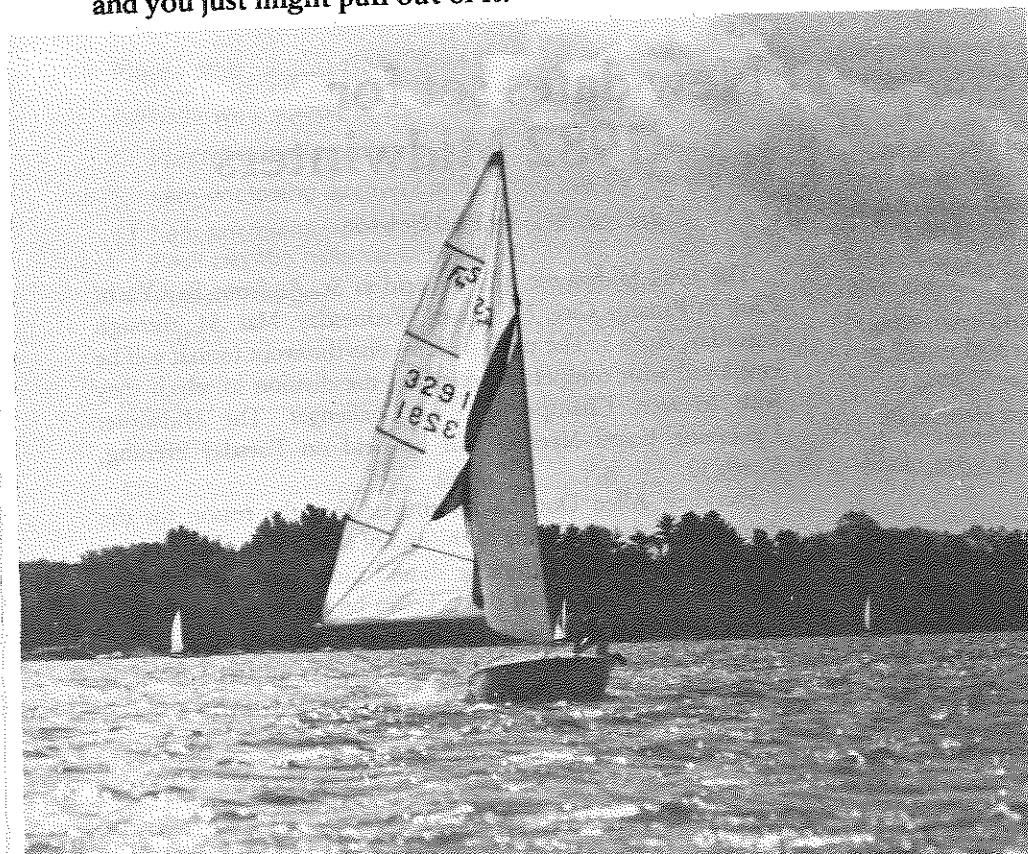
a "no guts, no glory" crew who won't re

Chuck Winans with crew Holly Helliwell sailed a 3, 1, 1, 1, 3 series to retain the title they first won last year. Shifty northeasterly breezes 10-20 knots kept things lively on tiny Lake Massapoag south of Boston both Saturday and Sunday. One Scot capsized on Saturday right on the finish line and a second Scot sailed over the capsized Scot's mast. Chuck and Holly didn't win without a few problems either; they capsized in the fourth race, but fortunately for them they were far enough ahead to allow their expert righting technique to enable them to maintain first position.

Overall	Skipper, Boat No.	Race No.					Total Points
		1	2	3	4	5	
1	Chuck Winans, 3291	3	1	1	1	3	8 1/4
2	Jim Cavanaugh	2	2	4	5	1	13 3/4
3	Greg Kampf, 1557	1	5	2	2	6	15 3/4
4	Chuck Post, 2769	4	3	3	7	7	24
5	Ken Wright, 471	6	4	7	3	5	25
6	Randy Rubenstein, 1635	8	6	5	4	2	25

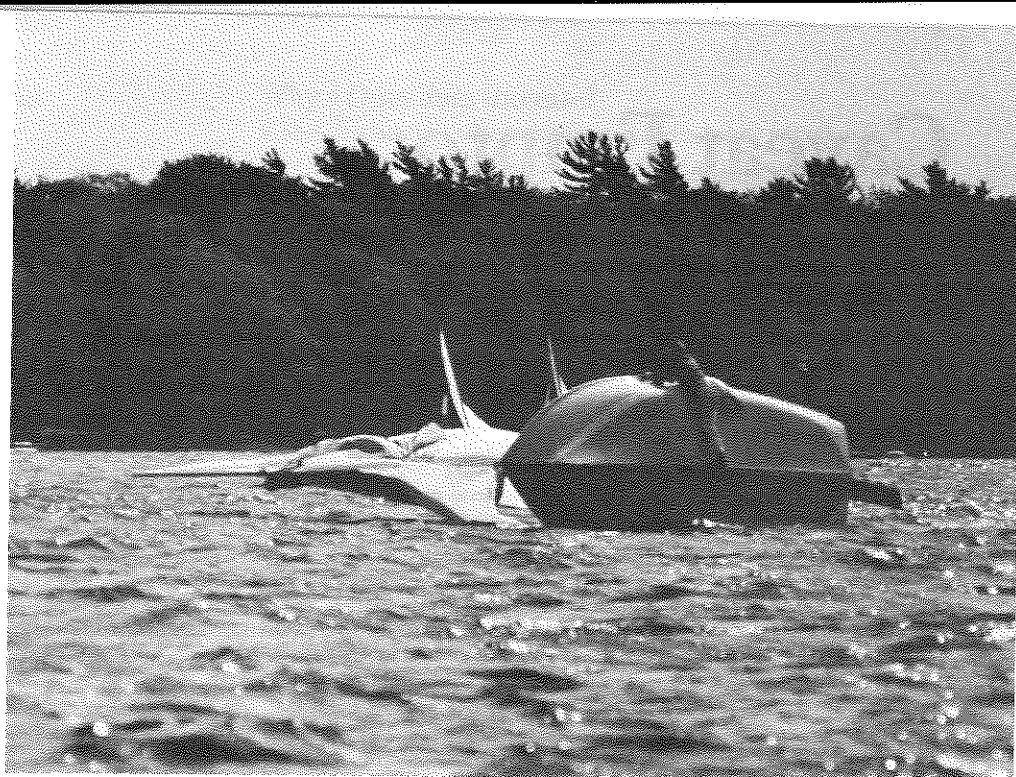
and you just might pull out of it!

Hey, don't leave me!





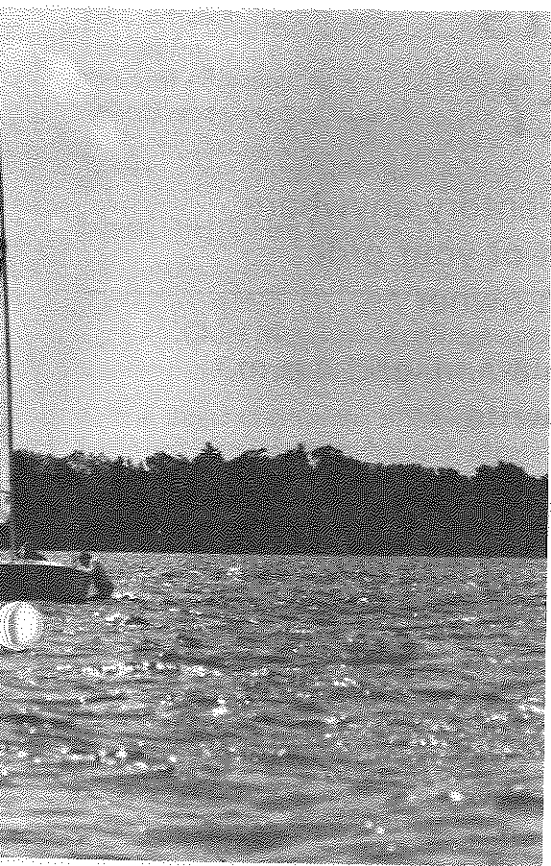
the sheet in a puff,



but still a crew who knows how to handle herself in a tough situation, along with a skipper who knows when his services are no longer required,

Chuck Winans and crew, Holly Helliwell demonstrate proper capsizing and righting form!

And off again on a new plane to the Winner's Circle!



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*, 619 Yarmouth Rd., Raleigh, NC 27607.)

FS 3566—National Championship winner at Lake Norman this year. Sailed less than a dozen times total. Fully equipped. Extras. No trailer. \$5600. Call Kit Logan (305) 831-1183 or (305) 298-3831.

FS 2177—Customflex, 1972. All white. Schreck main, jib, and spinnaker. Pamco tilt trailer, boom tent cover, lifting bridle. Good condition, dry sailed. Don Meyer, 424B Fourth St., Huntingburg, In. 47542. \$3800.00. (812-683-4899 days.)

FS 2902—Douglass, 1976, yellow hull, orange stripe, off-white deck, Schreck main and jib, Hard spinnaker, mid-boom sheeting, all Harken hardware. Sterling deluxe trailer, full deck over boom cover, Sear outboard motor, many extras. Like new, dry sailed. Asking \$5000.00 John Tucker, 3709 Matterhorn Dr., Plano, Tx. 75075. (H) (214) 596-1460 (O) (214) 661-6646.

FS 2630—Customflex. White hull and deck, several sets of sails, two spinnakers, Pamco trailer with spare wheel, motor bracket, boat cover, Harken blocks. All usual equipment. Just over minimum weight. Price \$3500.00. Ernie Godshalk, 4369 S.E. Whiticar Way, Stuart, Fla., (305) 286-0632.

FS 3567—Douglass boat, 1981 medium blue hull, white deck, white water line. Blue cockpit boom tent, anchor. Motor mount, Harken blocks, mahogany centerboard cap. Schurr sails. Immaculate condition. \$5000.00. Greg Dziuba, 10 Alden Place, Bronxville, NY 10708. (914) 779-8507.

MANY SLIGHTLY USED PROTOTYPE SAILS for sale. Mains, jibs and spinnakers. Reasonable prices, competitive sails, first quality workmanship. Call or write Shore Sails, 330 W. Spring Street, Columbus, OH 43215. (614) 221-2410.

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. \$9.00 postpaid. Send check to Curt Meissner, Rt. 1, Box 419, Florence, Wis. 54121.

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SAIL FAST? Sailors and sailmakers needed to participate in non-commercial research project to develop and test sails with fast aerodynamic shapes. Sailors will measure winning sails to determine optimum shape specifications for mathematical sail design program. Sails will be carefully constructed and measured by cooperating lofts and sold to sailors at normal price. Computer time will be paid by researcher. Sailor will test sails for speed in two-boat racing conditions. Ted Andresen, P.O. Box 40053, St. Petersburg, FL 33743, (813) 367-1532.

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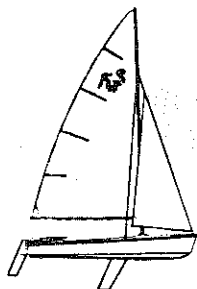
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Builders of the

FLYING SCOT®

Flying Scot Sailing Association 1982 Budget

(Prepared by staff: Approved for submission by President Don Hott and Treasurer Hal Walker, approved by Board of Governors).

Income	1982 Budget
Dues	\$51,575.00
Transfers	300.00
Boat Numbers	2,000.00
Royalty Labels	2,000.00
Handbook & Roster	25.00
Highlights of Scots n' Water	200.00
Scots n' Water Subscriptions	75.00
Advertising—Scots n' Water	4,000.00
Mdse. for sale	500.00
Interest	1,000.00
Misc.	200.00
Roster Advertising	1,500.00
Total	\$63,375.00

Expenses:

Management Fee	\$18,089.00
Editor Fee & Expenses	2,783.00
Printing and Mailing Scots n' Water	15,400.00
Telephone	490.00
Postage	3,575.00
Office Expenses	2,970.00
Dues and Subscriptions	110.00
Misc.	275.00
Travel	1,870.00
Legal and Accounting	550.00
National Advertising	3,300.00
Meetings: Board	990.00
Printing Handbook and Roster	2,000.00
NAC Advance	200.00
Liability Ins.	500.00
President's Expense	275.00
Officers' and Governor's Travel	3,300.00
Total	\$56,677.00

Income Over (Under) Expenses \$ 6,698.00

Chief Measurer's rulings approved by Governing Board at 1981 NAC

1. It is illegal to recess the moldings used to fasten the centerboard gasket and/or the gasket itself. (August 1981)
2. The filling (or sanding out) of the molded-in waterline marks on the hull is not permitted. (August 1981)
3. The tabernacle (at the forward end of the centerboard trunk supporting the deck mast step and the centerboard hoisting gear) shall be constructed of wood, and shall not be appreciably changed in design from that supplied by the builders. (August 1981)

OCTOBER 1981

Why a Dues dues increase?

FSSA Executive Secretary, Ed Eubanks, responds:

Some members of FSSA have questioned the need for an increase in dues. As you can see by the 1982 fiscal year budget printed elsewhere in this issue, FSSA is projecting a surplus for the coming year.

However, for the past two years, we have been operating on a deficit budget with our expenses exceeding our income and therefore depleting our reserves.

Any entity of any type—whether it is an association, a church, a business, or a family—must have a reserve fund in order to meet unanticipated contingencies, or even to operate during periods of low income.

If we were to continue to deplete our reserves, then we would be forced to cut back our operations to the point where there would be little reason for anyone to want to belong to the association.

All members of FSSA are proud of the Flying Scot, and they are proud to be able to participate in an organization devoted exclusively to this boat.

The Officers and Governors of the Association want the association to continue to serve Flying Scot Sailors, and to even provide more reasons for belonging to FSSA so that non-members will be attracted. To accomplish this, we need the dues increase.

For most of our members, there will be no net increase in dues, because now FSSA dues will be tax deductible. Even if this were not the case, though, we would hope all of you understand the need for a strong class association which can come to pass only with a dedicated membership.

Ed Eubanks
Executive Secretary

Executive Committee, 1981-1982

(appointed by President Douglas)

Allen M. Douglas, President
Donald C. Hott, Commodore
Robert F. Vance, Immediate Past Commodore
Hallam Walker, 1st Vice President
Jack Stewart, 2nd Vice President

Measurement Committee, 1981-1982

Larry Taggart, Chief Measurer, New Orleans
Sandy Douglass, Md.
Eric Ammann, Md.
Paul Schreck, Alabama
Jack Stewart, Ohio
Debbie Peterson, N.C.
Ralph Manee, N.J.
Ed Theisen, Mich.
Bill Berry, Texas
Kent Hassell, Ga.
Tom Ehman, R.I.

Chief Measurer, Lawrence Taggart, writes open letter to Sandy on rigging issue

Dear Sandy:

You and I have been friends for many years, and it was with much regret that I read your article in the May issue of *Scots n' Water* regarding the one design aspects of the Flying Scot. I was under the impression that once the "silent majority" had spoken—via a general class survey—that the preponderance of controversial articles pertaining to rigging would cease. Obviously I was wrong.

Until now, I have avoided getting directly involved in this alleged "controversy." But I feel that I must take issue with several points you attempted to make in that article. Specifically I address the following:

"... we see the trend toward small cabin boats..." I very much agree that small boat racing and sailing is declining. Many individuals, particularly with young families, prefer a small cabin boat which can be used in reasonable comfort for a weekend cruise, one which is trailable and not cost prohibitive. Racing is declining—rising travel costs, etc. I feel that this is a result of the economy rather than dissatisfaction with family day sailers like the Flying Scot. Compared to other day sailers, and particularly to Olympic type classes, our Flying Scot is by no stretch of the imagination "sophisticated."

"She... can be sailed and raced by a husband and wife in all normal conditions." I don't know what you mean by "normal conditions," but a husband-wife team would have difficulty racing a Scot in the average 15 knot wind and chop along our Gulf coastal waters—particularly one which uses running rigging as presently shown in the Official Plan.

"Handlines": are provided for in the Specifications and were in use well before the advent of "slump hiking" on a Scot. Further, "slump hikers" usually hike off of a side stay or jib sheet, not the hand lines. On a "screaming plane" I find that they are essential in helping stay aboard—even when not hiking!

"Thru deck spinnaker sheets": I have yet to see these make a Scot sail faster. I don't use them on my boat and do not feel any less competitive.

"Waco 360": A centerboard can be "played" with any system. It's just a matter of the desire to sail fast at all times. Are we going to ban the use of compasses just because everyone does not have one or knows how to effectively use one? I personally don't like the standard wooden cleat on top of the centerboard trunk. It tears clothes, causes bruises and catches jib sheets at the most inopportune time during tacks!

"Mylar sails": As you know, these are presently

under observation by the Measurement Committee. I have raced against them and did not feel disadvantaged.

"... GYA clubs... have little sympathy for our concern about the future of the Flying Scot Class." I must vehemently disagree with this point. Two present class officers are from the GYA. A former class President and a Treasurer were from the GYA. Three of these individuals are former GYA Commodore-Presidents and are extremely strong supporters of the Flying Scot. In addition, there are over ninety (90) club owned Flying Scots in the Gulf Yachting Association—quite an investment to have no concern for the future! I serve as chairman of the GYA Sail Measurement and Racing Rules Committees and can guarantee that we in the GYA are indeed concerned about the future of the Flying Scot. Sure we develop teams for our Lipton Cup (GYA Interclub Championship). We also develop sailors for the Mallory, Adams and Sears Cups. We develop racing sailors! To do this we sail as much as possible—in standard rigged boats." Just check to see how many recent North American Championships were won by GYA skippers using club-owned Scots. I take particular exception with your GYA comments!

"The Sailing Canoe": Progress cannot be avoided. Designs have become more modern, more efficient and *much easier to handle!* The Flying Scot, even in its present "advanced stage" will not become an all out racer. It is a good all around boat—which present class rules will prevent further "modernization."

"The International 14, Lightning and Thistle": Ditto the above comments.

"Today the Flying Scot stands alone in her field." I agree—we have a *great boat*. To become a "Thistle" type boat we would need to add spreaders, back stays, bails, thru deck masts, mast benders, barber haulers, hiking straps, etc.—all of which are *strictly prohibited* by FSSA Specifications!

Today's Flying Scots are rigged for the convenience of skipper and crew and are well within our Specifications. A husband-wife crew for example needs an outhaul with some mechanical advantage if a mainsail is to be adjusted without a "gorilla crew." What have we done by permitting unlimited mechanical advantage? What boat speed is gained? If we want to be 100 percent equal and 100 percent strict one-design, why not address the number and weight of allowable crew? As most racers know, a Scot is weight sensitive.

Our present rules are fine—let's quit stirring up unneeded controversy and get down to sailing! After all, that's what we're all about!!!!!!

Larry Taggart
Chief Measurer
FSSA



Sandy replies:

“... why don't we tie the development down with definite rules and thus end the controversy?”

October 13, 1981

Dear Larry:

I have no desire to continue the controversy, but controversy there will continue to be until the Class votes on a specific proposal. Again and again I discover that the official class survey you mention proved little more than that the questions were presented so ambiguously and with so little explanation that a large number of members did not understand what it was they were voting for. I have since talked with many owners, most of whom told the same story, that when they checked “rules about right” for the standing and running rigging, what they really meant was that because they like their boat as it is—and want to keep it that way—they assumed that the rules must be alright. They did not mean that they want to see continuing development. Many, in fact, were not even aware of what is going on elsewhere.

It is generally accepted that letters written in response to a survey count for a great deal more than check marks. Isn't it significant, then, that of 29 letters written in reply to the S&W informal survey, and 50 letters to the official survey, more than two to one urged tighter rules and greater restrictions?

The real issue is not of whether or not this or that article of hardware makes the boat go faster. The issue is between holding the Flying Scot at her present stage of development, or of letting her continue to follow the same course other classes have taken of gradually turning into a sophisticated gold-plater. No one can state with certainty that this will happen. We cannot foresee the future. But isn't it logical to assume that what has happened in other classes will happen in ours also?

Whatever you may consider to have been the inadequacy of the Scot's original equipment, surely you will agree that there no longer is any need for additional hardware beyond what we now are using. And if that is the case, why don't we tie the development down with definite rules, and thus end the controversy?

The FEB. '79 AMENDMENT, based on the recommendations of Jack Stewart to the Governing Board, is intended to do just this. To date six fleets (Nos. 6, 31, 43, 76, 104 and 114) have sponsored it. The amendment is sufficiently liberal to permit the use of most of the running rigging in use today. A Class vote on it, resulting in either its adoption or rejection, would end the

controversy. And its adoption would end the danger of undesirable further developments. Let's face the reality that our present “optional” rules—as you as Measurer very well know—have not prevented the developments to date. How can we expect them to prevent further and continuing development?

What is at stake is the Flying Scot's greatest asset, her public image as a comfortable family boat. This has been the reason for her success, and we cannot afford to lose it. You and I agree that small-boat sailing is declining. It is my belief that this is the case because most small boats have become so sophisticated that people do not buy them, finding them too complicated and uncomfortable. By pure coincidence a happening at the Lake Norman Yacht Club illustrated this perfectly when a member introduced herself to me in these words:

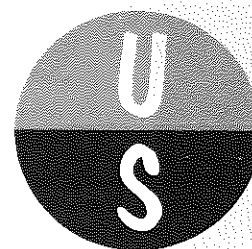
“Mr. Douglass, as a new Scot owner—we have had our Scot two years—I want to thank you for designing such a wonderful boat. When we decided to take up sailing we looked at the Thistles, and decided that we never could handle a boat with all that hardware. We looked at the Highlanders, and decided that they were too complicated, too difficult for beginners to master. But we liked the look of the Flying Scot's simplicity and we think she's just right. We've read your articles in *Scots n' Water* and agree with you completely. PLEASE! don't let them change her!”

I do not question nor doubt the integrity and enthusiasm of your GYA officers; and the ability of your skippers and crews is evident. I deliberately wrote what I did to try to shake you out of your provincialism in thinking in terms of your 90 GYA boats—and disregarding the more than 3000 other Flying Scot owners, some in far reaches of the country, who do not share your preoccupation with all-out racing. Your “standard rigged boats” are a far cry from the early Flying Scots and, in fact, from probably a majority of the boats in the Class.

On the other hand, you imply that your “standard” club boats are relatively simply rigged. If that is true, and they are the winning boats, why do we not use them as a yard-stick, as models to stop our “development” at this stage, and adopt limits to prevent further developments? That is the intent of the proposed amendment, and that is what the six fleets are trying to accomplish for the future.

Sandy Douglass
Designer
FSSA

Ullman Sails introduces a Championship-caliber Flying Scot suit of Sails



Ullman Sails enjoys a reputation for World Championship 470 sails as well as winning sails in the Snipe and other one-design classes. Now the Ullman Sail company—both in Newport Beach, California, and in Dallas, Texas—introduces a Championship-quality Flying Scot suit of sails.

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Regatta Schedule

Oct. 30-Nov. 1—Wurstfest Regatta—Canyon Lake Yacht Club, Canyon Lake (near San Antonio, Texas). (Contact: Robert Killian, 7915 Teak Lane, San Antonio, Texas 78209, 512-826-8631).

October 30-November 1. Frostbite Regatta, Pass-Christian Yacht Club, Pass-Christian, Mississippi. Contact person: Charles L. Jarreau, 100 Hursey Street, Pass-Christian, Mississippi 39571. Telephone 601-452-7470.

November 14-15—Sandy Douglass Regatta sponsored by the Regatta Club of Jacksonville, Florida. Registration fee \$10.00—Flying Scots and Thistles. Trophys to the first five winners. (Contact: Mr. David Mayfield, 904-241-2431.)

1981 Junior NAC—Nov. 28 & 29, Bay St. Louis, Miss. See registration form, page 15.

1982 Midwinters—Mar. 31-Apr. 3, Saint Andrews Bay Yacht Club, Panama City, Fla.

1982 NAC—Aug. 7-13, Marion, Mass. (Contact: Chuck Winans; 15 Rolling Lane, Dover, Mass 02030.)

Come on down to the Sandy Douglass Regatta

This year will mark the 5th Annual Sandy Douglass Regatta sponsored by the Rudder Club of Jacksonville Florida November 14th & 15th. Dave Mayfield, the originator and all around super guy is incapacitated this year so I want to help out a bit by seeing if I can talk all you Scot sailors out of putting those boats up for the winter. Instead grease those wheel bearings and get on the road to Jacksonville and the Rudder Club. I have made the trip from Boston, Mass., for the last 2 years now and can't wait to get back there again.

The people involved, the activities scheduled, and the chance to sail with (against) Sandy are more than worth the price of admission. The last 2 years' Regattas have been so enjoyable for me that it has become an event I've looked forward to all year. The racing takes place on the St. John's river about 10 miles south of Jacksonville where the river is about 3 miles wide and the mix of winds and current are enough to challenge the best of us.

So come on down and join Sandy, Dave Mayfield, and all the rest of us that have had such a good time in the past. Be forewarned though this is my third time and I will capture one of those handsome trophys this year.

Mike Kiely
Fleet Captain Fleet 76

Flying Scot® Sailing Association

P.O. Box 11187, Columbia, S.C. 29211

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