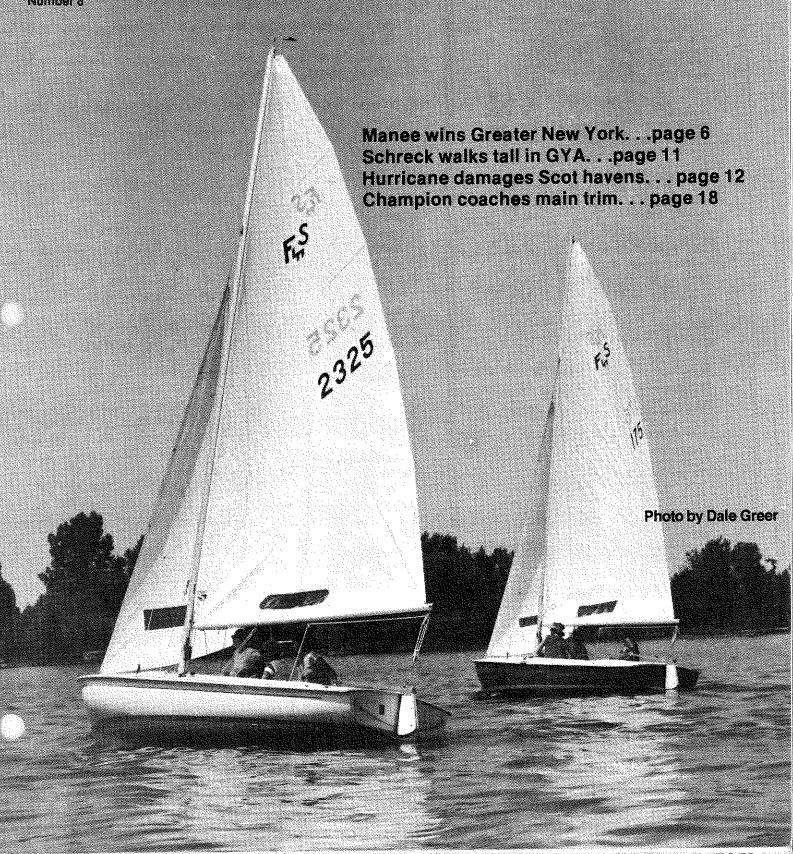
# Scots n'watern

November-December 1979 Volume XXI Number 8



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#### Scots n' Water I



P.O. Box 8 Chapel Hill, NC 27514

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## **Customflex ceases** building Scots, leaving **Douglass Co. and Ranger**

"As of October 1st, 1979, Customflex Inc. has ceased to build Flying Scots."

That announcement, signed by Eric Ammann, president of the Gordon Douglass Boat Co., and Terry Kilpatrick of Customflex. Inc., terminated licensing arrangements between the Douglass company and Customflex.

"The Gordon Douglass Boat Company, Inc., wants to assure all owners of Customflex boats and the class that it will continue to provide parts and services to any Scot owner, regardless of builder, as we have in the past. All parts are shipped open account to any Scot owner. Each builder will service his own warranties," the joint announcement stated.

Besides the Dougalss plant in Oakland, Maryland, the other licensed builder is the Ranger Boat Company in Kent, Washington.

One reaction to the announcement came in the Fleet 127 newsletter for Kentucky and Tennessee Scots. Duncan B. Gardiner, FS 1728 is Secretary of Fleet 127. "Fleet Sheet" observed that Douglass would be making up Customflex production.

"This probably means a late delivery date for Scots ordered in the late Spring and Summer of 1980. This in turn will tend to dry up the supply of used Scots. Urge any interested parties to order now, before the Spring rush and before the estimated \$250 increase expected in February (at the latest)", the newsletter said.

## Judges sought for NAC

Judges for the North American Championships to be held at Pensacola Yacht Club are being sought.

"Anybody working toward certification as a USYRA judge and willing to serve write to me," asks Lewis B. (Buddy) Pollak, past FSSA commodore and regatta organizer. The Pensacola NAC is tentatively planned for July 26 through Aug. 1.

Pollak's address is 115 Shoreline Dr., Gulf Breeze, FL 32561. Pollak notes that three on-water judges in the class have already been certified in the Gulf area.

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#### Mailing moves to Columbia, 1980 dues due

#### by Ed Eubanks

This column will be brief because Editor Dick says we don't have the space for me to explain how to sail

your Scot backwards.

But, there are a few things ... we will be running the mailing labels for the next issue of Scots n' Water from our Columbia, S.C., computer, and this means at least two things ... first, the good folks who haven't paid their dues, but have been receiving Scots n' Water, will find themselves with a great void in their lives, and, second, those very good folks who have paid their dues but haven't been regularly receiving this publication will suddenly begin to feel like full-fledged members. We apologize for the mailing mixups and hope they will be rare in the future.

Elsewhere in this issue there's an ad for the association which displays all the goodies we have with the Flying Scot emblem imprinted. These practical items make excellent crew trophies, Christmas gifts, etc., etc. We hope you'll order some of these

limited edition keepsakes.

Fleet Reports Are Due—Pressure your Fleet Captain/Secretary, or both, to be sure your annual Fleet Report is completed and mailed to the association office. This is vital information, and we must have it.

Dues Are Due—All members should have received statements for annual dues. If you have not, please send us a check anyway with your boat number, name, address, etc. We are aiming for 2,000 active members in 1980. You are one of them.

Next Month in This Column—An interview with Commodore Bill and crew Mae about what happens when you zig instead of zag in a Light-Light-Lightning.

### Scot moved, not 'stolen'

Flying Scot 2867 is found. The Scot wasn't stolen as owner James A. Mitchell feared. Forget that ad with the reward that asked you to call Sheffield, Alabama.

But after Dr. Mitchell searched the lake and visited marinas, he did fear the worse. What happened was that the Scot was moved to a fifth, unvisited marina to protect the boat against oncoming Hurricane Frederic. The marina operator didn't know Dr. Mitchell didn't know, until the "s....." ad appeared.



## Special Christmas Sail Sale

• Main with window

\$259

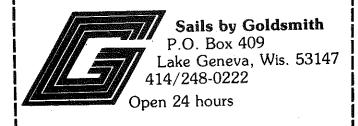
Jib with window

\$117

Spinnaker

\$189

 Built like the sails that won the North American Championship



Cut on dotted line and display in conspicious place so your family knows what you really want for Christmas

# Sandy Douglass Regatta attracts 19, sunny skies, but not enough wind

#### By Dick Elam

Nineteen skippers won trophies. Nobody lost.

The 4th Annual Sandy Douglass Regatta at the Rudder Club in Jacksonville, Florida, lured a Skipper Michael Kiely from as far away as Boston.

Sandy Douglass came to his own party. A Barber Shop singing quartet came from nearby Winter Haven for the occasion. The quartet invited Sandy to harmonize two tunes.

Ted Tolson came from St. Petersburg to judge. Tolson is the 1978 Nathanael G. Herreshoff Trophy awardee and co-author of "USYRU Appeals Decisions." There were no protests.

Paul Schreck came from Pensacola and Floyd Davis came from Panama City.

Fleet 131—from Captain Mike O'Brien to Jerry Bennett, who made trophies, to Elizabeth King, who recruited Barber Shop singers, to David Mayfield, who berthed skippers and spread good words to mention only a few of the friendly at the Rudder Club—came up with a check-list that should be a model.

A large high pressure came and provided immaculate weather. But little wind.

Richard and Jo Baugher came from Canton, Ohio, and led the fleet in the one, 15-minute attempt at racing in conditions where the current on St. John's River provided more velocity than the wind.

No races, no winners, but Editor Dick Elam and crew Bill Singletary came in sixth. We won the first annual WAPE radio stuffed gorilla trophy for finishing out of the top five.

#### Checklist for conducting a regatta

#### Invitations:

Mailed 3-4 weeks in advance? Do they include the following:

- 1. complete notice of races
- 2. directions and maps
- 3. meals and accomodation information
- 4. fees
- 5. person to contact for additional information

#### Directions:

Is a clear map available? Signs along the route?

#### Arrival

Is there a greeting committee of members to direct arriving guests to parking, facilities, accommodations and any social activity? If there are camping facilities on the premises, have they been made available to guests?

#### Launching and Mooring:

Are existing launching, boat and trailer parking areas cleared out as much as possible and made available for regatta participants? Will host members be on hand to assist? Will out-of-town boats be given priority at take-out time on Sunday? Is overnight storage available, wet or dry, and will guests be told about it? Can empty slips be used?

#### Skippers' Meeting

Should be convened on time. Should include, but not be limited to, the following:

- 1. passing out of written sailing instructions
- 2. marks
- 3. alternative penalties
- 4. general recall procedures
- 5. time limitis
- 6. information on tides and currents
- 7. type of course
- 8. time and place of protest meeting
- 9. any required equipment checks
- 10. any local course rules.

#### **Race Committee:**

Starts should be on time. Sailing instructions and USYRU rules should be adhered to in all respects, with special emphasis on a proper line length and direction. Set the best course, considering the conditions at the time. Will there be adequate crash boats, stake boats and a lead boat if needed? Weather conditions should be properly responded to. If necessary, notify the U.S. Coast Guard or Coast Guard Auxiliary of regatta.

#### **Protest Committee:**

All procedures should be conducted in accordance with Part VI of the USYRU rules and the format called "Protest Committee Procedure" following Appendix 8 in the USYRU rule book should be followed as closely as possible. Will protest forms be available? Will the meeting be on time and the results posted? Is the committee knowledgeable and professional?

#### Social

Will meals be available on time? well prepared? at fair prices? You may wish to also consider:

- 1. evening festivities
- 2. providing baby sitters
- 3. making provisions for spectators ashore or afloat

#### **Publicity:**

Will articles and results be sent to sailing periodicals? How about local press?

#### Scoring and Awards:

Race results should be posted promptly and accurately. Scores should be tallied as expeditiously as possible and the awar presentation concluded early so participants can have an early stark home.

#### Other:

What special extras will make this regatta particularly enjoyable for participants?



The Piper called 'Sandy' Douglass to the Jacksonville Regatta. The Piper falled to pipe up enough wind. Photo by William K. Wood

# 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 1978 Mid-Winters 1978 Lipton Regatta 1978 GYA Regatta 1977 North Americans 1st 1st

1,2,3, and 4th 1,2,3, and 4th 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!

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Al Gooch



# The Speed Doctors Have the Winning Combination

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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

## Ralph Manee wins Greater NY title on Barnegat Bay

Ralph Manee won the Greater New York District championship.

The New Jersey skipper, who sails out of Toms River, won the three-day event sailed on Upper Barnegat Bay in June.

Defending champion Jack Orr gave way to Hugh Malone in second and Bob Rich in third.

Place	Name	Boat Number	Total Points
		3386	183/4
1	Manee, Ralph		The same of the sa
2	Malone, Hugh	2427	251/2
3	Rich, Bob	3229	263/4
4	Orr, Jack	3065	273/4
5	Breekland, Don	2499	29
6	Herman, Seymour	2882	32
7	Mitchell, Paul	2792	39
8.	Anderten, Jack	2746	41
9	McCarthy, Larry	641	53
10	Stein, Ed	1621	55
11	Jansson, Al	2217	55
12	Alter, Joe	1628	56
13	Armiger, Dick	2735	59
14	Carroll, Lee	3086	68
15	Viemann, Laszlo	2248	69
.16	Kerdock, Rich	1078	74
17	Jacobsen, Dave	1750	80
18	Young,	1480	87
19	Vandemeer Strait (Van)	3223	88
20	Harding, Frank	1971	90

## Harvest Moon Shines on Jack Seifrick

by Frank Heimbaugh

A Friday night full moon helped latecomers from six states park trailers and step masts at the 29th annual Harvest Moon Regatta at Atwood Lake Yacht Club in Deliroy, Ohio.

Jack Seifrick proved that he is still a "Scot" sailor, as he took home the first place trophy. Saturday's good winds allowed for two long races, but Sunday found skippers searching out the whimsical breezes along a shorter course.

Place	Sail #	Skipper	1	Race 2	3	Total Points
1	3288	Jack Seifrick, Mentor, Oh. Crew: Jack Seifrick, Jr.	1	5	1	61/2
2	2682	Rick Baugher, N. Canton, Oh. Crew: Jo Baugher	2	2	5	9
3	1342	Jack Stewart, Alliance, Oh. Crew: Martha Lee Stewart	6	1	7	13¾
4	1858	Jack Leipper, Salem, Oh. Crew: Rosalie Leipper	7	4	3	14



North Dakota Scots Inclued Dick Johnson's 2536, Chris Bredlow's 156, Bill Bergstrom's 3282, and Curt Eyland's 3283.

## Bredlow wins again in North Dakota; Scots initiate Devils Lake racing

By R.W. Johnson

Bottineau, North Dakota—the Sixth Annual Flying Scot Lake Metigoshe Regatta was sailed Sept. 8-9. Chris Bredlow, for the sixth time, won the Regatta with consistent sailing in both light and heavy airs.

On the first day (Saturday) two races were held in very light airs with oscillating wind shifts. On the second day with winds 20-40 mph and gusts, three races were held. Curt Eylands with crew, Mary Reitan, was a strong contender until the fourth race when, under spinnaker, a sudden wind shift capsized the crew of two.

The last race of the series was most exciting with very heavy airs and white caps resulting in a final leg of a planning broad reach with last second changes in boat positions.

Chris Bredlow with crew, Donna Bredlow and Bill Bosely, sailed very well in the first four races, and coasted to a fifth place in the last contest for first place overall.

Dick Johnson with crew, Elaine Johnson and Caroline Pierson, and Andy Buchl with crew, Elaine Buchl and Jerry Socha, finished closely for 2nd and 3rd places in the eight-boat Regatta.

#### By Chris Dale Bredlow

Summer's end race on Sept. 30, marked the beginning of Flying Scot racing on Devils Lake North Dakota.

All summer long Bill Bergstrom (FS 3282) entered the centerboard division of the Devils Lake Yacht club and took a respectable three firsts in six races. Devils Lake is a growing lake and sailing enthusiasm is growing with it.

Bill Bergstrom challenged all North Dakota Scots to race him on his own lake. Andy Buchi of Rugby, North Dakota, Bill Blain of Fargo, North Dakota, and Kurt Eylands of Grand Forks, North Dakota decided to teach Bill Bergstrom some humility, but Bill does not humble easily. Look for the next Flying Scot Fleet to be formed on Devils Lake.

#### **Summer End Race Results**

Devils Lake, North Dakota, 12-15 mile winds with gusts to 30, 7 mile course.

Fleet 123 Midwest Fleet 123 Midwest	Andy Buchl Bill Blain	FS 3283 FS 3282 FS 3284 FS 2649	58'30'' 06'06'' 61'06'' 67'24''			
(Results in elapsed times)						

## Schultz & son win Oriental 'Social'

#### by Debbie Peterson

In Oriental, the folks call it a "Sailing Social."

Oriental is a small fishing town on the Neuse River which feeds the Pamlico Sound inside the Outer Banks of North Carolina.

Bill Myatt, who started the event 17 years ago, immortalizes the village in poetry, but finishes sixth.

Dick Schultz and son, Ricky, beat 26 other Flying Scots. That victory won the Schultz boys the Ragan Memorial Trophy which goes to the winner of the largest class. Six other classes competed.

Saturday races were sailed in 8 to 10/knot winds. On Sunday winds dropped to 3 to 6 knots, and Schultz ghosted his black-hulled "Ghost" through the fleet for his second first, and the regatta trophy.

Fleet 27 sponsors the "social." Paul and Sharon Newton "hosted" as regatta chairmen.

Place	Boat#	Skipper		Race		Total
			1	2	3	Points
1	1885	Schultz, Dick Ricky Schultz	2	1	1	3.50
2	1402	Wordsworth, Al King, Jack—crew	3	6	4	13
3	1991	Lee, Bob Buffaloe, Becky—crew	6	4	7	17
4	1198	Elam, Dick Elam, Margaret—crew	1	5	12	17.75
5	2150	Trull, Rodney Trull, Joe—crew	9	13	3	25
6	3133	Myatt, Bill Myatt, Hugh	4	7	15	26
7	649	Bodman, Herb Roberson, Dave	15	11	2	28
8	2324	Batchelor, Dave Batchelor, Ann—crew	13	9	8	30
9	2942	Miller, Dave Joanne Miller—crew	19	2	9	30
10	440	Parker, Tod Parker, Charlie	11	8	14	33

## A 'Social' Invitation Written by Bill Myatt

Harken, seafolk, one and all, hear again the Neuse's call.

Striving sons and daring daughters match their wits on dancing waters

Freed of fret and anxious ache. O worried world you watch their wake.

Ashore's a town yet quaint and gentle; to be there's great—it's Oriental!

For such a spot, with one accord, we can only thank the Lord.

Souls, like winds, can lift on high and saner be in sea and sky.

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''Sailing Specialist'

**For Immediate Delivery:** (6) 1980 teak trimmed FLYING SCOTS with our custom outhaul, jib sheeting, adjustable hike stick, and rudder blade pin arrangements. You can add our custom vang, centerboard control, and spinnaker gear for a superb race equipped FLYING SCOT. We recommend GOLDSMITH, NORTH, or MURPHY & NYE sails.

(5) previously owned SCOTS, all with new-boat warranty; #1379, #1559, #2253, #2403, #3020. Call for details.

**Parts and Equipment in Stock:** WACO 360° trunk mounted swivel cleats for vang and centerboard, HARKEN blocks, adjustable tiller extensions, rudder blade pins, shroud and halyards, hiking aids, shroud covers, ATLANTIS' ultimate weathergear, and all new flotation vests with pockets; and AIGLE boots, absolutely the best foul weather foot wear for the racing sailor.

We ship daily by UPS on open account to FSSA members!

## T-J Sales Co.

8930 Dexter-Pinckney Road Pinckney, Michigan 48169

Office: (313) 426-4155 Tom Ehman, Owner

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

# Stow your pole in plastic tube, says Dixie skipper

By L. Lister Hill

Where to stow the spinnaker pole? We like this idea and have used it two years or so without problems—

Buy an inexpensive standard 10-foot length of three-inch diameter white rigid plastic pipe, commonly available at building supply stores.

Cut to fit (ours measures 78½ inches) with a hacksaw.

Drill a small hole (e.g. 3/16 inch) on each side about one inch from one end and hang that end under the bow about six inches below the toggle plate by light line tied through the holes to the toggle plate.

Suspend the other pipe end on the starboard side just above the centerboard winch by a short length of shock cord looped around the pipe and tied to a single eye screw placed into the tabernacle about five inches forward of the cockpit edge or coaming and as high as possible. (Supporting at the aft end by line through holes in the pipe may cause the thin pipe to break from the weight of the pole.)

Place a scrap of foam rubber or the like in the forward end of the pipe to serve as a bumper.

Then slip the pole into the pipe.

The pole is easily stored and easily accessible, and the entire system is so simple that we would not be surprised if many other Scot skippers have also "invented" it.

One caution: With some vang rigs it may be necessary to adjust (e.g., lengthen the lower vang line or bridle where rigged with wooden fairlead for the centerboard pennant) to keep the end of the pole,

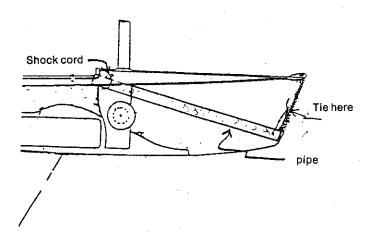
#### Letter thanks Scot designer

Dear Sandy Douglass,

I can't let another day go by without telling you how grateful we are to you for the Flying Scot. One of our members put into one sentence how all of us feel. "I wonder if Sandy has any idea how many hours of pleasure he's brought to so many?"

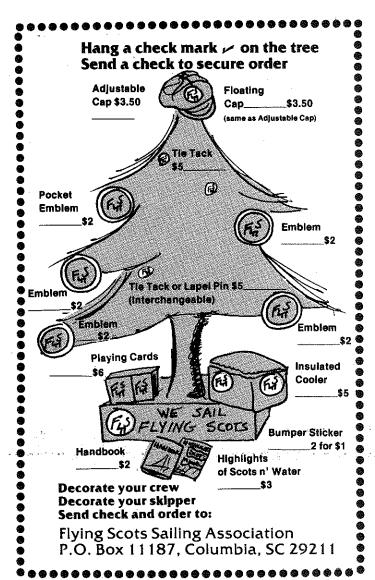
We thank you for creating the Scot that we all enjoy so much.

Most sincerely Betty McMahon, Fleet 46 Hempstead Bay Sailing Club



which will project slightly into the cockpit, from fouling the vang on a run.

(L. Lister Hill sails Flying Scot 3095. He lives in Montgomery, Alabama, and sails with Fleet 85, Dixie Sailing Club.)



## **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 662-Douglass-Green hull/light green deck. One set Schreck sails, two years old; one set storm sails; trailer. Price: \$2000. Boat located: Lake Hopatcong, New Jersey. J. Specthrie, One Penn Plaza, New York City, days: (212) 594-5300; evenings and weekends (212) 548-4520 or (201) 633-3274.

FS 2771-Douglass, light blue, full set Cameron plus new Goldsmith jib. All Harken equipped, compass, outboard mount, lift bridle, Sterling tilt trailer. Always dry sailed, stored inside, excellent condition. Weighed in barely over minimum at 1979 NAC. Stored near St. Louis. Price: \$4.500, negotiable for quick sale. Jack Woods (618) 632-4192.

#### 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	\$160	\$130	\$100
Half-page	\$ 90	\$ 70	\$ 55
1/4-Page	\$ 45	\$ 40	\$ 35
Send ad copy to P.	O. Box 8, C	hapel Hill	, N.C. 27514

by 15th of month before publication.

FS 1010—Douglass light blue deck, white hull, new racing bottom. Sterling trailer, 3 suits sails, many extras including Harken blocks, new centerboard, engine bracket. Excellent race record. Price: \$3,200. Call John Aras, (216) 333-2153.

FS 3294—1979 Customflex never sailed. Murphy & Nye Main and jib, Pamco trailer, complete for \$4,400. The Sail Place, Canton, Ohio. Call (216) 452-9391.

FS 1990-Excellent condition, 2 sets of sails, outboard motor bracket, anchor, paddle, cover, spinnaker equipped, Sterling Trailer, white hull-blue deck. Price: \$3,900. Linda Riley Fleming, 724 W. Broad St., Quakertown, Penn. 18951 or call (215) 538-0137. (Boat can be seen Long Beach Island, New Jersey.)

FS 1005—Douglass built. Ulmer main and jib. 2 year old Sobstad spinnaker, barely used. Sterling Tilt Bed trailer. Harken Hexaratchet Blocks. Price: \$3,500. (203) 269-0488 after 5 P.M. or weekends. Ronald Lindsay.

FS 1890—Douglass, 2 suits of sails, spinnaker, anchor, new Dupont Imron finish, bright red hull, white deck, rigged for racing, fast boat, dry sailed, winter stored, teak trim, lifting bridle, excellent condition, Price: \$3750. Harken blocks, spinnaker pole, trailer. James R. McHaney, (314) 334-5259.

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.

#### 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.



## Need Any Parts For Your Scot?

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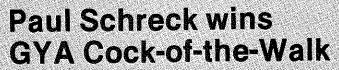
Call 301-334-4848, Monday-Friday between 8 a.m. and 4 p.m. Saturdays 9 a.m.-11 a.m., or write

## GORDON DOUGLASS BOAT CO., Inc.

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FLYING SCOT





Paul Schreck won the G.Y.A. Championship, Cock of the Walk Series, sailed at St. Andrews Bay on October 13 and 14.

The beautiful fall weather provided 90 degree temperature, with light and variable winds on Saturday and switched to the north with clear weather, moderate winds with gusts, and pleasant temperatures on Sunday.

Schreck, sailmaker from Lillian, Alabama, dominated the series with three first, a third and a ninth,

to win first overall.

Second place went to Duncan McClain of St. Andrews Bay Yacht Club, who sailed a very consistent series. Third place went to Bubby Egan of Bay-Waveland Yacht Club. Fourth place-Hogie Herman of New Orleans Yacht Club, and Fifth-Mike Douglas of St. Andrews Bay Yacht Club.

Most G.Y.A. interclub events require a format in which a skipper will sail only one race. In this event, the skipper sails the entire five race series with the thinking being that each club sends its best to participate. The winner of this event keeps for one year the Lewis B. Pollak, Sr. Perpetual Trophy.

Paul Schreck photographed at NAC by

## Hurricane pummels Gulf Scot clu

#### Mobile, Buccaneer, Fairhope damaged, Grand Lagoon razed, Pensacola escapes

#### by Al Audieman

On September 12, 1979, the skies darkened, the winds began to how as Hurricane Frederic was about to show the northern Gulf coast that "himacanes" could unlease just as much fury as any female.

The next day dawned with clearing skies and eventually some bright sunshine, but many sailors' spirits weren't quite so bright. While, thankfully, no one was hurt, many yachts clubs along the coast that are the stomping grounds for many Flying Scot sailors weren't so lucky.

The eye of Frederic came ashore at Dauphin Island, Alabama, located at the extreme south end of Mobile Bay. The Mobile area suffered the worst, but several clubs east of Mobile were also touched by the heavy hands of Frederic.

Buccaneer and Mobile Yacht Clubs were gutted. Along with Fairhope Yacht Club on the east side of the bay, all clubs had all dock destroyed by the waters estimated to be 8-15 feet above normal. Winds clocked at near 140 miles per hour pushed surge ashore.

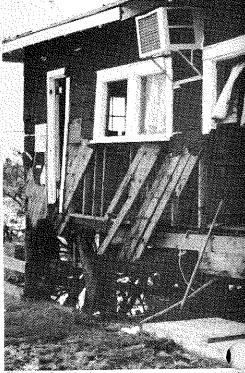
To the east, Grand Lagoon Yacht Club in P. Florida, was totally destroyed. Not only docks washed down, the clubhouse was crazed. Somewhat farther east and in a commore protected area, Pensacola Yacht Clithe 1980 NAC will be held) suffered of damage to the clubhouse and grounds. PY were badly damaged but not totally out mission.

Farther to the east at Ft. Walton Yacht Clinad battened down their craft and were reaworst. Thankfully, with memories of Hurrica in 1975 still fresh in their minds, they were the next morning by the pleasant sight of his spared the storm's fury.

Because of the wind direction in a hurric to the west from Singing River to received only minor damage at the wors



Hurricane Frederic unearthed this tree at the Mobile Yacht Club. The storm gutted the Mobile clubhouse. At the Buccaneer Yacht Club, right, the storm snatched



Ranger 23 from mooring and deposited it on the trees away from the shore, survived. Photos by Mik

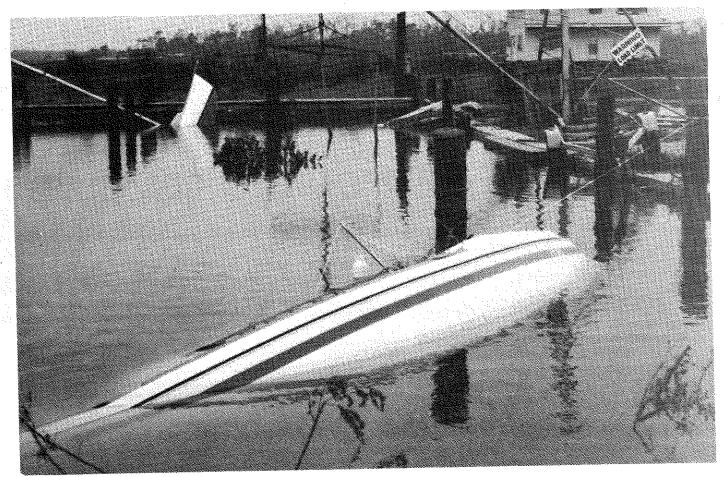
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acola, e the letely erably where minor docks com-

allors or the Eloise omed been

clubs rlr s



At Mobile an O'Day lies with a piling through her hull. . . Photos by Mike Johnson



e. Flying Scots, tied to



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#### 1979 Flying Scot Results

**Open Events** 

Open Scot-Spring Regatta-1st

North Carolina Opening-1st

#### **GYA Events**

GYA Opening - 1st

GYA Spring -- 1st

GYA Candler Regatta — 1st

GYA Race Week—2n and 3rd

GYA Meigs Regatta - 1st and 2nd

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Please ship suit(s). Scot #	Super Schreck Sails—Suit\$447.00
Velocities where I sail most are to to	Suit—5 oz. Dacron . \$397.00  Jib—5 oz. Dacron . 126.00  Main—5 oz. Dacron . 285.00  Spinnaker—¾ oz . 185.00
Please mark colors on spinnaker sketch.	Spinnaker—½ oz. 198.00 Spinnaker—combination½ and¾ oz. 198.00
I am enclosing check in full. You will pay freight.	*includes royalty tag  Quick reef
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Name	10% Fall Discount, 9/1—12/31
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Swaging — All Hardware for Sails — Covers — Rigging — Rope to Wire Splicing.

Signature.

Charge

## Owners respond to rigging rule

# Fleet 95 says 'running rigging optional' and amendment needed instead of ruling

Dear Editor:

This letter was drafted at the request of the members of Flying Scot Fleet 95. A copy of the letter has been set by all members of the Fleet, and endorsed by 19 out of 20 of them.

The members of the Fleet... are concerned about the issue of one-design and feel strongly that changing equipment requirements is costly and something we wish to avoid. Mike Andert, FS 3304

An open letter to the Flying Scot Sailing Association:

While meeting to discuss the new measurement rulings Fleet 95 surfaced many questions and concerns. While not wishing to specifically debate the merits of the latest rulings, Fleet 95 would like to take issue with what we see as an un-

desirable trend. A number of boats in our Fleet will be forced to make rigging modifications; modifications to meet the new Flying Scot specifications.

In the FSSA Constitution, Article X, Section F, the duties of the Chief Measurer are defined by stating that he, "... shall make rulings on matters not specifically covered in the Official Plan and Specifications." FSSA Specifications, Article S-111, Number 5 clearly covers running rigging—the subject of the latest rulings. This Specification states that, "Running Rigging is optional..." and then lists four exceptions not pertinent to this discussion. If running rigging is optional, then for the Chief Measurer and the Board of Governors to rule against double-led cunninghams, vangs and main sheets

(certainly running rigging) is an Amendment to the Specifications and should have been dealt with as provided for in the FSSA Constitution.

The FSSA Constitution Article XX, Numbers 1 and 3 refer to the amendment of Specifications. It involves proposal by Fleet action and a two-thirds vote at an Annual or Special meeting. It is a procedure endorsed by Fleet 95. The Amendment section of the FSSA Constitution was written to protect the Flying Scot owner from material changes to the specifications of the boat. When measurement rulings require changes to be made to Flying Scots in order to meet new specifications, then we feel we must object.

## Stock boat more work than our rig'

By R. C. Ivey

Bruce Goldsmith's recent article on accelerating a Scot prompted this note. I agree with Bruce and feel his insights are on the mark. His article and an earlier one of mine are complementary since they apply best in different conditions.

In light to medium airs, where heeling is no problem, Bruce's technique is appropriate if not over done so as to encroach on rocking and pumping. In cases where heel is a concern, in heavier, gusty wind, I think my article is more suitable. In both cases there is sound physics to substantiate each action.

The point is, playing the sheet and the heel of your Scot is important. This is most apparent to small boat sailors, like Lasers, where you learn quickly to develop feel and techniques. I've seen Scots round windward marks, free off, or attempt to plane with cleated sheets and manhandled tillers. Image a Laser rounding with no coordination of sheet and helm! That's the mark of a good swimmer and poorer sailer. Take a Laser or small boat out for a few practice sessions in differing conditions, feel the reactions. Then sail your Scot with the same care.

The second part of Bruce's article discussed weather sheeting. This is to me a crucial part of the on-going discussions on what should be allowed on a Scot. I implore the new measurer and committee to

leave us this flexibility. With ratchet blocks on the jib track and optional cleat mounting we have a simple system that allows us to shape the jib, adding or deleting twist, controlling the slot and, in proper conditions, to make the Scot a high pointing beauty. My crew is my wife and she tends our double lead jib with care, adding a cohesion to the team aspect of racing. With the standard or stock boat, she has a more difficult job and feels less involved in every way but muscle.

I can't handle a sheet led from the end of the boom without fighting a tangled tiller with each tack. Furthermore, having clam cleats all around our boat is a convenience we relish. Certainly they are faster and safer than the stock cleats that require more strength and attention to handle.

So my earnest hope is we can leave the Scot regulations as they are. A stock boat is more work than our rig, and we have stayed legal. Sure, bendy mast, a traveller, a spinnaker launcher, etc., would jazz up the Scot. But I don't advocate those changes. Neither do I want a stock boat that discourages or disqualifies the majority of present owners that I know.

The idea of allowing six or so variations has been suggested. This is seemly unwise to me. Why don't we leave our rules alone? I'd like to hear others respond to this.

# WHYOUR DESIGNS

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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.

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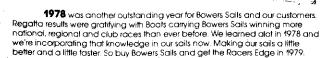
We are involved! Our knowledge is put to work for you in the form of Newsletters, Booklets and update sheets on boat and sail trim for

#### **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.





## 'Restrictions sufficient to maintain Scot one-design class'

To: Larry Taggert, Measurer From: Steve Emerson, Ann Arbor, Mich.

I just received my October 1979 issue of "Scots N" Water" and was disappointed but not surprised (considering the resignation of Jack Seifrick) to learn of your recent rulings. Even more disturbing was the proposals for future rulings (refer to pg. 19). Apparently it was only a procedural error which kept internal spinnaker sheets from being ruled illegal until the Midwinter meeting. Even though my Scot complies with your rulings to date and does not have internal spinnaker sheets, I can't accept a rationale which prohibits convenience and improvements in rigging.

It is my belief that restrictions existing prior to those imposed Sept. 1, 1979, were sufficient to maintain the Flying Scot as a one-design class in which I enjoyed competing and supporting. It is with much concern and almost disbelief that I see that FSSA is apparently influenced by Sandy's obession with supporting the original Scot rigging, much of which is obsolete. One typical example is the stock vang which is essentially useless.

It is my fear that the following existing conditions will have a disasterous effect on the popularity and practicallity of the Flying Scot, particularly in the Midwest.

- 1. Retroactive rulings by the Measurer on previously accepted rigging without a grandfather clause and without the support of the FSSA membership. This type of ruling is quite different from outlawing extreme alterations which affect performance and defy the onedesign nature of the Scot.
- 2. Gordon Douglass Boat Companies pulling of Customflex's license to build Flying Scots. Customflex was (until Sept. 1979) a major supplier of Scots in our area from which a custom rigged Scot could be ordered through local dealers.

I want it to be known that there is significant dissent by owners in my area with respect to the situations I have described. As a dues paying member of FSSA I question how FSSA, Gordon Douglas and Gordon Douglas Boat Co. can justify that the best interest of the Class are being served? I appeal to you and the remaining FSSA Board members to rectify the conditions I have described. By copy to FSSA I offer this letter for publication as an expression of opposing view points to those stated in the October '79 "Scots N' Water" and as a source of questions which need to be answered.

# Give some latitude for preferences that don't effect speed...'

In your September/October issue of Scots n' Water, considerable space was devoted to Rulings and Considerations of the Chief Measurer. I have been a great supporter of one-design concept and agree that, in the long run, adding advantageous hardware and rigging techniques tends to weaken the class. However, I now see a creeping tendency by the Chief Measurer, urged on by Sandy Douglass, to over-react and begin to consider insignificant matters regarding the Flying Scot. Any change in the Flying Scot which gives one boat a decided advantage over another should be definitely outlawed. However, there should be some latitude given for individual preferences which do not effect boat speed or safety.

It is ridiculous for the Chief Measurer to become involved in insignificant matters such as the color of the hull, the weight and material of various sheets, the position of a turning block for the center-board pennant, etc. In this category of **petty quibbles**, I must mention the Measurer's preoccupation with condering outlawing inside spinnaker leads.

In Sandy Douglass' article, which apparently serves as the **battle plan** for our Chief Measurer, Sandy opposes inside spinnaker leads because "I do not like the idea of cutting holes through our side deck and



January 26-27—Sunshine Regatta, Miami, Yacht Club, Miami FL, contact Richard C. Russell, 10901 SW 60th Court, Miami, FL 33156 (305) 667-3714.

February 1-3—Snowbird Regatta, Coconut Grove Saling Club, Miami, FL, contact Fleet 90, P.O. Box 330586, Miami, FL 33133.

March 4-9—Mid-Winters Championship, Panama City, St. Andrews Bay Yacht club.

#### Flying Scot Builders

Gordon Douglass Boat Co. Inc. Route 4, Drawer AB Cemetery Lane Oakland, Maryland 21550 Ranger Boat Company 25802 Pacific Hwy., South Kent, Washington 98031



seat back... it involves taking out the foam.. foam will not be properly installed. . . the deck is no longer water tight." I think these criticisms are spurious, theoretical, and unrelated to reality. I have had inside spinnaker leads since 1974. My present boat was manufactured by the Gordon Douglass Boat Company and the inside spinnaker leads were rigged before the foam was attached so there was no possibility of weakening the flotation through manipulation. The theoretical loss of the water-tight hull is just that—theoretical. Since 1974 I have capsized in Lake Erie (where such occurrences are not uncommon) a number of times and the amount of water in the boat after righting it is negligible. And his statement that inside sheeting is a major step away from our onedesign concept, sounds like something my second grade teacher would say.

My enjoyment of sailing is enhanced by the orderliness and neatness of the gear, the sheeting, storage, etc., providing a nice clean boat. I suppose my early toilet training is responsible for this compulsive nature. Be it as it may, it is obvious to anyone who understands the principles involved, that inside sheeting does not provide a speed advantage over boats which are sheeted outside.

The variations of boat weight and the differences between cuts of sail influence speed and performance so much more than these petty items being considered by the Chief Measurer. I plead with the Chief Measurer and the Board of Governors to cease their busy-body activities and divert their energies from picayune detail to more important major issues. Please let me choose the color of my hull, the weight of my sheets, arrangement of my gear, and position of my spinnaker sheets to allow me to continue to enjoy sailing the Flying Scot as I have for years.

O. David Solomon, MD Fleet Captain, Fleet 12

## Timing mainsheet to puffs

By Bruce Goldsmith

Mainsheet tension is very critical to the Flying Scot.

Because there is no moveable traveler, because the mast does not bend much fore and aft, when you trim the mainsail hard, the mainsheet position is critical as far as how much the boat heels.

Timing when you ease the mainsheet, and when you trim the mainsheet again determines how the boat goes and heels. When you sail in puffy winds, you have to anticipate. You may even heel the boat a little bit just before the puff hits.

When the puff hits, you and the crew hike out, and you ease the mainsheet as you are hiking out. Now this gives the boat some momentum to come back against the wind so that the boat tends not to get going the other way. Anything in motion has a tendency to stay in motion in that direction. You are bringing the boat back against the wind. The boat will tend to resist heeling, and if you ease the sheet just a couple of inches at the same time, then the puff slides by before the wind starts to heel the boat.

As the puff starts to slide by, you can ease and trim, and do the whole process again. The key is to ease just as the puff hits, and trim very quickly so that you don't lose all the wind pointing the boat.

Ease too much and you lose your pointing.

But if you don't ease enough, you heel over and the boat turns into the wind, stalls out and slows down.

This mainsheet trimming is critical to sailing the Flying Scot faster to windward in very heavy air.

In heavy weather, there are a number of things you do if you have a heavy-enough crew. We anticipate and ease when we don't have enough crew weight. But if you have a plenty-heavy crew, put the vang on good and hard. This vang pressure will tend to bend the mast back and to leeward a little bit. That bend will make the leech a little tighter, too. And then you can just use your mainsheet as a traveler. The vang trims the mainsail. The mainsheet acts as a traveler and pops the boom out to leeward when the wind hits.

You have enough crew weight. So, now, instead of feathering the boat in the puffs and losing speed to reduce heeling, when the wind hits you pop the boom to leeward, but the mainsail trims with the vang. You go faster. Your heavy crew will hold the boat down. That is particularly good for heavy crews and big seas. The feathering technique of not using the vang, but easing the sheet and letting the top part of the sail twist is particularly good for smooth seas and light crews.

You can point higher at the same speed in heavinds and smooth seas, but you cannot point higher at the same speed in heavier winds and big seas.

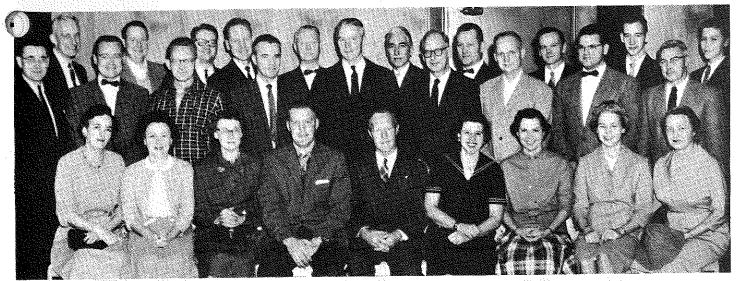


# You can call us Murphy & Nye or you can call us HOOD Or you can call us FAST.

But we call our new Flying Scot Main FAST. Our recent testing has shown our new design to be faster in all conditions than the Old Murphy & Nye sail. Write or call as at the newest HOOD Sail Loft.



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Founders Identified—Left to right, Top Row: John A. (Jack) Belerwaltes, Bob Meese, Henry Huber, Gli Dobson, J. Mason Pilcher, "Creck" Stewart, John Farago, Bob Schnelder, Bill Belerwaltes, Jack Belerwaltes, Jr. Second Row: Charlle Taft, John Thiesman, Warren Rupp, John Melville, Dick Peeke, Ev Ohnsman (or Dr. Howard Taylor).

Ruel Berno, Dan Meckley, Kae Perkins. Bottom Row: Phyl Peale, Jane Melville, Mary Douglass, Truman (Tru) Clark, Gordon K. (Sandy) Douglass, Vera Farago, Fran Rupp, Barb Huber, Lib Stewart. Photo taken at November, 1958, Flying Scot Salling Association Organization meeting.

## FSSA Founders identify faces in old photograph

om John A. Beiewaltes, Wilmette, III.

Got quite a kick out of the center spread in the Scots n' Water. . . My third son, Bill Beierwaltes, has a Butterfly and his own electronics business in Loveland, Colorado. . . Bob Schneider, Sr. was Flying Scot's first Measurer. . . for two terms.

That was quite a gathering with little expectation that the Scot would become the most popular one-design in the country. But we sure worked like it could.

#### From Ken Perkins, Berea, Ohio

The man to right of Dick Peake is Dr. Howard Taylor who owned FS 24 and later sold to Dr. George Spencer...(Editor's note: this identification conflicts with an identification of Ev Ohnsman by Sandy Douglass.)

Truman "Tru" Clark was first President of FSSA from Mansfield, Ohio.

Over the years I've saved all the publications, letters, yearbooks, etc. connected to the FSSA, including the first newsletter written by Bob Meese. I will gladly box them up and send them to you as valuable information for some future historian of the class.

In the spring of 1978 I sold "Perky Too", FS 511. I wned FS 11 back in 1958. My wife, Sandy, his son and I sailed in the first glass Scot to go into the water.

I had the first Scot at Edgewater Yacht Club and organized Fleet 12.

In 20 years of sailing on Lake Erie, I never capsized

my Scots which I credit largely to the fact I didn't use a mainsheet jam cleat.

My advice to the Scot sailors would be to sail them as you get them and keep that clean, uncluttered cockpit. For those who want to make their boats go faster, learn to sail better! For those who want go-fast gadgets, let them join a development class. Keep the Scot a true one-design, and let everybody enjoy the sport.

I'm now 73 years old and raced my Scot actively until two years ago. I still get up Sunday morning and miss the thrill of anticipating another day at the greatest sport in the world.

#### From Bob Schneider, Wilmette, III. Fleet 3, Former District Governor

I barely recognized some of the founders I am close to. I guess 21 years has a way of doing that.

Jack Beierwaltes, the first president of FSSa, is still racing Scots (FS 361) out of Wilmette.

My father, Robert A. Schneider, was also active in early years of FSSA. Presently Dad is living in Michigan City, Inc., enjoying fishing and sightseeing in an 18-foot power boat.

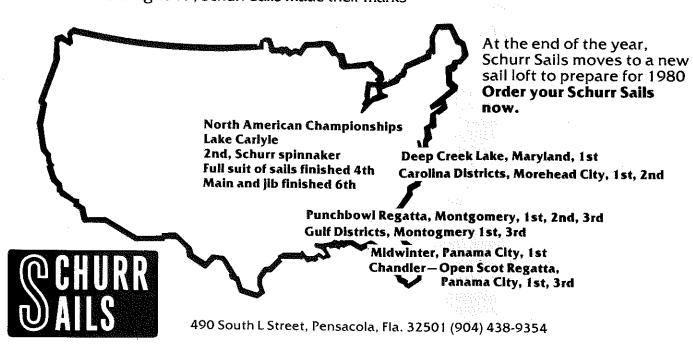
In the back row, is a very young me, Robert Schneider. I am partner with Jack in FS 361 and try to sandwich racing in between little league games. The third generation of Schneiders started racing this year and loves it. Bobby may even give up baseball eventually.

## New skippers join Flying Scot

	FIS#	Flee	t Name	Address	City	State	Zip
	312	57	Gregory W. Wheeler	108 E. 81st St., Apt. 2-B	New York	NY	10028
	370		Thomas Vargish	21 Denbigh Drive	Iowa City	ÌΑ	52240
	3353	31	Joseph T. Wingert	317 N. Bellevue Avenue	Langhorne	PA	19047
	3356		John LuPico	289 "O" Street	Seaside Park	NY	08752
	1104		Richard I. Shope	P.O. Box 3133	Greensboro	NC	
	2232		David J. Schwartz	120 W. Tami, #303	Westland	MI	48185
	3120	118	Loy Vaughn	2341 Hawksburg Lane	Birmingham	AL	35226
	2025		Melinda Steagall	19 East Myrtle Street	Alexandria	. VA	22301
	2706		Neil Alan Wright	Route 9, Box 351	Hagerstown	MD	21740
	2518		Orrin C. Shane, III	1020 23rd Avenue, S.E.	Minneapolis	MN	55414
	1078	31	James A. Lorenz	46 Wilshire Drive	Tinton Falls	NY	07724
	3433	A V	W. Scott Peterson	134 Grandview Avenue	Waterbury	CN	06708
•	1727	9	Thomas O. Moore	360 Claymoot, Apt. 3-B	Hinsdale	JL.	60521
	3363		Julian A. Magnus	8360 Springvalley Drive	Cincinnati	ОН	45236
	2447	131	Elizabeth King	P. O. Box 714	Atlantic Beach	FL	32233
	3263		Forrest W. Nelson, Jr.	P. O. Box 101	Hollis	NH	03049
	1199	32	Patricia G. Shields	318 Pebblebrook Drive	Seabrook	ŦΧ	77586
	511		Paul A. Nickerson	6403 Luelda	Parma	ОН	44129
	2174	_	Oliver F. Arrett	17524 Hampton Court	Minnetonka	MN	55343
	3418	9	James W. Reeves	522 W. Hickory	Hinsdale	IL	60521
	135		Samuel J. Watson, III	9720 Cinnamon Creek Drive	Vienna	VA	22180
	3028		Stewart F. Sumpton	12824 Melody Lane	Minnetonka	MN	55343
	990	41	Robert Tester	2602 Miller Rd., N.W.	Stanton	MI	48888
	1823		William Parish	3303 Yellowstone Drive	Ann Arbor	MI	48105
	1424		Wendell Thomas	547 Judson	Evanston	IL	60202
	3065		Harry B. Fitch	RFD #1, Box 13-F	South Salem	NY	10590
	3435	7	Charles W. Harris	25 Heusted Drive	Old Greenwich	CT	06870
	871		Edward Krugh	6459 Phillips Avenue	Pittsburgh	PA	15217
	1404		Richard Tarr	Stoneledge Road	Ashville	NY	14710
	371		Gordon Furth	919 Airole Way	Los Angeles	CA	90024
	1939		Robert Moates	717 Lankashire	Winston-Salem	NC	27106

#### 1979. . . 'twas a good year, for Schurr

During 1979, Schurr Sails made their marks



#### Mid-Winters set Mar. 5-8; Ft. Walton Beach hosts warm-up races Mar. 1-2

#### by Betty Smith

Gulf Coast sailors invite Flying Scot skippers and crews to plan now for a sailing vacation in Panama City, Fla., during the Flying Scot Mid-Winters on March 5 through March 8, 1980.

Sailors are also urged to come down early and sail in the Mid-Winter Warm-ups at the Ft. Walton Beach Yacht Club on March 1 and 2.

This year the Mid-Winters will make another change that has been requested. There will still be three Divisions—Championship, Challenger and Commodores—but there will be no elimination series. The Mid-Winter Championship series will consist of six races, head to head, with one throw out race if there are six races sailed.

Each participant will select his own Division to sail in. Winners of the Challenger and Commodores will automatically move up to the next Division.

Trophies will be awarded for first seven places in Championship and Challenger Division and first five places in Commodores Division. Trophies will be awarded for winning skipper and crew of each individual race.

All sails will be measured. 1979 NAC and 1979 GYA Lipton stamps will be accepted. Flying Scot must be registered and skipper must have 1980 dues paid. FSSA secretary will be present to accept dues.

Entrance fee: \$30 ( \$25 if you pre-register by March 1).

Local motels readily available to the club are:

Howard Johnson 4601 West Hwy. 98 Panama City, FLA 32401 Phone 904-785-0222 Ramada Inn 3001 West 10th St. Panama City, FLA 32401 Phone 904-785-0561

Holiday Inn Bayside 711 West Beach Drive Panama City, FLA 32401 Phone 904-763-4622

The Mid-Winter "MENU" reads:

Tuesday, March 4

Resgistration and sail measurement

Wednesday, March 5

Board of Governors meeting and dinner Registration and sail measurement

First race

Sixth race

Raw oyster bar and beer 1730-1900 hrs

Thursday, March 6

Second and Third race Cocktail party 1830-2000 hrs

Friday, March 7

Fourth and fifth race
Dance 2000-2400 hrs

Saturday, March 8

Trophy presentation



Race Morning Bailing—Dale Arthur bails after an early-morning shower on Lake Norman. Photo by Jane Arthur.

#### REGISTRATION FORM

1980 Flying Scot Mid-Winter Regatta Panama City, Fla. March 5-8, 1980

Skipper	
Address	
City	State
Sail No	Fleet No.
Division	
Registration Fee: \$30.0 register by March 1.	0 (\$25.00 if you pre-
Make check payable to Fund.	: Mid-Winter Regatta
Mail check to:	•
Mrs. Betty	/ Smith

P.O. Box 406

Panama City, Fla. 32401

## Flying Scot Districts, Governors and Fleets

MDWESTERN DISTRICT Governor: John Anderle, FS #2513 118 Lynn Drive

Appleton, Wisconsin 54911 AFAYETTE, IN-Lake Freeman

3-WILMETTE, IL-Lake Michigan

3—WILMETTE, IL—Lake Michigan
9—STURGIS, MI—Klinger Lake
25—MILWAUKEE, WI—Lake Michigan
29—MUNCIE, IN—Prairle Creek Reservoir
30—CARBONDALE, IL—Crab Orchard Lake
44—EPHRAIM, WI—Eagle Harbor, Green Bay
60—CHICAGO, IL—Burnham Harbor, Lake Mich.
86—MADISON, WI—Lake Monona
70—ROCHERT, MN—Cotton Lake
33—CARLYLE, IL—Lake Carlyle
88—IOWA CITY, IA—Lake MacBride
95—MINNEAPOLIS, MN—Lake Minnetonka
107—NEENAH, WI—Lake Wincheago
110—ROCHESTER, MN—Lake Pepin
114—JANESVILLE, WI—Delevan Lake
115—RACINE, WI—Lake Milchigan

115—RACIONE, WI— Lake Michigan 120—OSHKOSH, WI—Lake Michigan 123—BOTTINEAU, ND—Lake Metigoshle 135—CHAMPAIGN, IL—Clinton Lake 140—ST. PAUL, MN—White Bear Lake

PRAIRIE DISTRICT

Governor: Charles N. Jones, FS #2083 4132 E. 44th Street Tulsa, Oklahoma 74135 District Champion: Bob Stone FS 1120

Peter Vogel FS 537 \* 5902 S 92nd Feet Ave

39-PORT GROVE, OK-Grand Lake of the Cherokee

50-OKLAHOMA CITY, OK-Lake Hefne

59—TULSA, OK—Ke, slone Lake 89—TOPEKA, KS—Leke Perry 106—NORTH PLATTE, NE—Lake Maloney

119—HAYS, KS—Cedar Bluff Reservoir 141—NORTHERN COLORAD, CO—Boyd Lake

**TEXAS DISTRICT** 

vernor. Brad Davis, FS#3331 Alt. Richard Wade, FS#1191 \*
423 Aqua Drive 8723 Bacard
Dallas, Texas 75218 Dallas, Texas 75238

District Champion: Fred Tears FS 553 -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: Tim McCarthy, FS #2583 Box 347 Placerville, California 95867

40—INVERNESS, CA—Tomales Bay 100—SEATTLE, WA—Lake Washington

MICHIGAN-ONTARIO DISTRICT

Governor: Howard S. Teitelbaum,
FS #2017
4867 Kingswood Drive
Okernos, Michigan 48864
Detroit, Michigan 48206 District Champion: Richard W. Hawkins FS 3125

8—DETROIT, MI—Edison, BC—Lake St. Clair 15—KALAMAZOO, MI—Gull Lake 16-DETROIT, MI-Detroit YC-Lake St. Clair

18—DETROIT, MI—Detroit, BC—Lake St. Clair 20—PICKNEY, MI—Portage Lake 41—CRYSTAL, MI—Crystal Lake

52-LAKE ORION, Mi-Lake Orion

52—LARE ORION, MI—LAKE ORIOR 113—TRAVERSE CITY, MI—EIk Lake 128—PETOSKEY, MI—Walloon Lake, Lake Charlevoix 129—ORCHARD LAKE, MI—Cass & Elizabeth Lakes

OHIO DISTRICT

Governor: William J. Cushing, FS #3301 3065 Spruceview Court Columbus, Ohio 43229

District Champion: Jack Leipper, FS 1858

1-WILMINGTON, OH-Cowan Lake

1—WILMINGTON, OH—Cowan Lake
4—MANSFIELD, OH—Clear Fork Lake
12—CLEYELAND, OH—Edgewater YC—Lak
14—SPRINGFIELD, OH—MEISER Lake
19—CANFIELD, OH—Berlin Lake
25—TOLEDO, OH—Maumee River
34—RAY, IN—Clear Lake
37—WESTERVILLE, OH—Hoover Reservoir
65—DELLROY, OH—Atwood Lake
80—PITTSBURGH, PA—Lake Arthur
143—ANDOVER, OH—Pymatuning Lake

**QULF DISTRICT** 

Governor, Larry Taggart, FS #2710 Billi Davis, Jr., FS #3051\*
4809 Memphis Street 905 David Langan Drive East
New Orleans, Louisiana Mobile, Alabama 36608

District Champion: Dwight LeBlanc III FS 1992

28-FORT WALTON BEACH, FL-

28—FORT WALTON BEACH, FL—
Choctawhatchee Bay
45—JACKSON, MS—Ross Barnell Reservoir
55—MOBILE, AL (BYC)—Mobile Bay
75—PANAMA CITY, FL—SI Andres Bay
79—GULFPORT, MS—(GYC)—Mississippi Sound
85—MONTGOMERY, AL—Lake Martin
87—PENSACOLA, FL—Pensacola Bay
90—MIAMI FI — Biscarvare Bay

90-MIAMI, FL-Biscapne Bay 92-PASCAGOULA, MS-Mississippi Sound 96-NEW ORLEANS, LA SYC-Lake Pontchartrain

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 Lanjer
112—RIVER CITY SAILING ASSO.—Arkabulla 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 133—LITTLE ROCK, ARK—Grande Maumelle Lake

**NEW YORK LAKES DISTRICT** 

Governor: Dave Creiner, FS #2951 113 Whitestone Drive

Cynthia Rea, FS #1875 \* 924 Nottingham Road Syracuse, New York 13215 Jamesville, NY 13078

District: Champion: Wendell A. Gallager FS 30 35—CHAUTAUGUA, NY—Chautauqua Lake 43—SYRACUSE, NY—Skaneateles Lake

53—WHITNEY POINT, NY—Whitney Pt. Reservoir 104—OLD FORGE, NY—Fourth Lake 109—COOPERSTOWN, NY—Otsego Lake

-HADLEY, NY-Great Sacandag 130-LAKEWOOD, NY-Chautauqua Lake

NORTHEAST DISTRICT Governor: Charles Byers, FS #3\$5 3 Winston Road Norfolk, MA 02056 District Champion: Bill Baziey and Chuck Winans

11—ROCKPORT, MA—Sandy Bay 57—HARWICH PORT, MA—Nantucket Sound 58—WOLLASTON, MA—Boston Harbor

58—WOLLASTON, MA—Hoston Harbor 76—SHARON, MA—Lake Massapoag 77—MENAUHANT, MA—Vineyard Sound 105—COHASSET, MA—Cohasset Harbor 116—MANCHESTER, NH—Lake Massabesic 117—SHELBURNE, VT—Lake Champtain YC

124-DUXBURY, MA-Duxbury Bay

GREATER NEW YORK DISTRICT Governor: Robert Hellendale, FS #1499 21 Shoal Pt. Lane Riverside, Connecticut 06878

District Champion: Jack Orr FS 1497

7—RIVERSIDE, CT—Long Island Sound 10—MORICHES, L.E. 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—Hernpstead Bay 72—AMITYVILLE, NY—Great South Bay 73—PARTHA MABOY, NJ—Raritan Bay 25—LIVINGSTON, NJ—Lake Hopatcong 142—NORMAIK CT. Loca Intend South

142-NORWALK CT-Long Island Sound

CAPITOL DISTRICT Governor: Dennis C. Morris, FS #1098 7412 Elgar Street Springfield, VA 22151

District Champion: Harry Carpente

6-OAKLAND, MD-Deep Creek Lake

42—WASHINGTON, OC—Potomac River 63—HAVRE DE GRACE, MD—Susquehanna River 64—BALTIMORE, MO—Middle River 81—WRIGHTSVILLE, PA—Lake Clarke

82-PRINCE GALLITZIN STATE PARK, PA-Lake

82—PRINCE GALLIIZIN STATE FORD. Giendale 86—BALTIMORE, MD—Magothy River 97—BETHESDA, MO—Chesapeake Ba 139—HANOVER, PA—Lake Marburg

CAROLINAS DISTRICT Governor: Debble Peterson, FS #1849 5304 Clemson Street Raleigh, NC 27609

N.C. (Hap) Crowe, FS #2720 \* Raleigh, N.C. 27604

District Champion: Richard Schultz, FS 1885

27—HENDERSON, NC—Kerr Lake Reservoir 48—CHARLOTTE, NC—Lake Norman 46—CHARLUTE, NC.—Lake Norman 71.—ROANOKE, VA.—Smith Mountain Lake 78.—MOREHEAD CITY, NC.—Bogue Sound 108.—SOUTHMONT, NC.—High Rock Lake 134.—HILTON HEAD, SC.—Hilton Head Island 128.—GREENSBORO, NC.—Lake Townsend

\* Alternate

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- 4. Coverage is "all risk" while racing, day sailing, trailing and ashore year round anywhere in the U.S. and Canada
- 5. Reimbursement for loss is "New or Old" with a \$100 deductible. No depreciation taken even on sails and covers.
- 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.

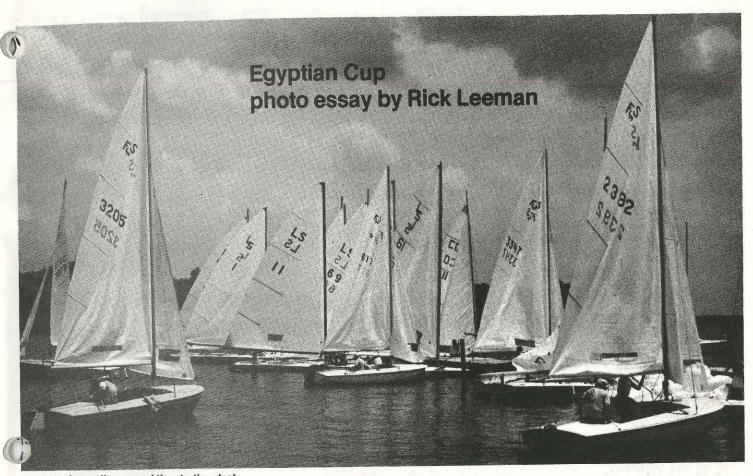
Area 2: \$149.00 per year. South Atlantic Coastal and tributary inland waters below the North Carolina/South Carolina state line including the Gulf Coast.

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

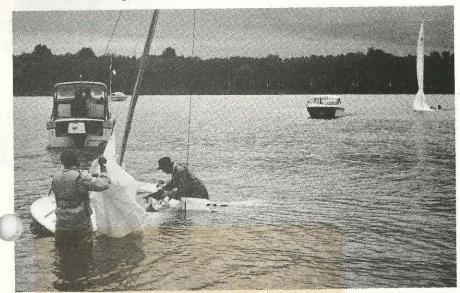
1960 Bronson Road, Fairfield, Conn. 06430 (203) 255-1571 **ESTABLISHED 1866** 



Egyptian Cup sailors crowd the starting dock



19 Scots hit the starting line of the second race



Cecil Browing, FS 1955, was one of two Flying Scots which capsized in 40 mile gusts in the third race. Paul McRoy assists in removing sails. (The other Flying Scot being towed would be more correctly towed with a bridle tied uner the bow to empty water.)



Jerry Hartman, FS 3078, relaxes after taking three first places

## Miami invites Scot racers, cruisers

## Sunshine Regatta set Jan. 25-26, followed by cruise to Elliott Key, Snowbird race

#### By Richard Russell

Miami offers two big regattas (one just for Flying Scots) and a cruise to the upper Florida Keys—in Scots.

Fleet 90, of Miami, Florida, urges other Scots from "Up North" to come on down for nine days of fun in the sun—and thaw out.

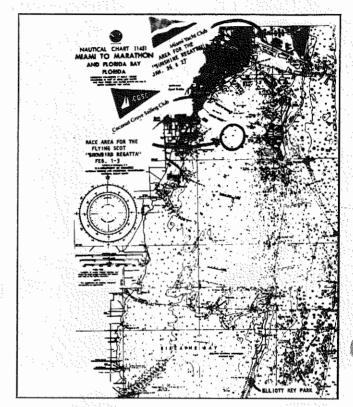
Scots will participate in Miami Yacht Club's annual Sunshine Regatta, five races on Saturday and Sunday, January 26 and 27, 1980. The race courses are very unusual; they begin at Watson Island near downtown Miami and wind around the many Islands in North Biscayne Bay behind Miami Beach.

Monday to Thursday, Scots can either sail on Biscayne Bay and visit Key Biscayne's Cape Florida State Park, or take a cruise south to Elliott Key Park.

This park is located 18 nautical miles south of Dinner Key at Coconut Grove and is the only National Park accessible only by boat. (see "mother, Daughter Cruise the Florida Keys" by Sally Russell in the January/February 1977 issue of Scots n' Water). The key is only about 150 yards wide and abounds in unusual vegetation and wildlife, some of which is not found anywhere else in the western hemisphere. There is good swimming and excellent snorkeling in the crystal clear waters, either on the Gulf Stream side or the Bay side of Elliott Key. You must pack in everything you need-and pack it all out (trash included) but camping facilities are excellent, heads are clean and slightly brackish showers are available. There is a small harbor on the bay side with lots of free slips and the campgrounds are less than 100 feet away. Fleet 90 has made arrangements to borrow tents, with floors and netting. Please let us know your needs.

On Thursday afternoon, January 31, at 1430 there will be a practice race, followed in the evening by a cocktail party.

Coconut Grove Sailing Club's Snowbird Regatta just for Flying Scots will get underway Friday morning, February 1 after an 0900 Skipper's Meeting. The



courses will be an Olympic Triangle with one mile legs, sailed in the sparkling blue waters of Biscayne Bay just east of Dinner Key. There will be two races Friday, two races Saturday. On Sunday will be the final two races, with one throw-out; a keg of beer will be provided by Fowler Sails to quench one's thirst while awaiting trophy presentation.

Please send your \$10 registration fee (includes cocktail party Thursday night, coffee and doughnuts Friday through Sunday mornings and trophies) by January 15, and include \$6 for each regatt T-shirt and state sizes to:

Flying Scot Fleet 90 Coconut Grove Sailing Club P.O. Box 330586 Miami, Florida 33133

#### MY ADDRESS LABEL IS NOT CORRECT

My correct name and address follows:

Name

Send Form 3579 to: P.O. Box 11187 Columbia, S.C. 29211 Second Class Postage Paid at Columbia, SC 29211 and Additional Mailing Office