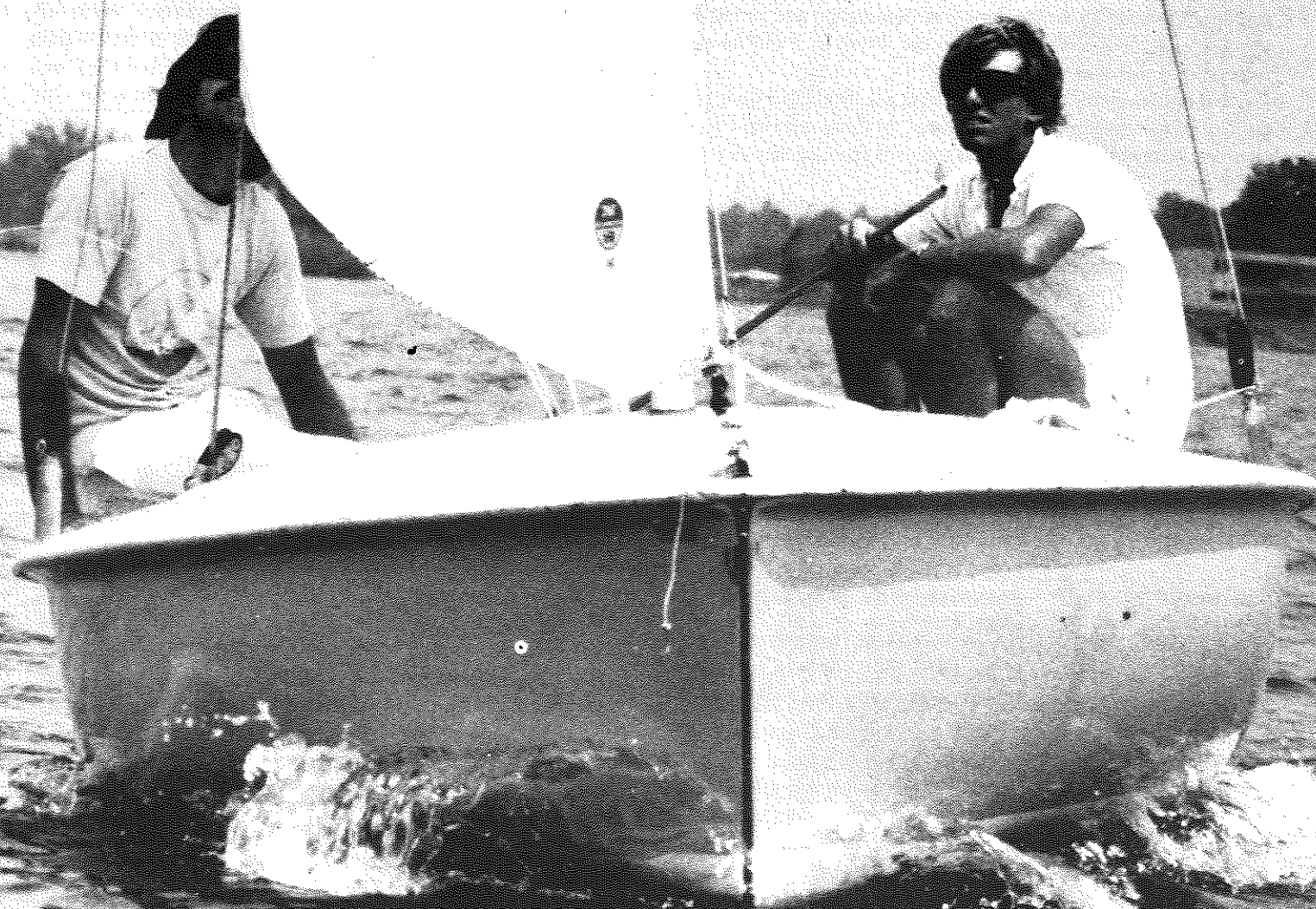


Scots n' Water

January, 1982
Volume XXIV
Number 1

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How to win without trying? . . . 13



Mike Johnson, Jr., winner of 1981 Midwinters, and crew, Alex Cooke
check sail set between races at 1981 NAC.

Fred Tears writes open letter to New York Lakes District Governor Rea:

July 24, 1981

Dear Governor Rea:

Your carefully composed letter as published in the July *Scots n' Water* is based on a fallacy!

The fallacy is that the membership has any actual say at the Annual Meeting. *It does not.* Absolute control of the Association is vested in the Executive Committee by the self-perpetuating proxy vote. The Executive Committee in turn is another self-perpetuating body by the machinery of nomination and voting *by the chair ONLY WHEN* forced into the action by a call for the votes held by the chair.

I make it a careful practice to always ask from the floor the number of proxy votes held by the chair. At every meeting I have attended (many) the chair has held the necessary majority of votes by proxy.

I suggest to you that any effort to change the Specifications will come to naught without first gaining control of the proxy vote. Of course, mild placebos are allowed to pass by the Chair, but any

serious attempt at a constructive change will be quickly squashed by the proxy vote.

Do keep trying, but start by a proxy fight.

Fred Tears
(former Texas Governor)

Letters to the Editor

November 18, 1981

Dear Editor:

As Gulf District Governor, I am proud to announce the reorganization of the Flying Scot Southern Regional Championships. The date and location of this important event are tentatively set in July at Fort Walton Yacht Club of Fort Walton Beach, Florida. It will be open to any member of the FSSA and will be sanctioned. This regatta will also be considered as the Gulf District Championships.

Sincerely yours,

Ken. K. Kleinschrodt
Gulf District Governor

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November 18, 1981

Dear Editor:

In the 23 Flying Scot NAC's since 1959, at least 15 have been won by boat builders, sailmakers, or their "agents." Sandy claims to have designed a family daysailer/racer and continues to argue that point, but the evidence may indicate otherwise, especially at the District and National levels. A growing and competitive class like ours is more susceptible to the "win at all costs" and "gaining an edge" mentality. Our present rule of one new suit of sails per year is a sailmakers dream. The rule is nearly impossible to enforce due to the above mentioned mentalities that some of our sailors embrace.

I will be the first to admit that in the past, the offer of "donated" sails was difficult to turn down. Surprisingly, our chief measurer was approached once. The unfair advantage gained by a few of the better sailors cannot be compensated for by the majority of the class.

Some of the major sailmakers are interested in promoting

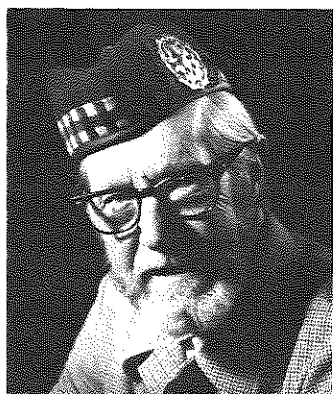
business, not the class. Others, however, realize promoting a strong active class promotes business. The sailmakers that regularly sail in the class benefit other Scot sailors by passing on their expertise after races. A trio of fixtures of the Scot class that I personally admire in their administration of business and promotion of the class are Sandy Douglass, Eric Amman, and Paul Schreck.

It is evident that the current NAC Champion possessed superior speed and ability; a great combination. What distresses me is that the winning boat was for sale one month after the NAC and was only used in 12 races. A new boat being sold after the NAC seems to be questionable circumstances under Article B Section III Rule 11 concerning the intent of token ownership for the purpose to race in a sanctioned event.

I hold only the best interests of the class in mind.

Sincerely yours,

Ken K. Kleinschrodt
Gulf District Governor



Sandy explains how to "sweat up" a line

by Gordon (Sandy) K. Douglass

Sweating up (or swaying up) a line is a means for obtaining a greater pull than can be obtained by a straight pull. This is nothing new. Sailors have used this method for tightening rope halyards, for example, as long as men have sailed. Pulling directly on a line gives no mechanical advantage. If the strain on the line is 100 lbs. you will have to pull at least 100 lbs. just to hold it. But if you pull at a right angle to a taut line you will have greatly magnified power, perhaps 8:1 or 6:1—for a short distance. The added power decreases as the point of pull moves away from the straight line.

How to put this principle into practice is to snub or belay the hauling end of the line around some immovable object, holding the strain by pulling with, for example, the left hand. Maintain-

ing this tension with your left hand, you grasp the line toward the center of its span with your right hand and pull at a right angle to it, by either just pulling, or by throwing your weight back and jerking on it with no great muscular effort. In this way, a 20 lb. pull may bring in the 100 lb. line an inch or two, after which you hold what you have gained and take up the slack—and then repeat the operation if necessary for further gain.

Sweating in has many practical applications on the Flying Scot, such as horsing in the jib sheet in heavy weather, or raising the spinnaker pole when it is under a heavy load, or trimming in the spinnaker guy when the pole is way forward against the jib stay. It is a means for using mechanical advantage instead of brute force.

Scots n' Water

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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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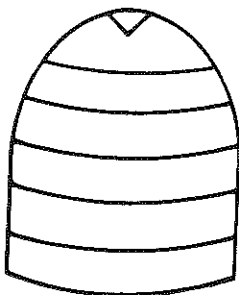
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March 30-Apr. 3, 1982

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City _____ State _____

Sail No. _____ Fleet No. _____

Division _____

Crew _____

Crew _____

Registration Fee \$35.00. (\$30.00 if you pre-register by March 21.)

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Panama City, Fla. 32401

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1116	Midwest	Lee Meidl	755 Monroe Street	Oshkosh	WI	
3642	Ohio	Richard Hagedorn	3953 Clifton	Cincinnati	OH	45220
2902	Texas	David N. Grimes	Post Office Box 2342	Micland	TX	79702
317	Texas	Hentri Bramburg, Jr.	4400 Republic National	Dallas	TX	75201
3643	Capitol	42 Jim La Vandra	2424 Walter Reed Road, A-50	Arlington	VA	22206
396	Midwest	Robert Grimes	1404 Portage	Auburn	IN	46707

Psychological Barriers to Winning

by Pat Barry, FS 3421

Walking down the dock after the finish of a large Laser regatta, I watched how the sailors looked as they walked away from their boats. What impressed me was that there really was no way to tell who the big winner, or the big loser, was! The actions and expressions of the fifty sailors were as varied as the number of ways to win, or lose, a race.

Their reactions were, however, reflective of the many ways sailors, as people, view both winning and losing. Yet these views, and the underlying psychological principles, which many sailors do not understand or evaluate, probably have more to do with winning or losing than all the practice sessions and actual experience they could ever accumulate. As experienced, championship-calibre sailors know, more races are won or lost before leaving the dock than on the water. The psychology of winning and losing races is a significant, yet usually over-looked, element in competitive sailing.

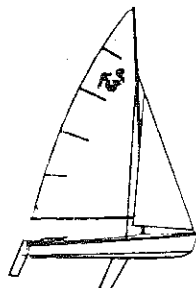
Most articles written on winning sailboat races deal with the development of necessary skills in speed, strategy, and tactics. This article concerns itself not with the skills of winning, but with some elements in the psychology of winning. Or, perhaps more accurately, with some psychological considerations in understanding why you don't win and why you feel badly afterwards.

That little has been written about competitive sailing and psychology is not surprising. As a field, sports psychology itself is still in its infancy here in the United States. European countries and Russia, in particular, have studied the psychology of competition for years and have applied their findings to athletes via sports psychology. In these countries, championship calibre athletes are subjected to, or afforded (depending on your point of view), continuing consultation with team sports psychologists. It is common and accepted practice. In the United States, however, it has only been recently that sports psychology, as a field, has begun to attract the widespread interest of psychologists and psychiatrists as a legitimate specialty. While the Soviet Union has 250-300 trained sports psychologists, the United States has only 30 psychologists trained in sports psychology. Consequently, little direct study and application of psychology has been done in sports. Thus, little is published or available to the mass of athletes here in the United States. What has been done seems to be impressive. David Santee, for example, a 1980 Olympic medal winner in skating, attributes much of his rapid development as a world-class skater to professional help in learning how to think himself to victory. Santee and other present and future Olympic stars are discovering that the understanding of some specific psychological principles can eliminate large barriers to the success they desire.

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Harry Carpenter w/crew Eric Ammann at the 1981 NAC—Begone Winter!

Whether they are racing in a small club race or at a large national event, the goal of most racers is to win the race. And yet, as we all know, there can be only one winner. So how important is winning? And how important should it be? If a person races only to win, he really is setting himself up for a great deal of disappointment, unless he is one of those very few sailors who win consistently. For most sailors, the significance of winning must be weighed against the probable, even possible, outcome of the race.

While the barriers to success are many and varied, one of the most significant is setting unrealistic goals. Worse yet is setting no specific goals at all. If the goals the sailor sets are high, yet realistic and attainable, he has something to reach for. When attained, the success provides the sailor with positive reinforcement and encouragement to strive to higher goals. This creates a positive attitude which not only encourages further participation, but also frees the person of self-doubt and uncertainty which might prevent him from doing his best. For example, if you were a beginning racer a reasonable goal might be to be somewhere on the starting line when the gun goes off. Once you've accomplished that on a consistent basis, you gain the confidence and desire to have better starts. Perhaps the next goal might be to

get a 'good' start on the line. As this realistic goal-setting continues, the sailor receives positive reinforcement and encouragement to attempt more.

When however, no specific goals are set at all, the competitor is usually left with a vague feeling, a lack of direction, and never feels any real sense of accomplishment. Uncertain of his accomplishments, the competitor begins to question his very reason for competing at all. This often leads to great disappointment in having failed to achieve anything measurable at all and may lead the discouraged competitor to drop out of the sport altogether.

The sailor who sets unreasonably high goals virtually programs himself for failure. Setting his goals too high, he creates a barrier he is unlikely to conquer. An example of this might be the sailor who has been successful in one class and changes boats. Having prior success, he sets his goal as defeating the class's local hotshot for the season championship. In most cases some occasional success will be offset by more frequent defeat. Succeeding in failing, the racer begins to develop the so-called 'negative' attitude which will, undoubtedly, lead him to continued and certain failure. Without realistic goals, the competitive sailor helps to insure

(continued on page 10)

The Fleet's In

Jack Rudy is 1981 Fleet One Regatta Champion

by Sandy Eustis

Twenty-eight Flying Scots found strong winds and close competition at the 1981 Fleet One Regatta, held on September 19th and 20th on Cowan Lake, near Cincinnati, Ohio. Saturday's pair of races featured gusts up to 30 knots, producing numerous knockdowns, several breakdowns, and more than a few exhausted survivors with big appetites at the annual regatta pig roast on Saturday night. The wind abated slightly for Sunday's pair of races, with competition at the top of the fleet running extremely close throughout. Fleet One skipper Jack Rudy came out the winner of the event, despite not having won any of the individual races. He just edged out three visitors who did win a race apiece—FSSA 2nd VP Jack Stewart from Alliance, Ohio, Fleet 37 Captain Parke Boyer from Columbus, Ohio, and defending champ Jack Huling, also from Columbus. The other race winner was local sailor Eric Scarpa, who led the field after Saturday's races, but was unable to participate on Sunday. Pity poor Bob MacKenzie of Muncie, Indiana, who dropped his mast during Saturday's first race, made quick repairs and started the second race, only to be forced to withdraw due to the heavy winds. Of course, this happened the weekend after Bob sat through five races cancelled due to lack of wind at another regatta. That's seven straight races without a finish—the thrill of competition:

The top half of the fleet in the four race, one throwout format was as follows:

Place	Boat #	Skipper	Fleet	Race				Total Points
				1	2	3	4	
1	FS 3558	Jack Rudy	1	4	(6)	2	2	8
2	FS 1342	Jack Stewart	65	3/4	(5)	4	4	8 3/4
3	FS 3006	Parke Boyer	37	(9)	3	6	3/4	9 3/4
4	FS 490	Jack Huling	37	2	(dnf)	3/4	7	9 3/4
5	FS 1242	Gordon Reeve	1	6	2	7	(9)	15
6	FS 3556	John Danks	1	8	4	5	(12)	17
7	FS 3276	Sandy Eustis	1	(15)	7	8	6	21
8	FS 1728	Duncan Gardiner	127	3	(dnf)	9	15	27
9	FS 3560	Don Irvine	1	(11)	9	10	8	27
10	FS 2354	Ken Irwin	—	13	(16)	11	5	29
11	FS 3303	Ben Gillett	37	10	8	13	(18)	31
12	FS 2865	Bob MacKenzie	29	(dnf)	dnf	3	3	33
13	FS 3363	Julian Magnus	1	12	11	(16)	10	33
14	FS 1472	Eric Scarpa	1	5	3/4	dns	(dns)	34 3/4

Laser champion wins Fleet 80's "Championship of Champions"

by Bob Boyles
Commodore, Fleet 80

Flying Scot Fleet 80 conducted its third annual Championship of Champions on Oct. 3 at Lake Arthur near Butler, PA, in what has become the customary terrible weather.

Sanctioned by the Moraine Sailing Club, nine Flying Scot owners turned over the helms to nine fleet champions and their crews for a test of sailing skills.

Three races were held in winds gusting to 20 mph in 40 degree temperatures with a light drizzle falling nearly all day.

Laser champion Reiner Zeppenfeld turned out to be the Champion of Champions by sailing Bill Tingle's Scot number 88 to two firsts and a fourth.

Tom Atkins, the Sunfish Fleet champion, took a first, a second and a fourth to wind up second for the second time in two years. He sailed in Bob Boyles' Scot number 2152.

The Day Sailer champion, Dick Vogel, took third in Chuck Ault's 3151 and the fleet champion of the Flying Scots, Jim Starr, sailed Bob Gelman's 3571 to a fourth spot.

Fifth place went to Jim Hastings in Dan Goldberg's Scot number 3637. Jim sails a Rascal in the B Performance fleet in the regular season.

The C of C's was the brainchild of Bill Tingle, who was Fleet 80 commodore in 1979. He prevailed upon ten Scot owners to lend their boats for the regatta with the proviso that they would be the second crew. He also admits that his ulterior motive was to get more sailors acquainted with Scots.

His proselytizing may have had something to do with the rapid growth of the fleet since it has nearly tripled in three years with twenty-two Scots in the club and an average of 12 on the starting line for the 1981 season.

Fleet 114 Season Series results

Overall	Boat No.	Skipper
1	1364	Dick Roeder
2	1797	Bill Citti
3	2199	Joe Carlisle
4	1731	Jack Fassnacht
5	1321	Chuck/Sue Hanes

Jack Fassnacht won the Flying Scotch Trophy awarded to the winner of the Annual Fall Finisher Race.



EYC's Great Scot Winners: (left to right): Harry Robinson and son, Scot (third place); Beverly Brubeck with husband, Dan (first place). Dave Solomon, not pictured, took second place.

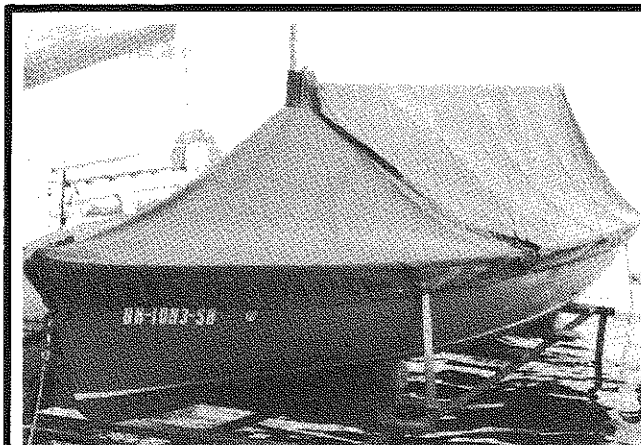
Dan Brubeck masters Fleet at 1981 Great Scot

The weather was excellent for the 1981 Fleet 12 "Great Scot Regatta." With blue skies and temperatures in the high 80's, the onshore thermals filled in on Lake Erie providing excellent conditions for the three race series.

Dan Brubeck, with his wife Beverly as crew, won two of the three races to claim the championship. Dave Solomon, in an

attempt to defend his title, was second. Harry Robinson finished third with a first and second after a sixth in the first race.

While sixty one-design boats in five classes sailed the near shore, 110 keel boats provided a four mile line of spinnakers reaching nearby on the off-shore course. It was all part of the Edgewater Yacht Club Regatta and Cleveland, Ohio, race week.



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(continued from page 7)

himself of repeated failure and unhappiness.

Setting reasonable goals requires looking at yourself—honestly. Many people are simply not realistic in assessing their abilities. If you were to ask most competitive sailors to rate themselves compared to others, you would find that many would reply, "Oh, better than average, I guess." But can we all be 'better than average?' Recent studies in social psychology present evidence that 'average' people often see themselves as better than average. How many racers do you know that over-estimate their ability? In doing so, these people create a self-serving bias which is unknowingly unrealistic. Eventually this bias leads to defeat through continued, repeated disappointment in competitive events. Generally speaking, people attribute their successes mostly to ability and effort, but blame their failures on "bad luck" or other outside factors. Sports such as sailing feed this approach because they require both skill and luck. This combination permits rationalizing in defeat. Statements such as, "How could I have known there'd be an inside shift?" or "I'd have won if only the wind had held!" are indicative of this rationalizing. Success, too, feeds this self-serving bias because when fortunate circumstances do enable us to win (being on the inside of that unexpected shift), we are inclined to ignore our luck and take personal credit for our brilliant sailing instead! Can we all be 'better than average?' Obviously not! And that realization is perhaps a painful, yet necessary step in setting reasonable goals; a realization that, un confronted, will again surely lead to failure and frustration. This tendency to over-estimate one's ability is especially true in competitive sailing. For a number of reasons, sailboat racing tends to attract people who are very successful in their occupations yet may have only average, or below average, skills in sailing. Unfortunately, ability, experience, and success in work does not automatically transfer to sailing and the 'average' sailor begins to suffer frustration from not meeting his 'above average' goals.

Phrases like "Try, try again," "Never give up," and "When the going gets tough, the tough get going" are popular clichés. Their popularity is due to our inner desire to excel and our belief that hard work produces success. And indeed it does—to a point! The desire for perfection, however, frequently causes us to achieve less than we are capable of. Do you sometimes find, after winning a race, that while you're happy, you feel you could have done better? Do you find that you sometimes scold yourself unmercifully when you make a mistake in the race with statements like "How stupid of me. I shouldn't have done that. I'm just no good. I've ruined everything." Worse yet, do you find yourself saying these things to your crew? If you can relate to this, don't be surprised. Philadelphia psychiatrist David Burns estimates that at least half the American population has perfectionist tendencies. And the effect on competition can be devastating! If you see things as never being 'just right,' that you can always do better, you begin to find no success in your accomplishments. As that happens, you become increasingly depressed. And depressed, there is no way you can perform to your real capabilities. Numerous studies have shown that people who try to be 'perfect' not only fail to reach that lofty plateau, they fall significantly lower than their goal. Interestingly, these perfectionists often accomplish less than the person who simply doesn't try as hard! Feeling less pressure, the more realistic person is able to accomplish much more. If you've ever finished a race a winner, yet felt not happiness, only a sense of relief that it's over, you probably have perfectionist tendencies. Then should you stop trying to better yourself? Of course not! But recognizing these tendencies to perfection can actually free you to accomplish what you are capable of.

For many sailors, being "Number One" on the race course translates to being "Number One" in life. Uncertain of themselves, having low self-esteem, these people attempt to prove their

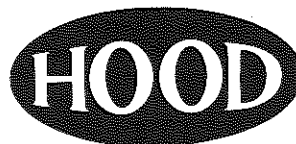
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Larry and Star Lewis (FS 1360) trying to take advantage of their inside position at the gybe mark at 1981 NAC.

worth repeatedly to themselves as well as their competitors. Finishing first becomes necessary as an affirmation of the sailor's self-worth. By being publicly acknowledged, the uncertain sailor receives the dose of esteem he needs until it is time for another ego boost. The uncertain person then drives himself to success in the never-ending quest for approval and acceptance of his very self. It becomes a relentless pursuit which usually produces only more anxiety and subsequent failure. Unless he is fortunate to win virtually all the time, the low self-esteem sailor finds his needs unfulfilled, which causes him to push harder than is helpful. He helps to insure his failure by self-produced anxiety which inhibits his performance. This anxiety can be seen, for example, on the day of a race. The uncertain person begins often to dread the race because he believes "You are only as good as your last win." During the race, the anxious sailor becomes tight and tense and begins to make mistakes which hurt his performance. And the more mistakes he makes, the more he is likely to make as his fragile self-image begins to crumble before him. If he's 'fortunate' to win frequently, this competitor finds he is not satisfied; he must win more and bigger events in a continuing effort to prove his worth. Winning club races, and even club championships, becomes unfulfilling as he begins to expect he

will win these. The more he becomes dependent on this success, the more insecure he actually becomes. Appearances can be deceiving as the apparently self-assured, successful racer may often be a very uncertain, unsure person—quite the opposite of the image he presents to others, and even to himself.

While these psychological problems may seem too extreme to affect most sailors, many sailors do exhibit some of these psychological barriers, to some extent, from time to time. Understanding yourself and setting realistic goals are the first steps to eliminating needless barriers to success. And while understanding yourself will not guarantee success, it will enable most sailors to approach the sport of sailboat racing with a much better chance to be successful.

The following articles are easily obtained and eminently readable should you desire more information on this topic:

Cool Champions: The Iceberg Profile of Olympic Athletes,
Psychology Today, July, 1980.

Can We All Be Better than Average?
Psychology Today, August, 1979.

"The Perfectionist's Script for Self Defeat,
Psychology Today, November, 1980.

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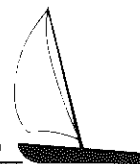
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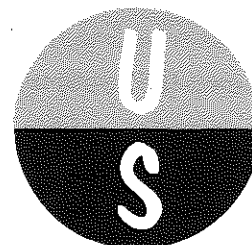
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Ullman Sails enjoys a reputation for World Championship 470 sails as well as winning sails in the Snipe and other one-design classes. Now the Ullman Sail company—both in Newport Beach, California, and in Dallas, Texas—introduces a Championship-quality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

The Ullman loft developed a prototype suit of Flying Scot sails to compete in Mid-Winter Championships of 1978. The prototype version sailed well, bringing home a second place in the Mid-Winters that year.

The Ullman Sail loft reworked the first pattern.

We evolved a Championship suit of Ullman Sails for the 1980 American Championships.

The 1980 Ullman Sails demonstrated ability to point high, but still furnish enough power to drive through the chop in Pensacola Bay.

Ullman Sails won three firsts in eight races. Ullman Sails finished third overall in the Championship Division. With these Ullman Sails, we feel extremely competitive in any condition. *And you can enjoy the same confidence.

Call US for your suit of Championship Ullman Sails.



Ullman Sails
410 29th Street
Newport Beach, CA
(714) 675-6970



Ullman Sails South
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Dallas, TX
(214) 741-2364

How to win without even trying

by Irmgard Schildroth

All out preparation is a prerequisite for winning. While psychological preparedness in the form of positive thinking is imperative, of even greater importance is the smooth and effective operation of your running rigging—especially spinnaker rigging.

My husband and I are fairly inexperienced in sophisticated spinnaker techniques and thus are eminently qualified to look at this operation with the detachment of unbiased experts. We have learned to get the spinnaker up one side and down the other and right then and there have made an invaluable discovery. Raising the spinnaker is a little bit easier with a supersmooth bearing bullet block attached to the dead eye on the mast. Sandy prefers the dead eye as is, so that there be some friction when letting the spinnaker down. But the little bullet block is so efficient in fact, that the spinnaker comes down like a bullet and the halyard shoots up like one! But don't take Sandy's word in favor of the

dead eye, remember, the old fox is after your goodies. If your spinnaker comes down too fast and the halyard shoots up to the point of no return, all you need is some control at the lower end of the halyard. And here is where our invention comes in.

So far sailors are using their hands, seats of pants, eyes, ears, and brains to make their boats go. But now we can add something quite revolutionary: OUR FEET! We have designed a foot-controlled slow release friction operated brake drum for this purpose with a foot pedal on each side of the cockpit, to be operated by skipper or crew or both of them with one set installed forward and the other aft.

My ancestral German Sea Captain would have called this: "Eine Fuss-controllierte langsam-losgehende angekurbelte reibungsoperierte Bremsentrommel."

We urge you to purchase this ingenious device for the introductory price of only \$199.99 while running rigging is still optional. We are also looking for a smart patent lawyer within this organization to protect our invention.



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.

BOSTON SAILS, INC.

38857 HARPER AVE.

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Chuck Post takes a puff at the Massapoag Fall Regatta.

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Hints for more pleasureable Scot sailing

by Norm "Moby" Dick, FS 3322

No two Scot owners set up their boats or do things exactly the same way when it comes to sailing, but the following are some of the more interesting items I have observed around Fleet 142, Norwalk.

To prevent the tiller from banging into the boom crutch with the main lowered, either tie the tiller to one of the spinnaker fairleads with a piece of shock cord, or simply use the auxiliary boom crutch location which is far enough to one side to prevent tiller bang.

For those who want to use the Cunningham hole in their main but do not want to modify the Scot with extra hardware, simply take a piece of line with an eyesplice in one end. Run the line through the Cunningham hole in the sail so that the eyesplice is pulled near the Cunningham hole. Run the free end down through the horizontal brace on the halyard winch, up through the eyesplice and down to the cleat abaft the mast and voila—a Cunningham with superior purchase and no additional hardware—See Figure 1 (thanks to Norm Stickney, FS 3063).

I have replaced the factory cleat abaft the mast with a "tube" cleat by simply unscrewing the cleat from the cylindrical insert in the mast track and replacing it with a new cleat. I did this because the jib sheets would occasionally tangle on the factory cleat during tacking, especially in heavy air, and the problem was eliminated with the smooth tube cleat.

I have found that the best place to mount a compass is at the back of the mast stanchion on the wood crosspiece abaft the auxiliary mast step. Mounting a compass above bow deck level may interfere with the jib sheets during tacking, and a compass mounted in the centerboard trunk invariably gets kicked off by the crew.

I have had my mainsail modified with slab reefing in order to turn the Scot into a "pussycat" when daysailing in heavy air. I doubt if anyone uses the factory roller reefing since:

- 1) it is almost impossible to set up while under way and
- 2) you cannot use the vang with roller reefing.

I have come to love the Flying Jibe as recommended by Sandy, and would be totally lost without a vang.

The Gordon Douglass boat company provided me with plans for hardware installation to allow "jiffy reefing" while underway. I have had the reef points installed in the main a full three feet from the foot, which removes about one third of the mainsail area and makes the helm very well balanced in heavy air (it is a true pleasure going to windward).

Last, how to store the winch crank short of drilling a hole in it and chaining it to the boat: I plan on gluing a small wood block to the starboard side of the mast stanchion with a vertical hole drilled in it, sized for a snug fit (perhaps lined with foam rubber). So far, I have left the crank loose inside the auxiliary mast step area and have been lucky thus far, but always keep two spares elsewhere in the boat.

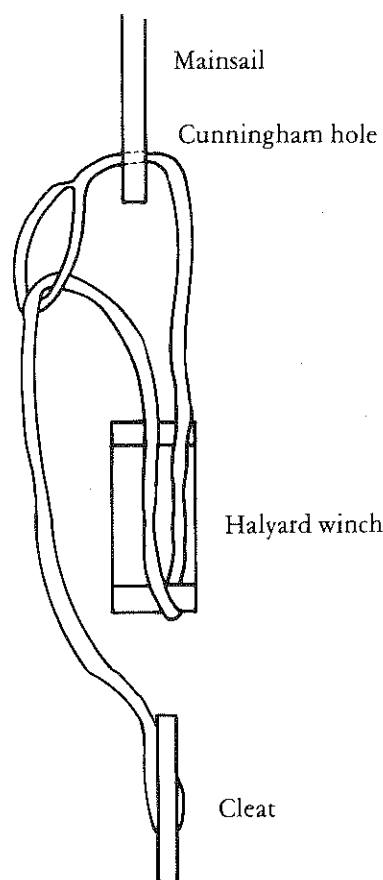


Figure 1

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or Trophy
for
Any Occasion

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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 (max. 50 words) and check to *SCOTS N' WATER*, 619 Yarmouth Rd., Raleigh, NC 27607.)

FS 1664—Douglass, light blue hull; one new suit of sails plus one set used. All spinnaker gear, lifting bridle and much more. Brand new full length boat cover (\$240). Dry sailed. \$3,700. Great trailer. David A. Mayfield, III, 1522 Roberts Drive, Jacksonville Beach, FL 32250. (904) 241-2431.

FS 2611—Douglass, light blue hull (nearly perfect condition), off-white deck, Schreck main, jib and spinnaker, dry sailed. Fleet champion 1976-1980. Trailer. \$5500. Pete Condo, 6778 Brandon Mill Rd., Atlanta, Ga. 30328 (H) 404-252-4270, (O) 404-252-1523.

FS 3008—Customflex, tangerine hull, white deck, Murphy & Nye sails, w/windows. All Harken fittings, full nylon cover. Pamco tilt trailer. \$4900. Gene Pearson 6851 Roswell Rd., Apt. L-17, Atlanta, Ga. 30328. (404) 396-6214.

MANY SLIGHTLY USED 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.

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.

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.

BATTENS—New Floater-unbreakable tapered floating flexible, 1" wide smooth butyrate cover, glass rod core—set for main \$11.00 delivered. Wood, same quality you've always received, sanded \$4.75, varnished \$7.50 delivered. Send check to Don Blythe, Battens, 804 Euclid Ave., Jackson, MS 39202 if you can't find our battens at your favorite sailboat dealer.

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full-page	\$160	\$130	\$100
Half-page	\$ 90	\$ 70	\$ 55
1/4-page	\$ 45	\$ 40	\$ 35

For copy of advertising contract write to:

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Regatta Schedule

March 30-Apr. 3—1982 Midwinter Championships. See registration form on page 5 of this issue.

Aug. 8-13—1982 North American Championship, Marion, Mass. Contact: Chuck Winans, 15 Rolling Lane, Dover, Mass. 02030.

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