

Scots n' water

May 1980
Volume XXII
Number 3

**Sam Hopkins wins Junior
Championship . . . page 2**

**Strength techniques on
downwind leg . . . page 4**

Fog on St. Andrews Bay shrouds John Francis, FS 3130, and John Ludlow, FS 2206.
Al Audelman photo

Sam Hopkins captures 1979 Junior title: Dave Bolyard wins Ft. Walton 'warm-up'

By Mike Johnson

Sam Hopkins from Gulf Port, Mississippi, beat six other juniors to win the 1979 Junior North American Championships sailed at Ft. Walton Yacht Club.

David Bolyard of New Orleans won the Flying Scot Mid-Winter Warm-ups, defeating 23 other entries, including the fifth-place skipper, Bubby Eagan, who won the Mid-Winters at Panama City the next week.

Races were sailed March 1, and since that's 1980, you may wonder why Sam Hopkins won the 1979 junior championships. That's because the races had not been sailed the summer before at Lake Carlyle.

And when temperatures drop 25 degrees while on the course, maybe you shouldn't call it a "warm-up." But despite a "norther" that blew through the second race, a wind that cancelled the Sunday race, two races were completed on Saturday, and the skippers moved on to St. Andrews Bay and weather warmer than the "warm-ups."

The Mid-Winter warm-ups saw 24 entries in the senior division and seven in the junior division. We planned a three-race series, with two races on Saturday sailed back to back. The first race, a modified Gold Cup, took place in winds from the northeast, 8 to 10 knots.

The second race began with similar wind. After the boats had sailed one triangle, the wind went dead and filled in from the north, blowing approximately 20 to 25 knots, with an immediate drop of about 25 degrees in temperature.

The boats had completed the first triangle, and it was an impossibility to cancel the race at that point. We did, however, see many boats reach over and immediately noticed that we had four boats with broken or down masts. I had instructed the participants that in the event such a frontal system moved through, our recommended procedure was to drop the main and sail back to the club on the jib, which the majority did. We had ten boats drop out of the second race, and the balance finished. Our real concern was for the junior North Americans; however, even the juniors had four out of their seven finish.

It was impossible to sail on Sunday, due to the extremely high winds and adverse weather conditions.

Flying Scot Mid-Winter Warm-ups, Ft. Walton Yacht Club

Place	Fleet #	Name	City	Race		Total
				1	2	
1	99	David Bolyard	New Orleans, LA	2	2	4
2	28	Mike Johnson, Jr.	Ft. Walton, FL	4	3	4 ^{3/4}
3	98	Mark Eagan	Bay St. Louis, MS	1	10	10 ^{3/4}
4	12	Paul Blonski	Cleveland, Ohio	8	4	12
5	98	Bubby Eagan	Bay St. Louis, MS	5	7	12

1979 Junior NAC

1	79	Sam Hopkins	Gulf Port, MS	2	1	2 ^{3/4}
2	96	Beau LeBlanc	New Orleans, LA	1	3	3 ^{3/4}
3	96	Scott Sonnier	New Orleans, LA	4	2	6

Flying Scot® Sailing Association

P.O. Box 11187, Columbia, S.C. 29211 803-252-5646

PRESIDENT

Donald C. Hott
P.O. Drawer 520
Keyser, WV 26726
(304) 788-2500

FIRST VICE PRESIDENT

Allen M. Douglas
P.O. Box 752
Panama City, FL 32401
(904) 763-6623

SECOND VICE PRESIDENT

Thomas F. Ehman
P.O. Box 209
Newport, RI 02840
(401) 849-5200

DESIGNER

Gordon K. Douglass
P.O. Box 28
Oakland, MD 21550
(301) 334-4841

SECRETARY

Robert P. MacKenzie
2804 West Beckett Drive
Muncie, IN 47304
(317) 284-0971

TREASURER

Hallam Walker
P.O. Box 2185
Davidson, NC 28036
(704) 892-1276

MEASURER

Lawrence Taggart
5809 Memphis Street
New Orleans, LA 70124
(504) 586-1505

EXECUTIVE SECRETARY

Ed Eubanks
P.O. Box 11187
Columbia, S.C. 29211
(803) 252-5646

COMMODORE

Robert F. Vance
134 Indian Head Road
Riverside, CT 06878
(212) 349-1632

IMMEDIATE PAST COMMODORE

William V. Singletary, M.D.
32 Beverly Drive
Durham, NC 27707
(919) 489-1528

Scots n' Water

P.O. Box 8
Chapel Hill, NC 27514

EDITOR, SCOTS N' WATER

A. Richard Elam
(H) (919) 967-4543

ASSOCIATE EDITORS

Margaret Elam
Herbert Bodman
(H) (919) 942-2778
Beverly Kawalec
(H) (919) 942-6396

COPY DEADLINE: 15th
of the month
preceding publication.

Scots n' Water

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

Volume XXXII, No. 3. Subscription price
\$8.00 per year. Second-class postage paid
at Columbia, SC 29211 and additional
mailing office.

Postmaster: Please send form 3579 to
FSSA, P.O. Box 11187, Columbia, SC
29211.
Publication No. 882920.



Measurer to draw specifications, report in July

By Larry Taggart

At the Mid-Winter Board Meeting several specification proposals and potential problem areas were referred to the Measurement Committee for study and recommendation. The FSSA Handbook provides that the "Measurement Committee shall review all matters referred to it by the Chief Measurer and report thereon to the Governing Board with their recommendation. If so instructed by the Governing Board, the Committee shall draft appropriate amendments to the Specifications for ratification by the Governing Board." The topics presently under consideration by the Measurement Committee include:

1. The draft of a Specification amendment which would require adequately fastened longitudinal webbing to further secure under deck flotation.
2. The preparation of draft Specifications for the tiller-rudder arrangement, including such things as rudder length and blade angle.
3. Whether or not the present FSSA limitation of one new suit of sails per Scot each twelve months is enforceable.
4. Improved procedures for the centerline measurement on spinnakers.
5. The pros and cons on the use of Flying Scot sails constructed of "mylar."
6. Recommendations on a Texas District proposal to establish specifications in detail, outlining the physical dimensions of all measurements pertaining to the layout of a Flying Scot, probably through the use of a hired marine architect.

As you can see, the Committee's task is not an easy one. A report on the findings will be given at the Annual Meeting in Pensacola this summer. If you have any strong feelings one way or the other on the above subject, please feel free to address your comments to my attention.

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, Chapel Hill, N.C. 27514 by 15th of month before publication.

WHY OUR DESIGNS GIVE YOU THE RACERS EDGE.

COMPUTER DESIGN:

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

REGATTAS:

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

WORKMANSHIP:

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

SERVICE:

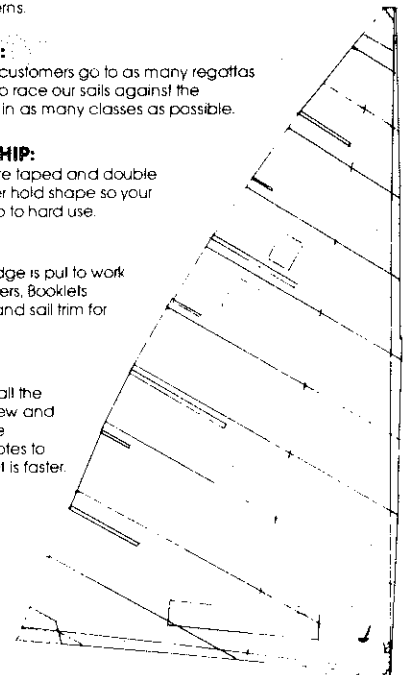
We are involved! Our knowledge is put to work for you in the form of Newsletters, Booklets and update sheets on boat and sail trim for your class.

SAIL TESTING:

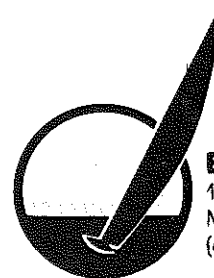
Our computer does not give all the answers. We sail test all our new and existing designs. We take time comparisons, pictures and notes to further refine our "feel" of what is faster.

CLOTH ANALYSIS:

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



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



BOWERS SAILS, INC.

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



Gurnie Lee leads a close reach to Mid-Winter leeward mark . . . Photo by Al Audleman.



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

Our new design has proven to be fast in all the spring regattas. Don't be left behind! Call or write for more information.



2243 N. Elston Avenue
 Chicago, Ill. 60614
 (312) 384-2828

Hood Sailmakers
 216 Eastern Ave.
 Annapolis, MD 21403
 (301) 368-2268

Hood Sailmakers
 4711 126th Ave. North
 Rubin Center, Industrial Pk.
 Clearwater, Fla. 33520
 (813) 576-4450

Hood Sailmakers
 Little Harborway
 Marblehead, MA 01945
 (617) 631-8000

How crew can maximize strength explained by 1979 NAC Champion

By Bruce Goldsmith

More big championships are won with sound downwind crew work than any other single factor. When sailing in this league, you often find the top competition is fairly even at the start and on upwind work. Very seldom do you find a winner who has not picked up a bundle of boats on the downwind legs.

The following discusses techniques and thinking necessary for better downwind performance on a three-man boat carrying a spinnaker.

Each crew should understand how to use his strength with the spinnaker flying; this is obvious when the wind is blowing hard, but it is amazing how hard a spinnaker will pull in eight miles of breeze on a very close reach. Set up the boat so that your legs and back can be used to help trim spinnaker lines rather than just pulling with hands and arms. A little thought will reduce the need for extra mechanical advantage in the sheet system which only slows the trimming process. Ratchet blocks are a wonder item because ratchet blocks can be turned on when the holding power is needed and shut off to free running blocks when the pressures are not great. Winches are awkward for spinnaker sheets and should be avoided unless the pressures are just so great that a crew—using some of the tricks we're about to mention—still can't trim the spinnaker.

For instance, probably twenty times every race the guy must be pulled back to trim the spinnaker more to windward. Usually, this is a small adjustment because the wind has gone further aft or for some reason, we need to head slightly more to leeward. This guy trimming is a tough job in most cases; however, the experienced crew will make it look easy by first overtrimming the leeward sheet slightly. The crew will then ease the leeward sheet and trim the guy at the same moment. This slight sheet overtrim, of course, allows the spinnaker to be eased without it collapsing and greatly relieves the pressure on the spinnaker so

that the guy can be trimmed. This technique is particularly effective on smaller boats where a little release in pressure is just enough to make both sides of the spinnaker manageable to a single crew. Another technique for getting the guy back is to have the forward crew push or pull or hike into the guy perpendicular to its line of trim. Pushing or pulling on the line in this direction gives a great deal of mechanical advantage and is a good way of getting a small amount of guy trim. Of course, the second must then take up the slack as the push or pull is released quickly. Usually, in this case, you try to push or pull too much and let the middle crew decide how much trim he needs.

Another operation that must take place in almost every race is that the spinnaker must be jibed, and, of course, the pole must go from one side of the forestay to the other. If the forward crew gets right up on deck, faces forward with his back against the mast and his feet spread, he will be making use of his strength as well as possible. Again, you are using the legs, back, and arms to make that move that everyone has trouble with, which is to get that pole pushed forward hard enough and onto the ring on the mast. Having the jaws opening up on the spinnaker pole fitting seems to make it easier with lots of pressure because you can then use the legs and back to slide up the mast from a slightly crouched position after the pole has been jammed into the mast just below the ring. Note that never do you have any limbs flying free and always a lot of contact with the mast with the back in case of unexpected waves or gyrations of the whole boat. A crew is no good in the water, and this is what can happen if you stand on the foredeck facing aft and holding on to nothing but the pole.

Using the above strength techniques in all wind conditions tend to make them go much smoother in the heavy winds, and will pull you through many a tight spot.



CUSTOM FITTED COVERS

**In stock ready to go*

**Made by one design sailors*

YACHTCRILLIC • CANVAS • URETHANE COATED NYLON

MOORING full deck over the boom (pictured)

COCKPIT boom tent that covers from mast to transom

TRAILING/MOORING use for trailing and/or fits with mast up for mooring

BOTTOM protects bottom & sides while trailing with napbac canvas flannel-lined

- NOW • MONOGRAMMING • Prevent loss by monogramming your name or boat number on your present or new cover.

EXCELLENT WORKMANSHIP • SATISFACTION GUARANTEED

For more information and samples: OR See your local dealer



The Sailors' Tailor

191 BELLECREST • BELLBROOK, OHIO 45305 • (513) 848-4016 • SANDY

Governors consider reimbursement plan, 1982 NAC proposal

Board of Governors, meeting at the Mid-Winter Championship, instructed the Budget Committee to present a plan in July that would consider reimbursing Governors for expenses at meetings.

The Governors meet at the Mid-Winters and at the North American Championships.

Ed Eubanks, Executive Secretary, suggested that the Handbook could be printed in looseleaf form to be placed in a binder. Such a printing would allow revisions without reprinting the entire book. No decision was taken.

Northeast District proposed to sponsor the 1982 North American Championship on Buzzard's Bay near Boston. Facilities of the Tabor Academy, Marion, Mass., would be used under the proposal. The proposal will next be considered, and decided, by the Executive Committee.

A cruise, developed by Commodore Bob Vance, to islands off Honduras, was announced. (See inquiry form this page).

The Board referred the question of North American Championship trophies to the NAC Committee.

This referral followed presentation by Buddy Pollak who "noted that they had requested and the Executive Committee had agreed to change the awarding of trophies so as to eliminate the first place trophies for each race, except in the event where an individual might win one race and not place in the top ten . . ."

Flying Scot Cruise to Bay Islands, off Honduras Starting March 22, 1981

Yes, we are very much interested in this cruise. Please send me a brochure about the CSY 44 and Bay Islands sailing.

I am a "blue water skipper," with a cruising boat sailing experience.

We have the following people lined up to make our full crew:

- | (1) | Name | Address | City, State, Zip |
|-----|------|---------|------------------|
| (2) | | | |
| (3) | | | |
| (4) | | | |
| (5) | | | |

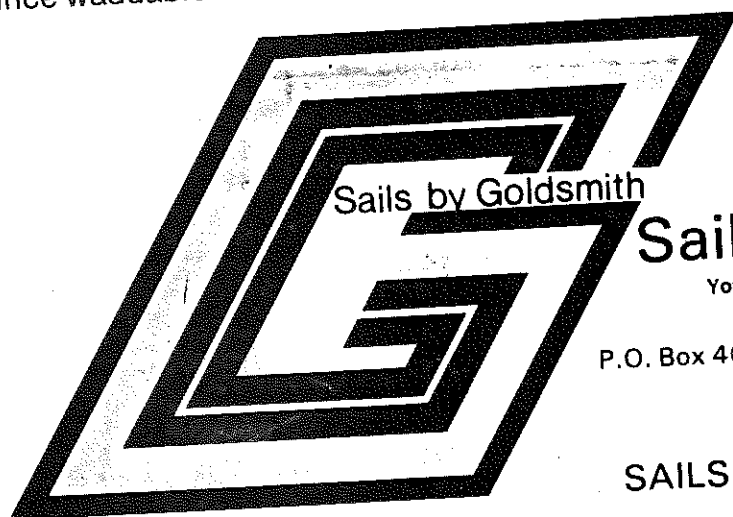
Count me in on the Scuba Diving week at Anthony's Key. Send me a brochure. Enclosed is my refundable deposit of \$100.00 per cottage.

My name and address is: _____

Please return to: Bob Vance, 233 Broadway, Room 3214, New York, NY 10007.

It's not a good sail unless the sail goes in summer's light air!

5-ounce rollables—1st, 1979 North American Championships
 3.8-ounce waddables—3rd and 5th, 1978 North American Championships



Sails by Goldsmith

Sails by Goldsmith

Your best choice in hard-cloth or soft-cloth
 Flying Scot championship sails.

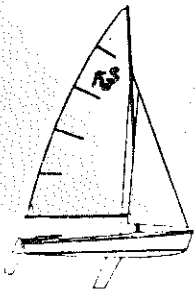
P.O. Box 409 • Lake Geneva, Wisconsin 53147
 414-248-0222

OPEN 24 HOURS
SAILS AVAILABLE IMMEDIATELY

SCOTS'N' WATER

New skippers join Flying Scot

F/S#	Fleet	Name	Address	City	State	Zip
3293	4	Richard Perret	682 Betner Drive	Mansfield	OH	44907
1992	96	William Gambel	1415 Octavia Street	New Orleans	LA	70115
2751		James W. Caro	3400 97th Ave., SE	Mercer Island	WA	98040
438	33	Jeffrey Williams	252 Fergus Ave.	Kitchener	ON	N2A2H5
1246	90	Ronald Pereira	111 Prospect Drive	Miami	FL	33133
495		Craig Castle	77 Woodland	Fond Du Lac	WI	54935
304		Kenneth J. McCarthy	151 Flint Locke Drive	Duxbury	MA	02332
857		Harry Fendrich	9523 Hillview Drive	Dallas	TX	75231
1752		James Galbraith	1115 W. Willow Drive	Oak Creek	WI	53154
1299	90	Linda C. Raattama	6455 SW 113 St.	Miami	FL	33156
2395		David Bolyard	4114 St. Charles Ave.	New Orleans	LA	70115
70	37	Matt Wiber	222 Eastwood Ave.	Westerville	OH	43081
1475	28	George Goodall	25 Poplar Drive	Shalemar	FL	32579
1433	28	Kelly O'Brien	122 Edwards Lane	Ft. Walton Park	FL	32548
2613	28	Barry White	112 Air Force Drive	Ft. Walton	FL	32548
2856	8	David M. Nadol	39642 Suzan Court	Plymouth	MI	48170
3337	79	John B. Morrow	529 Mockingbird Drive	Long Beach	MS	39560
3443	142	David Pattee	15 Pine Mountain	W. Redding	CT	06896
2428		Gerard Stoddard	63 W. 20th Street	New York	NY	10011
2146	28	Zern & Byrne Sailmakers	232 Egl'n Pky—Brooks Plaza	Ft. Walton	FL	32548
66	9	Dennis Kane, Jr.	67411 Crooked Creek	White Pigeon	MI	49099
1912		Barry D. Tallant	2421 Taft St.	Pascagoula	MS	39567
1987	137	Cary Wright Sizemore	202 Edward Wakefield	Williamsburg	VA	23185
3027		Allan Frisch	6272 Sandpiper Ct.	Edina	MN	55436
3044	111	Larry Hanson	5546 Woodsong Trail	Dunwoody	GA	30338
3174	20	Conrad Bernys	6024 Campus Drive	Dearborn Hgts.	MI	48127
3190	1	Peter Morris	10603 Buttercreek Lane	Cincinnati	OH	45242
3432		Paul L. Jaffee	1808 Delancey Place	Philadelphia	PA	19103
3344		Nathaniel Landerman	3417 Fifth Ave.	Pittsburgh	PA	15213
3194	48	Samuel A. Wilson, III	2325 Pender Place	Charlotte	NC	28209
3284		Andrew Buchl	401-9th Ave., West	Rugby	ND	58368
2567		Howard R. Marvel	136 Arrow Head Drive	W. Lafayette	IN	47906



Need Any Parts For Your Scot?

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

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

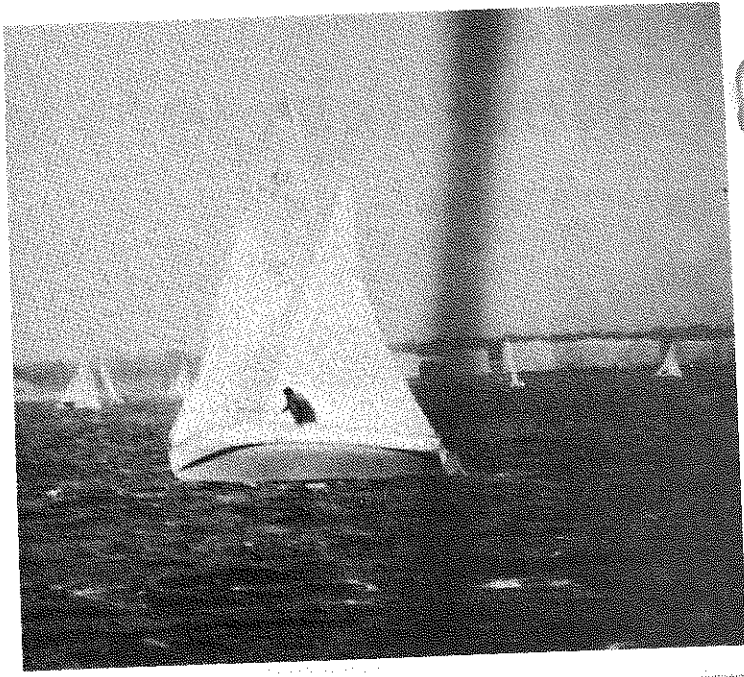
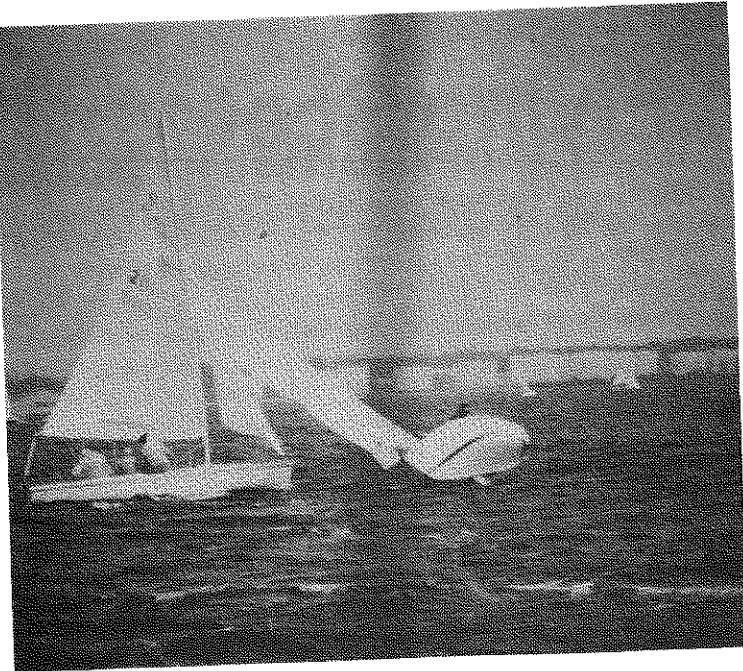
GORDON DOUGLASS BOAT CO., Inc.

Deer Park, Maryland 21550



Builders of the

FLYING SCOT®



Gene McCarthy records Scots' mast-pole dance

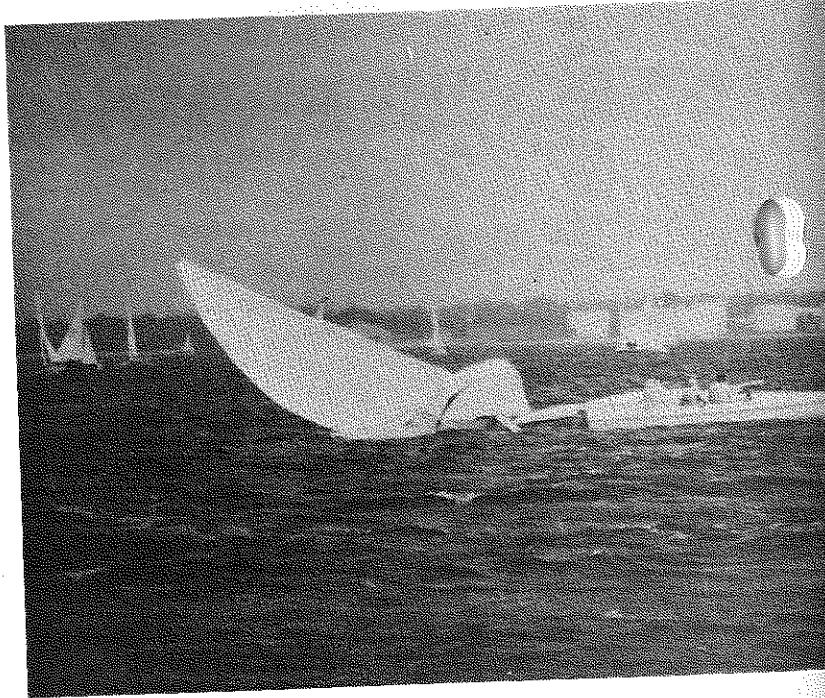
Gene McCarthy of Panama City kept his camera clicking during this Mid-Winter championship mast-pole dance.

Past Commodore Bill Singletary, FS 2110, approaches the windward mark, as Bill Lytle, FS 3201, takes a knock-down.

Crew members Mae Singletary and Hallam Walker reported that the mast on their boat fell "rather gently."

The dismasting and subsequent turnover came in the fifth race of the six-race Mid-Winter series. The recovery was pictured in last month's picture essay entitled 'Thar she blow.'

Eugene McCarthy shot these photographs from his stake boat position.



Rounding ice floe adds new tactical skill to Detroit Yacht

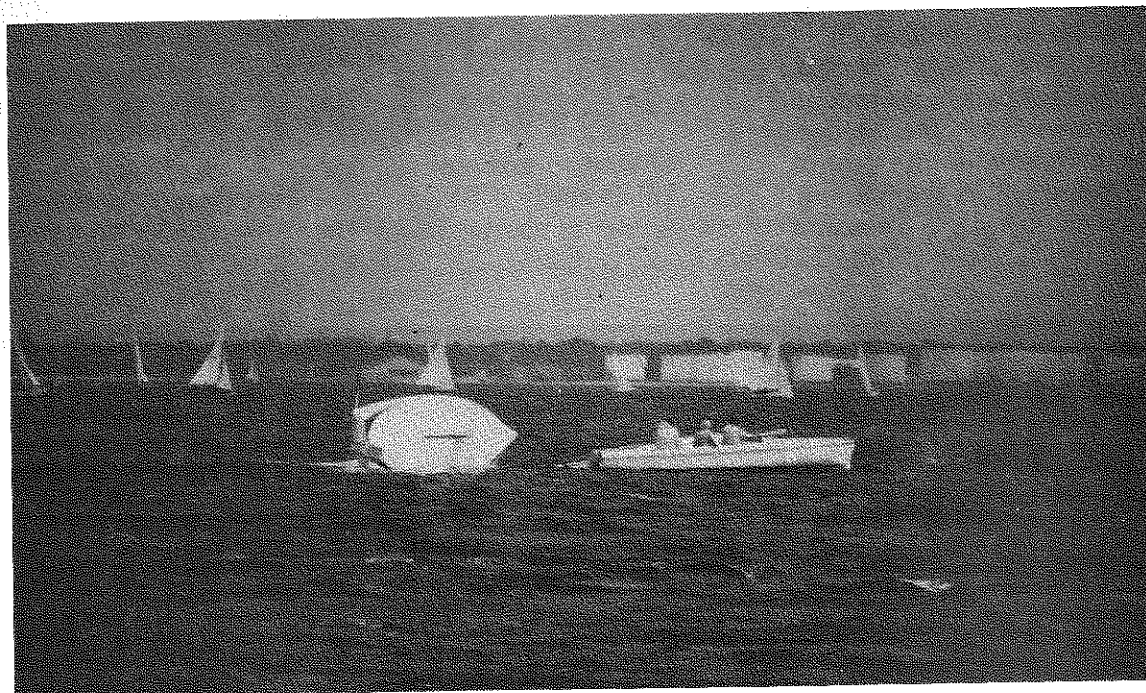
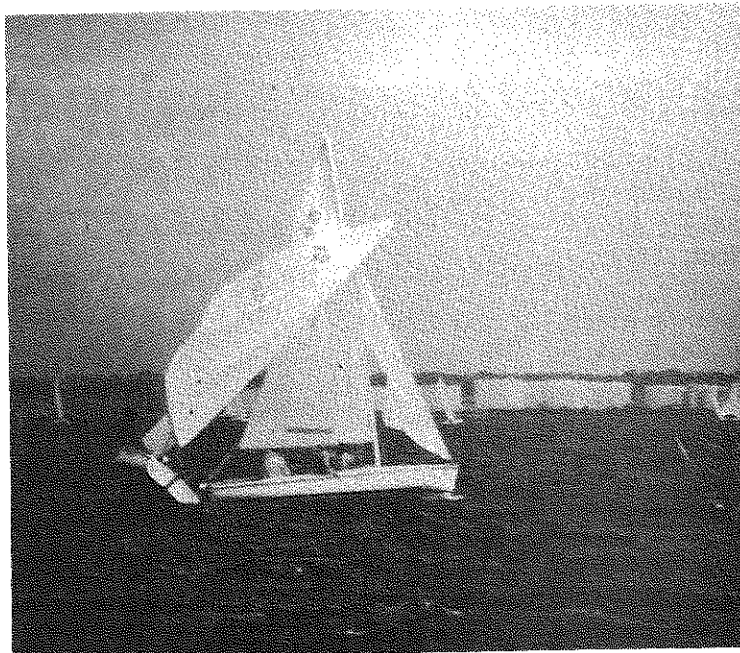
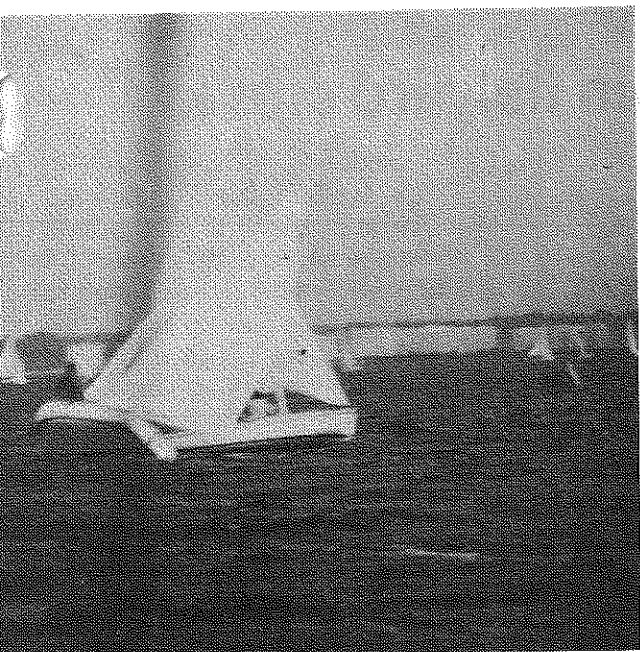
By Ed Jaquet

March 22 dawned grey with a 33 degree drizzle as Detroit Yacht Club sailors stood on 8-inch thick ice to fasten stern lines to pilings in the sailboat lagoon. Scots were launched, and soon enough ice was chopped to allow half the fleet to be moored.

The following Saturday the Detroit Sailing Season opened with frostbite races at both Fleet 16 (DYC) and Fleet 8 (Edison Boat Club).

New tactical skills were quickly learned: you had to round not only marks, but also all ice floes.

Several skippers found that the flat water where gulls could stand were high submerged ice sheets coming down from Lake St. Clair on a 3-knot current. Aggressive port or starboard tacking onto the ice gave crunching halts. "Reading" the course was challenging as large floes rearranged the marks unnoticed between starts.



Bob frostbite skippers

NYC's winning skippers for the opening day's four races were: Ted Everingham (FS 3385), Bob Cowles (S 2287), Ann Marie Jambor (CFS 3367), and Ed Duquet (FS 2657).

Union Boat Club welcomed the season with their first race being skippered by current members of the Board of Directors. Vice Commodore Fred Kuspa took the gun! Past Commodore Reton Kelly dominated the balance of the opening series with 3 firsts. Bob Berry

squeaked out a win by inches and Vice Commodore Kuspa capped the day by winning the final race.

After the day's racing in damp 40 degree weather the "ice bergs" were re-rounded many times as Scot sailors warmed up in both club grills. Can spring be far behind?

(Dear Editor: I thought your southern readers might enjoy this account of opening the Great Lakes sailing season.)

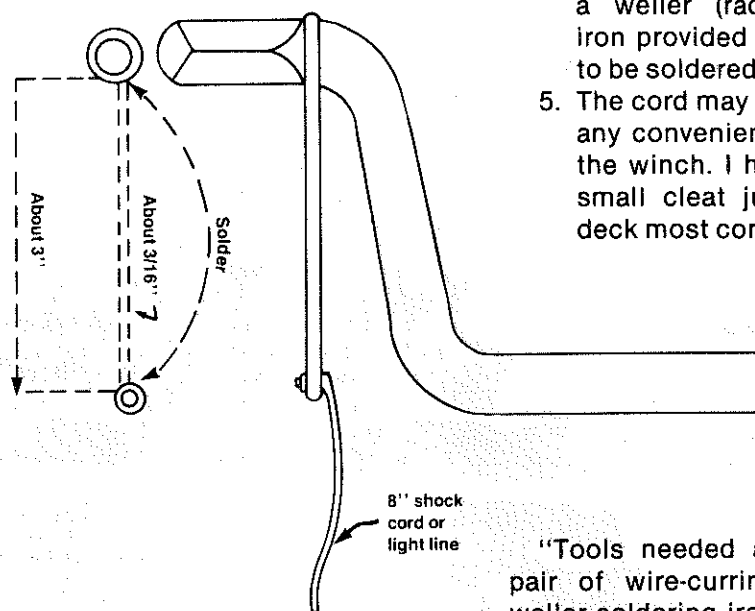
Attachment prevents losing main halyard crank

Phillip Kromer, Jr., of Melrose, Florida, supplied this article on a crank-saving gadget for the Fleet 131 **Scot Flyer**, published in Jacksonville, Fla.

Kromer is a retired Brigadier General, U.S. Army. He owns Flying Scot 459.

Procedure:

1. Select straight piece of wire about 3/16" diameter. Either soft steel or copper may be used.
2. Cut a groove in crank about one-half the diameter of the wire. Do not over-cut!
3. Bend wire at right angles. Form bent part to go around the crank in the groove. Work wire bend into groove so that it will turn smoothly. Bend small loop in other end



- of wire to take cord or 1/8" shock cord.
4. Solder at points shown. The

soldering may be done with a weller (radio) soldering iron provided that all points to be soldered are tinned.

5. The cord may be attached to any convenient place below the winch. I have found the small cleat just above the deck most convenient.

"Tools needed are simple—a pair of wire-curring pliers and weller soldering iron. Mr. Kromer says since he 'has used the gadget, he hasn't lost one winch handle," the Scot Flyer reported.

WHEN THE GOING GETS TOUGH, THE WINNERS GO NORTH!

During the past two seasons we have worked very hard developing a suit of sails which would be the fastest available for the Flying Scot.

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



Through extensive analysis of cloth stretch and fatigue characteristics, North Sails can produce identical sails which are not only fast out of the bag, but give superior performance for many seasons' use. To avoid the springtime rush, order today!

Call collect or write North Sails San Diego or New Orleans.

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

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

Caveat Emptor

FS 1565—Customflex, white deck, white hull with blue waterline. New Harken racing hardware and rigging. Thomas main, jib and multicolor spinnaker. Gator tilt trailer with extra wheel. Compass, motormount, cockpit cover, teak trim, lifting bridle, anti-fouling paint. Stored indoors in winter. \$3100. Carl R. Fischer, 94 Hiram College Dr., Sagamore Hills, Ohio 44067. Phone (216) 467-3623, Business (216) 526-3030, ext. 276.

FS 22, "The Catch." Excellent condition, fast, spinnaker, 2 sets sails, all necessary equipment, trailer, motor. \$2400 or make offer. (201) 235-2038 days, (201) 866-7229 evenings.

FS 2707—Douglass, white, at minimum weight, race equipped, new mast, complete set Schreck sails, new Horizon main and jib, many extras, Sterling galvanized trailer. Always dry sailed. Price: \$4,500. Jim Borthwick, 343 Marie Circle, Fort Walton Beach, Florida 32548 (35 miles east of 1980 NAC site). Office (904) 243-8129, home (904) 243-7930.

FS 2051—Douglass white hull, excellent condition; one set of Schreck sails (relatively new, excellent condition); one set of Ratsey sails (very good condition); spinnaker and gear; boom tent cover; Sterling tilt trailer; lift bridle; 50 lb. mushroom anchor plus chain, line and buoy. \$3800. Bob McLaughlin, 47 Bittersweet Lane, Burlington, Vt. 05401. (802) 862-4949.

FS 1890—Douglass, 2 suits of sails, spinnaker, anchor, 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, Cape Girardeau, Missouri.

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.

"WALLY — INSURE MY FLYING SCOT WILL YOU"?

YOU SPECIALIZE IN SAILBOAT COVERAGE AND, YOUR POLICY IS REALLY DIFFERENT

1. Every Flying Scot is insured for \$4600 regardless of age.
2. Every Trailer is insured for actual cash value up to \$400.
3. Hull, spars, sails, covers and all miscellaneous equipment is included except personal effects.
4. Coverage is "all risk" while racing, day sailing, trailing, and ashore in the United States and Canada. There is 12 months navigation.
5. Reimbursement for loss is "New for Old" with a \$100 deductible. No depreciation taken even on sails and covers.
6. Medical payments provided up to \$2,000.
7. Your Homeowners liability automatically provides bodily injury and property damage liability.
8. This policy is available in most states where Flying Scots are sailed.

PLEASE PREPARE MY POLICY — HERE'S THE INFORMATION

Effective _____
 Name _____
 Address _____
 City _____ County _____ State _____ Zip _____
 Builder _____ Year Built _____
 Hull Material _____ Mast Material _____ Mast Age _____
 Class _____ Length _____
 Are You a Class Member? _____ Hull or Sail No. _____
 Trailer Mfg. & Model _____ Year _____
 Home Port _____ Is Boat Dry Sailed or Moored? _____
 Describe losses past 3 Years _____
 Date of Birth _____ Social Security No. _____
 Skipper's Experience _____ Previous Ins. Co. _____
 Is Boat age over 10 Years? _____ If yes, send detailed information on condition, betterments, etc. and photos.

Annual costs 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 N.C./S.C. state line including Gulf coast.
- Area 3: \$119.00** per year. North Atlantic Coastal and tributary inland waters above the N.C./S.C. state line.
- Area 4: \$88.00** per year. Pacific coastal waters and inland waters for the states of California, Oregon and Washington.

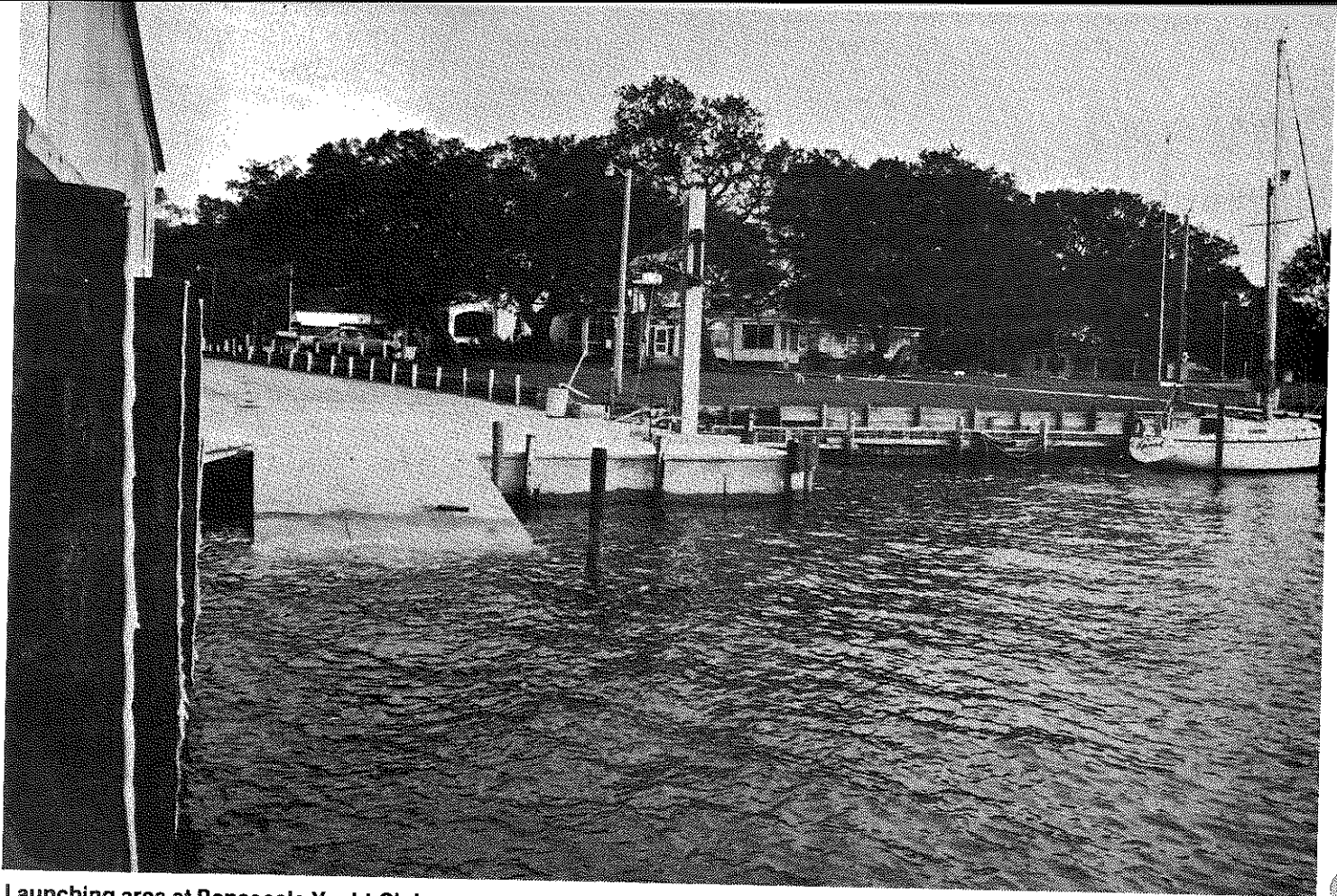
MAIL TO WALLY LINEBURGH WITH CHECK TO:

LINEBURGH & COMPANY

1960 Bronson Road, Fairfield, CT 06430

(203) 255-1571

ESTABLISHED 1866



Launching area at Pensacola Yacht Club—scene of North American Championships. Photo by Al Audleman.

1980 . . . Schurr Sails move to new sail loft

During 1979, Schurr Sails made their mark. During 1980, Schurr Sails can help you move up on the fleet. Order your Schurr Sails now.

SCHURR SAILS

Send orders to: 490 South L Street, Pensacola, Fla. 32501 (904) 438-9354

Junior NAC Registration Form
Flying Scot North American Junior Championship 1980
 July 26-27, 1980
 Hosted by FSSA Fleet No. 87 & 28
 at Pensacola Yacht Club, Pensacola, FL

Skipper _____ Date of Birth _____
 Crew _____ Date of Birth _____
 Crew _____ Date of Birth _____
 Skipper Address _____
 City _____ State _____ Zip _____
 Fleet No. _____ Hull No. _____
(Sail & hull # must be the same)
 Hull Color _____ Boat Name _____
 Spinnaker Color _____

Registration Fee—None
 Trophies—1st five places
 Send entry form to:

Mrs. L.B. Pollak
115 Shoreline Drive
Gulf Breeze, FL 32561

Note: Skipper and crew must reach their 13th birthday but not their 18th birthday in 1980 to be eligible and must be FSSA members.

Entry Deadline: 12:00 noon, July 26

Note: We would appreciate an indication of entry in this event by mail. Also, if boat is to be sailed in N.A.C. it must be measured early Saturday a.m.—Be here early!

North American Championship Registration Form
Flying Scot North American Championship 1980
 July 26 thru August 1, 1980
 Hosted by FSSA Fleet No. 87 & 28
 at Pensacola Yacht Club, Pensacola, FL.

Skipper _____ Crew _____
 Address _____
 City _____ State _____ Zip _____
 Fleet No. _____ Hull No. _____
(Sail & hull # must be same)
 Hull Color _____ Boat Name _____
 Spinnaker Color _____

Registration Fee \$35.00 before July 1st—\$50.00 after July 1.
(Registration fee does not include room fee.)

Please make your checks payable to 1980 Flying Scot N.A.C. Committee and mail to:

Lewis B. Pollak, P.O. Box 17209, Pensacola, FL 32522

Note: Flying Scot to be registered with FSSA and 1980 dues paid prior to July 1, 1980.

If you wish to reserve a campsite, please indicate tent or vehicle.
(Circle One)

Indicate FSSA-NAC participation in reservation request.
 Please advise us of your approximate expected arrival time:

Date _____ a.m. _____ p.m. _____

Number in your party _____

Flying Scot & Windsurfing Specialists

In Stock: 1980 Gordon Douglass SCOTS with our custom outhaul, cunningham, vang, and jib sheeting; adjustable universal hike stick. You can add our WACA 360° vang and centerboard control along with our custom spinnaker gear for a superb race equipped FLYING SCOT. We will supply GOLDSMITH, HOOD (M&N), NORTH, or SHORE sails.

Previously owned SCOTS: All with new-boat warranty. Call or write for details.

Parts and Equipment in Stock: WACO 360° trunk mounted swivel cleats for vang and centerboard, HARKEN and SAILSEPPD blocks, adjustable universal tiller extensions, rudder-blade hold-down pins, shrouds and halyards, hiking aids, shroud covers, custom cockpit covers, winch replacements, sailcloth centerboard gaskets.

Check your Gooseneck! We have all the parts to repair the STAR MARINE/KENYON gooseneck. Only T-J SALES has an uncollapsible stainless universal part to replace the inadequate universal which appeared beginning about 1971! \$5.50.

Accessories: WETSKINS weathergear, ATLANTIS and STEARNS flotation vests with pockets, CHRONOSPORT racing timers; and AIGLE boots, absolutely the best foul weather footwear for the racing sailor.

We ship daily by UPS on open account to FSSA members!
We repair hulls, centerboards, and sails.

T-J Sales Co.



8930 Dester-Pinckney Road
 Office: (313) 426-4155

Pinckney, Michigan 38169
 Tom Ehman, Owner

PAUL SCHRECK & CO. *Sailmakers*

Lillian, Alabama 36549

South Scenic Drive

Phone 205-962-4345

Finally, super championship sails

A real suit of horizon sails. Super Schreck Sails performed so well we couldn't identify our opposition in one of the North American Championship races and showed super speed in all of the races. (8 straight) 2-1-1-2-4-2-12-7. Unfortunately, in the last 2 races we were sailing with a turnbuckle hanging by one thread which we discovered after the races were over. Somehow our turnbuckle became unwired. We wonder how this happened?

Order a suit of Super Schreck sails today. If you are in a light air area, order our super 1/2 & 1/2 which goes in everything but is **super** in light air.

We have experimented with these sails for over a year before we put them on the market. In the short time they have been out they have cleaned up in race after race.

Call us, we'll tell you about them. — **Paul Schreck**

1979 Flying Scot Results

GYA Events

- GYA Opening—1st
- GYA Spring—1st
- GYA Candler Regatta—1st
- GYA Race Week—2nd and 3rd
- GYA Meigs Regatta—1st and 2nd
- GYA Championship—three Firsts

Open Events

- Open Scot—Spring Regatta—1st
- North Carolina Opening—1st

More finishes in the top at the 1979 North American Championship
Numerous Districts all over the country

To: Paul Schreck & Co. Sailmakers

S. Scenic Drive

Lillian, Alabama 36549

Telephone: 205-962-4345

Please ship _____ suit(s). Scot # _____ (Color #) _____

Velocities where I sail most are _____ to _____.

I prefer the all-weather suit.

Please mark colors on spinnaker sketch.

I am enclosing check in full.

You will pay freight.

I am enclosing 50%, and references; and will pay balance in ten days.

Super Schreck Sails—Suit.....	\$497.00
Suit—5 oz. Dacron.....	447.00
Jib—5 oz. Dacron.....	136.00
Main—5 oz. Dacron.....	325.00
Spinnaker—3/4 oz.....	215.00
Spinnaker—1/2 oz.....	230.00
Spinnaker—combination 1/2 and 3/4 oz....	230.00
*includes royalty tag	
Quick reef.....	30.00
Windows.....	each 10.00
Brummels.....	set 7.00

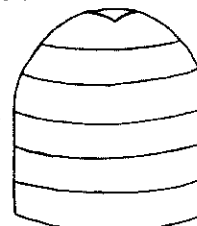
10% Fall Discount, 9/1—12/31

Name _____

Address _____

City _____ State _____ Zip _____ Phone _____

Signature _____



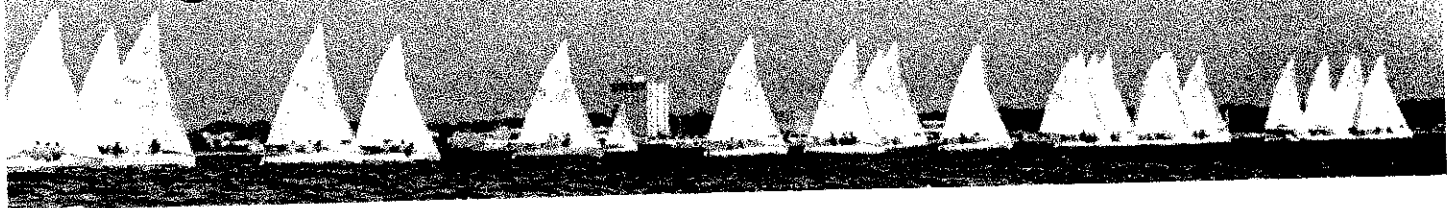
**We accept
VISA and
Master
Charge**

Card # _____

Exp. Date _____

Swaging — All Hardware for Sails — Covers — Rigging — Rope to Wire Splicing.

Regatta Schedule



May 17-18—Buckeye Regatta, Hoover Yacht Club, Westerville, OH. (Contact Bill Holley, 424 S. Harding Rd., Columbus, OH 43209.)

May-31-June 1—High Rock Yacht Club Memorial Day Regatta (Contact Larry N. Lewis, 1314 Kensington Dr., High Point, NC 27260, Phone 919/883-3122.)

May 31-June 1—Invitational Regatta, Skaneateles Sailing Club (Contact Cynthia Rea, 924 Nottingham Rd. Jamesville, N.Y. 13078, or phone 315-445-0194).

June 7-8—Berlin Yacht Club Annual Regatta, Berlin Yacht Club, Canfield, Ohio. (Contact John Busch, 3242 Kirk Rd., Youngstown, OH 44511, or Bill Kobel, 118 Skyline, Canfield, OH 44406, or phone 216-533-3169).

June 7-8—The Great Minnow Regatta, Port Oliver Yacht Club, Barren River Lake, KY. (Contact Jim Morrison, Rte. 1, Browning Road, Rockfield, KY 42274; home phone 502/842-9694.)

June 21-22—Wisconsin Cup Regatta, Delevan Lake Yacht Club, Delevan, WI, Contact Roger Sekera, 614 Westgate Rd., Deerfield, Ill., Phone 312/945-9115. Home, 312/641-2977, Business.

June 21-22—North Carolina Governor's Cup Regatta, Kerr Lake, Carolina Sailing Club.

June 21-22—Gulf District Championships, Fleet 55, Buccaneer Yacht Club, Mobile, AL (Contact Bill Davis, P.O. Box 463, Mobile, AL, phone 205-342-0401).

June 26-27—Norfolk Naval Sailing Association—Regatta.

July 12-13—Oriental Sailing Social, Oriental, NC, Carolina Sailing Club.

July 12-13—Great Scot Regatta, Edgewater Yacht Club, Cleveland, OH (Contact Ted Mahoney, 2655 South Belvoir, University Heights, OH 44118).

July 19-20—Midwestern District Championships, Lake Winnebago, Neenah Nodaway Yacht Club, Neenah, WI. (Contact John Anderla, 118 Lynn Drive, Appleton, WI 54911, Phone 414-739-0264).

July 19-20—Deep Creek Invitational, Deep Creek Lake, MD. (Contact Willie Rissell, Cumberland, MD.).

July 26—North American Junior Championships, Pensacola Yacht Club. Also begin registration, measurement for NAC.

July 26-27—Grand Ole Open, Percy Priest Yacht Club, Nashville, TN (Contact Doug Anderson, 4014 Coleridge Drive, Antioch, TN 37013; home phone 615/834-0005).

July 26-27—Prairie District Regatta, Fleet 59, Windycrest Sailing Club, Lake Keystone, Tulsa, Oklahoma. (Contact Peter M. Vogel, 212 E. 25th St., Tulsa, OK 74114, or phone 918-743-0871).

July 26-July 27—CNYRA, Skaneateles Country Club, (Contact Cynthia Rea, Jamesville, NY).

July 28—North American Championships begin. Championships continue through Aug. 1, Pensacola Yacht Club.

August 16-17—Fishing Bay Yacht Club Regatta, Deltaville.

August 16-17—Flying Scot Districts, Chautauqua Lake Yacht Club, Lakewood, NY (Contact Cynthia Rea, Jamesville, NY).

August 30-31—Kentucky-Tennessee Flying Scot Championships, Port Oliver Yacht Club, Barren River Lake, KY. (Contact Jim Morrison, Rte. 1, Browning Road, Rockfield, KY 42274; home phone 502/842-9694.)

September 6-7—Wolverine Hot Scot Regatta, Clear Lake Yacht Club, Fremong, Indiana. (Contact Jim Horein, 7034 Melody Lane, Ft. Wayne, Ind. 46804, Home Phone 219/432-3209, Office 219/424-5421.

Sept. 6-7—Fleet One Regatta, Cowan Lake Sailing Association, Wilmington, OH. (Contact Sandy Eustis, 931 Paradome St., Cincinnati, OH 45202. Phone 513-579-0618).

Sept. 13-14—Glimmerglass Regatta, Otsego Sailing Club, Cooperstown, NY. (Contact Cynthia Rea, Jamesville NY).

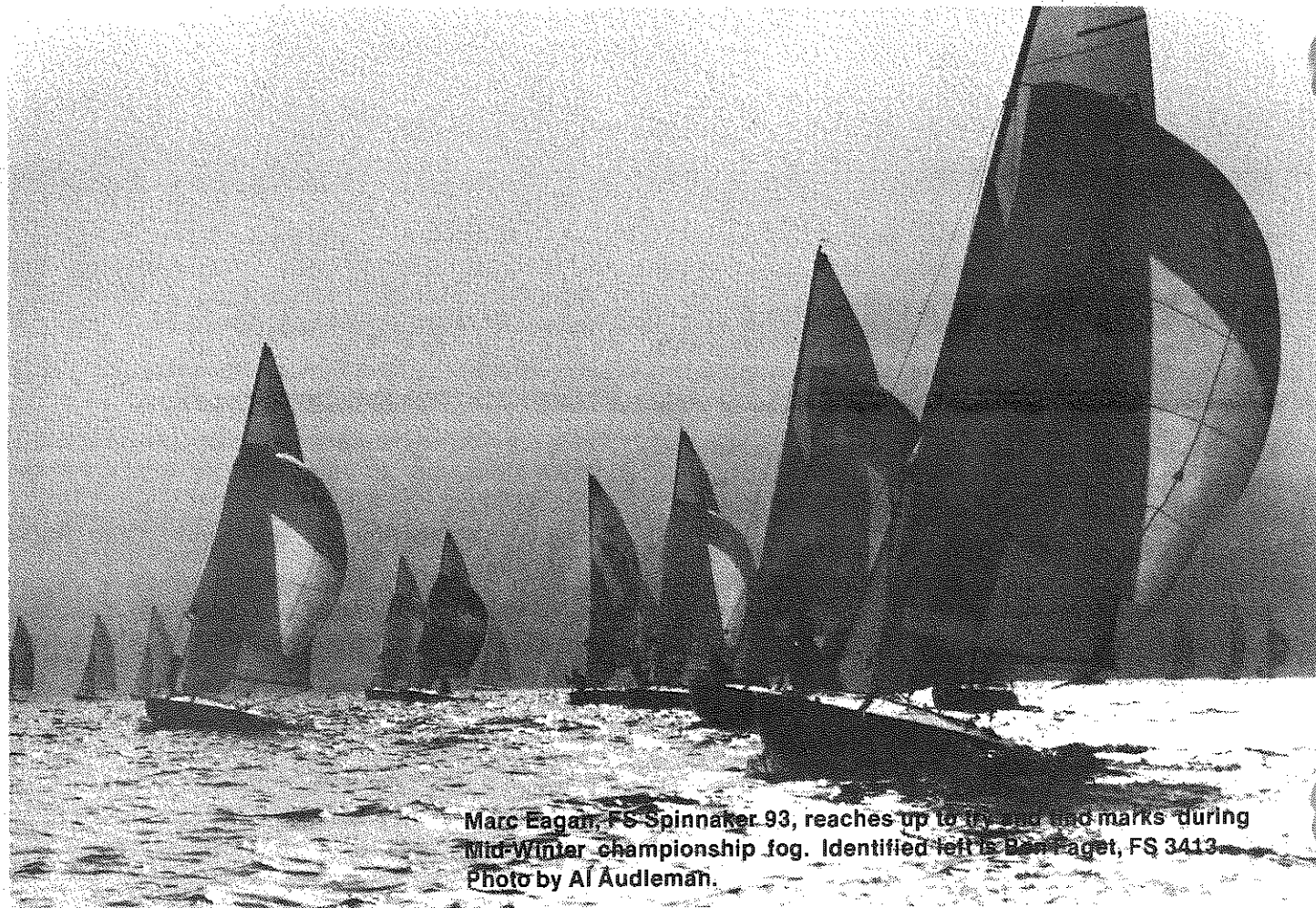
September 27—Va. Sailing Assoc. Regatta, at King's Mill Yacht Club.

Sept. 28-29—Autumn Regatta, Skaneateles Sailing Club. (Contact Cynthia Rea, Jamesville, NY).

October 4-5—Third Grand Annual Cave Run Regatta, Cave Run Lake, Morehead, KY (Contact Duncan Gardiner, 3569 Bold Bidder Drive, Lexington, KY 40502; home phone 606/272-1574).

October 11—Third Annual Last Chance Regatta, Swift Creek Reservoir, Richmond, VA (Contact Bill Giles, 9514 Beckham Drive, Richmond, VA 23235, Phone (Home) 804-272-4952, (Office) 804-266-7623.)

October 11-12—Oktoberfest Regatta, Percy Priest Yacht Club, Nashville, VN (Contact Doug Anderson, 4014 Coleridge Drive, Antioch, TN 37013; home phone 615/834-0005).



Marc Eagan, FS Spinnaker 93, reaches up to try and find marks during Mid-Winter championship fog. Identified left is Ben Paget, FS 3413. Photo by Al Audleman.

Fog, capsizes emphasize safety regulations

As fog rolled across the Gulf during the Mid-Winter championships at St. Andrews Bay Yacht Club, Al Audleman captured the beauty of sailing in fog—see picture—on the cover, and above.

The fog also reminded skippers that a whistle or horn should be standard equipment, just in case.

Turnovers during the Saturday race taught another lesson: a lifting bridle helps power boats drain Scots, and Scot skippers need to practice using the lifting

bridles and rescue operations—before the race capsizes.

A press boat skipper observed that some Flying Scot skippers didn't know you were not allowed to tie to a government buoy marker.

The anchor man for these Mid-Winter sailing hints is Charles V. Wesley, Fleet 75, telephone 904-673-5597, who expects one visitor to Panama City wants to contact him. Charles writes:

"Some visiting Flying Scot skipper left

on the Club lawn his anchor, 3 feet of very rusty chain and about 90 feet of good 1/2 inch line. So far no Mid-Winter skipper has contacted the Club about his missing anchor. Must be some one who has not unpacked his boat and does not realize it is missing. An 8-pound Danford lists for about \$45 now. Good half-inch line is not cheap either. If the owner will contact me, I will ship him his anchor."

MY ADDRESS LABEL IS NOT CORRECT

My correct name and address follows:

Name _____

Street _____

City _____

State, Zip _____

Change is: Temporary Permanent

(Send this form with present label to the Executive Secretary)

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

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