

Scots n' water

July 1980
Volume XXII
Number 5

Photo by Al Audleman



Scot introduced at Lake Murray, S.C. . . . page 4
Sandy Douglass answers Don Hott . . . page 6
When to foot and when to point . . . page 8

Scots to be built in Kansas

The Gordon Douglass Boat Co., Inc. announced that it is licensing Southern Yachts of Wichita, Kansas, to build Flying Scots.

Southern Yachts will add the Flying Scot to its current production of Snipes and Tornado Catamarans.

The President of Southern Yachts is Dick Caspari.

The Central States Sailing Association recently picked the Flying Scot as its official three-man boat for competition.

"We are happy to have a builder supporting the class in that area," Eric Ammann, Douglass Boat Co. President said.

1980 Pensacola, North American Championship Regatta Schedule

Saturday	9:00 a.m.-		7:00 p.m.	Board of Governors, R.C. & Officials Dinner	
July 26	5:00 p.m.	Registration & Measurement		Executive Club (3rd Floor Century Bank Building)	
	12:30 p.m.	Jr. N.A.C. Skipper's Meeting		Evening open (PYC kitchen closed tonight only)	
	1:30 p.m.	Jr. N.A.C. Races 1 & 2			
Sunday	9:00 a.m.-		Tuesday	10:00 a.m.	Race 3
July 27	6:00 p.m.	Registration & Measuring continue	July 29		Evening Open
	11:00 a.m.	Jr. N.A.C. Race 3	Wednesday	9:00 a.m.	Skippers' Meeting
	12:00 p.m.	Executive Committee Meeting & Lunch (Topside PYC)	July 30	10:00 a.m.	Race 1
	2:30 p.m.	Board of Governors Meeting (Topside PYC)		2:00 p.m.	Race 2
	3:00 p.m.	(Tentative) Warm up race time, weather permitting		7:30 p.m.	Race Committee Management & Judging (Program by Commodore Ted Tolson, SPYC, USYRU)
	6:30 p.m.	"Beer & Brats" (Complimentary—PYC)	Thursday	10:00 a.m.	Race 3
Monday	9:00 a.m.	Skippers' Meeting	July 31	2:00 p.m.	Race 4
July 28	10:00 a.m.	Race 1 & Race 2 (Time to be announced)			Evening Open
	2:00 p.m.	FSSA Annual Meeting (IF N.A.C. elimination race is scheduled at this time, check official regatta bulletin board for re-scheduled time of Annual Meeting)	Friday	10:00 a.m.	Race 5
			August 1	6:30 p.m.	Cocktail Party— Free to participants (hosted by PYC & Pensacola Sports Association)
				7:30 p.m.	Awards
				8:00 p.m.	Cocktail party re-opens

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
preceeding 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 XXII, No. 5. 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.

NOTICE OF ANNUAL MEETING

In accordance with the Constitution and By-Laws of the Flying Scot Sailing Association, notice is here given of the Annual Meeting of the Flying Scot Sailing Association which will be held on Monday, July 28, 1980, at 1400 Hours at the Pensacola Yacht Club in Pensacola, Florida.

Send in this Membership Opinion Survey

The FSSA Measurement Committee and Board of Directors are reviewing the current class rules governing rigging. We would like to know your feeling on the subject.

Please check below, add any comments in the space provided or on a separate piece of paper and return to the FSSA Office, P.O. Box 11187, Columbia, South Carolina 29211.

Important Note: This is an opinion survey, not a binding vote. Any proposed changes in class specifications will of course be voted on in the normal way—a proposal from a fleet is studied by the Measurement Committee which passes it on to the Board with recommendations. Proposals approved by the Board are voted on by the membership at the Annual Meeting (through their fleets). Only those proposals approved by the membership are enacted.

Do you believe that current FSSA class rules governing rigging are:

- Too restrictive About right
 Not restrictive enough

Comments:

“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

George Fischer organizes Scot demonstration for South Carolina sailors

By Lawrence Booher
FSSA Staff

If you, an enthusiastic Flying Scot sailor on a beautiful 50,000 acre lake in the heart of South Carolina, are frustrated because to sail with other Scots and enjoy the camaraderie of a Flying Scot Fleet you must drive 170 miles, what do you do????

An ideal solution would be to arrange for a demonstration of the Flying Scot at your local sailing club with the aid of other Scot owners, to let the Scot sell itself. The *piece de resistance* would be to have the best Scot sailor on hand to conduct the demonstration.

This was the problem facing George Fischer, FS 3219, and the solution he put into operation.

Fischer, Vice President and Group Executive-Legal Affairs for the South Carolina Electric and Gas Company in Columbia, South Carolina, used to sail a Pearson 26 on nearby 50,000 acre Lake Murray, "doing some day sailing and racing." Then he found it more exciting and fun to sail the Scot and became an enthusiastic Scot owner in August of 1978.

To sail with other Scots, he has to drive 170 miles to Hilton Head Island where he is a member of Fleet 134. His fellow members of the Columbia Sailing Club sail primarily cruising class boats and Sunfish, with no particular class predominant.

Early this past winter, Fischer was discussing his desire to "see the Flying Scot become the predominate class at the Columbia Sailing Club" with fellow Fleet 134 member Ed Gibbs. Gibbs offered to bring his Scot to Lake Murray and help Fischer stage a demonstration some week-end.

Keys to selecting the week-end date included no conflicts with activities at the Sailing Club, hopefully pleasant weather and most important—when the number one Scot sailor could attend.

In a phone call with designer, Gordon K. Douglass, Fischer enthusiastically explained his plans. "Can you come to Lake Murray and give demonstration rides?" was Fischer's request to which Douglass promptly agreed and added that he would try to arrange to have builder Eric Ammann accompany him.

With the cooperation of C.S.C. Commodore Will Nelson, the week-end of April 19-20 was selected.

It was an overcast morning when Douglass and Ammann arrived about 10 a.m. followed soon after by Gibbs, and Fischer's and Gibbs' Scots were put into the water and tied at the dock. After lunch, demonstration rides began with Douglass, Ammann and Gibbs at the tiller.

With the winds between 15 and 20 knots, some gusting to 25, 12 interested sailors had the opportunity to see and feel the sailing excitement of the Flying Scot. A happy hour with the showing of films

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



New for 1980 . . .

14 k. gold Flying Scots—
a first class pendant
for your loved one
whether she
loves Flying
Scots or not
—\$125.00



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

was planned. Also present for the demonstration was FSSA Executive Secretary, Ed Eubanks, to explain to potential Scot owners all of the programs of the Association.

Sunday was family day at the Club and 12 or so more potential Scot sailors took part in demonstration rides—conducted in full view of the Club house and the Club grounds. The demonstration lasted from 10 a.m. until 5:30 p.m. when Douglass and Ammann left for Maryland and Gibbs returned to Hilton Head Island.

"I'm trying to encourage a good family day sailor-racer, a quality built boat that can be used by husband and wife without their having to be athletes," Fischer explained to his fellow sailing club members.

After the week-end of demonstrations, is he optimistic that he succeeded in generating enough interest that a new Scot fleet will be formed at Lake Murray in the near future? "I'm still enthusiastic about such a probability and quite hopeful," was his answer.

To follow up on the demonstrations, Fischer, for the first time, will enter his Scot in the Great 48 Regatta at Lake Norman, North Carolina on May 10 and take two people from the Columbia Sailing Club to see Scots in an actual regatta.

How soon two more Scots will be based at Lake Murray is still a question. But George Fischer's plans and execution of those plans are undoubtedly a superior way to generate interest in and eventual ownership of a Flying Scot by fellow sailing enthusiasts.



Sandy Douglass discusses the demonstration rides with planner, George Fischer, right, and FSSA Executive Secretary, Ed Eubanks.

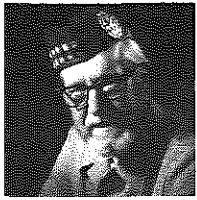
1980 . . . Schurr Sails move to new sail loft

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



“Running rigging is optional” is not specific enough

In the May issue of *Scots n' Water* every word of Don Hott's letter to me is true. And in the true sense, neither do I know of any person—with one possible exception—who deliberately wants to change the Scot into a racing machine. Nor, I feel sure, did anyone, many years ago, intend to turn the Lightning or the Thistle into the machines they have become. Such changes slowly evolve, slowly but relentlessly, when there are no definite limits. When we look back we can see that the Scot also has evolved, and is continuing to do so.

I wrote the article for the March-April issue to point out the weakness of our control. “Running rigging is optional.” Strictly speaking, only the shrouds and jibstay are not “running.” The Chief Measurer is powerless to prevent development—as witness the rescission of his rulings by the Board. By the time some fleet gets around to presenting an amendment—which then has to go through the Chief Measurer, the Measurement Committee, the Governing Board and, finally, the Annual

Meeting—the amendment may have come too late. By this time so many members may have bought and installed whatever it is—and all in good faith because there is no rule against it—that it now will be thought to work a hardship, on too many, to outlaw it.

Today we are faced with (1) double-ended vang, (2) double-ended cunninghams, (3) through-deck spinnaker sheets, (4) mylar sails, (5) Waco 360 degree centerboard fittings. We also permit hand lines reaching the gunwale, long enough for slump hiking by a few athletes. (Didn't we originally intend them to reach only to the seat-back, for safety only?) What will be thought of next?

If the “running rigging is optional” phrase is the cause of our problems, what we need is an amendment changing this and specifying what may and may not be used. Then, if desirable developments later come along, we may first consider them before we decide to accept them by vote of the membership. Let's put this on a positive footing.

—Sandy Douglass

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

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) 2-1-1-2-4-2-1-2-7. 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.

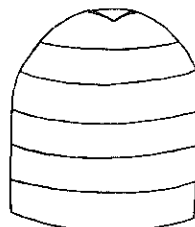
I am enclosing 50%, and references; and
will pay balance in ten days.

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.

Goldsmith explains how to use footing and pointing to gain good position with nearby boats

by Bruce Goldsmith

Maybe you have wondered what happened to the boat that was right next to you for most of the way up the windward leg, but all of a sudden was at the mark way ahead of you. You know you did not do anything drastically wrong—but what did he do that was so drastically right? Just how did he get away?

Your "boat speed" was good, you hung in there for most of the weather leg, only to be on the outside of 8 boats that "just squeezed around the mark" ahead of you, or you were on the inside of 8 boats that "powered over" you as you tried to squeeze around the mark. You simply ended up in the wrong place! What really happened was that your judgement of when to foot and when to point has not been cultivated.

To change direction when sailing to windward, you can tack or foot or point. You have to continuously choose where you would like to be relative to other boats within these limitations. This article will explore when to foot and when to point. Footing is

steering below a normal windward angle to gain more forward speed at the expense of windward pointing. Pointing is steering closer to the wind than a normal windward angle to gain windward distance at the expense of speed. Either can fine tune our position without such a drastic measure as tacking. The difference in the effective sailing angle between footing and pointing might be up to 25°, where as tacking varies between 70° and 100°.

The basic rule is to foot to the headers and point to the lifts. In this way you end up on the upwind side of the next shift relative to boats around you. When we consider footing and pointing, we always have six different ways to go instead of just two. The top sailor is constantly juggling the six possibilities of: sailing either tack, footing, pointing, or normal. He picks spots that can be reached by one or a combination of the above that will improve or protect his position. Usually footing or pointing is a subtle way of positioning yourself on a few boats around you. For example, assume you are 20 yards astern of a pack but in clear air. Footing puts you in bad air. Sailing normal gains

Irmgard Schildroth captures the action



Tight maneuvering at the starting line.



About to start!

nothing. Tacking gains big if the wind lifts later, but loses big if the wind heads. Pointing avoids bad air, gains if the wind lifts later, loses slightly if the wind heads, but allows a tack that gives clear air ahead and to leeward of the pack rather than just to leeward. Now we again have the option of pointing up or footing, whereas any other choice but pointing would have given us no choice.

Sometimes footing or pointing can cause more than subtle positioning. The most extreme usually occurs right after the start or near the weather mark. After the start, you generally cannot tack because of starboard boats, so close attention must be paid to keeping your air clear by footing or pointing. If boats to weather are rolling over you, you should foot only as much as you need to keep your sails ahead of their wind shadow. If boats to leeward are pinching you off, you must point enough to stay to windward of their backwind. When both problems exist, you either started late or are just plain slow. Normally, however, it is a time to be very aware of footing or pointing. If successful, you are in the first row among the leaders. If not, you are automatically in bad air and back in the pack looking for a place to tack.

Near the weather marks it can become very critical to foot or point. For instance, you may be just short of the starboard layline on starboard tack. Pointing gets

you around the mark ahead of a wall of starboard layline boats. If you don't start pointing soon enough you'll have to take a pair of short tacks and be behind the whole wall. When you have overstood slightly, you must foot or boats will tack to leeward and ahead and round the mark inside of you. Take advantage of your option to position yourself so that someone tacking below you can't lay the mark and someone who takes your stern overstands.

In addition to using footing and pointing for positioning, there are classic times that call for one or the other regardless of position. In general you foot to reduce leeway or side slippage, and gain steering control. Examples are: sloppy water, before port-starboard crossings, before and after tacking. You point to take advantage of the potential close winded conditions. Examples are: smooth water, steady wind, after footing for control, and when overpowered, especially on smooth water and with light crew.

At every post-race rap session the subjects of boat speed and going the wrong way are bantered about vigorously. Sometimes someone gets credit for a smart move or super boat handling. Seldom does a discussion occur about our subject. I'm suggesting that we should all pay more attention to when to foot and when to point.



Lake Norman, N.C., Great 48, May 1980.



They are on their way!

New skippers join Flying Scot

F/S #	Fleet	Name	Address	City	State	Zip
3206	19	Robert C. Baugher	1780 Piedmont Ave.	Akron	OH	44310
172		David P. Hall	4 Pine Grove Rd.	Hingham	MA	02042
3198		Richard Huffer	318 Jefferson Dr.	W. Lafayette	IN	47906
2182		Robert S. Schreiner	R.D. 1, Roxbury Dr.	Hudson	NY	12534
3401	6	Keith Spinnenweber	2616 Strathmore	Bethel Park	PA	15102
2688	7	James Farrell, Jr.	14 Crescent Road	Riverside	CT	06878
2921	121	James McLaughlin	3430 Flintshire Dr.	Birmingham	AL	35226
1946		Linda Pierce	P.O. Box 422	Hiram	OH	44234
3247		Richard N. Toler	1376 Raven Dr.	Scott Twp.	PA	15243
3386		Michael Dilberto	199 Bleeker St., Apt. 12	New York	NY	10012
2771	83	William K. Hughes	518 Redondo Dr.	Ballwin	MO	63011
3007		Scott Parsons	4110 Pittman Dr.	Jacksonville	FL	32207
2480		Charles R. Hembree	240 Lakeview Rd.	Spruce Pines	NC	28777
1808		Louis L. Orlando	31604 Douglas Dr.	Willowick	OH	44094
1126		James Cavannaugh	20 Bullard St.	Sharon	MA	02067
1668		Keith A. Dunnigan	32702 Carriage Lane	Avon Lake	OH	44012
3266		Robert C. Rupp	29564 Highmeado Rd.	Farmington Hills	MI	48018
3122		James D. Kovacic	2043 Judy Dr.	Parma	OH	44134
1026		Donald Paul Givens	3543 Burnt Leaf Lane	Birmingham	AL	35226
90		David Shasho	686 4th St.	Secaucus	NJ	07094
1431		Sheldon D. Silver	3770 Toledo Rd. #97	Jacksonville	FL	32217
3848	6	Daniel J. Spohn	12105 Chesterton Dr.	Upper Marlboro	MD	20870
574		Jonathan Orr	Oheyahtah Place	Danbury	CT	06810
2951	43	Russ McKnight	1575 New Senaca Tpk	Skaneateles	NY	13152
1596	45	O. Jack Purvis, Jr.	109 Heron Court	Brandon	MS	39042
2935	138	Donald W. Mills	5006 Chestnut	Bellaire	TX	77401
3048		Lance Chima	211 Avondale Dr.	Akron	OH	44313
3465	111	Mark McCormack	3155 W. Roxboro Rd., N.E.	Atlanta	GA	30324
3499		William Boyle	407 Gaywood Circle	Pittsburgh	PA	15241
82		Eugene Slater	34 Timber Rock Rd.	Gaithersburg	MD	20760
2441		A.C. Kupris	P.O. Box 1343	Athens	GA	30601
2901		John Noble	9119 Kirkdale Rd.	Bethesda	MD	20034
2644		David Prol		Lake George	NY	
2971		E.J. Flynn	1405 Kingston Ridge Rd.	Cary	NC	27511
2340		Hans Fabian	2320 Walter Dr.	Ann Arbor	MI	48103
1463	123	Gerhard Socha	P.O. Box 672	Rugby	ND	58368
1531		Grosse Pte. Yacht Club	788 Lakeshore Dr.	Grosse Point	MI	48236
1532		Grosse Pte. Yacht Club	788 Lakeshore Dr.	Grosse Point	MI	48236
1700		Grosse Pte. Yacht Club	788 Lakeshore Dr.	Grosse Point	MI	48236
2385		John L. O'Donnell	1051 Walbridge	E. Lansing	MI	48823
1547		Bob Doneff	9612 Pleuss Lane	Manitowac	WI	54220
3245		John Richardson	5140 Maris Ave.	Alexandria	VA	22304
3510		Clinton Smith, Jr.	649 Sandpiper Lane	Casselberry	FL	32707



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



Mid-Winter Photo by Al Audleman .

Egyptian Cup Results

The 1980 Egyptian Cup sailed on Crab Orchard Lake, Illinois, was a gear buster. Winds from 20 to 30 knots for all three races produced several capsizes, bent masts and shredded spinnakers. Sixteen Scots from several clubs sailed in an action-packed series. After the first day's blustry races three boats, Carpenter from Deep Creek, Hartman from Champaign, IL, and Tempelmeyer, a newcomer at the host club were separated by $\frac{3}{4}$ point. On Sunday it blew just as hard after a cold front passed through just reversing the direction the fan was blowing.

Place	Boat #	Fleet #	Name	City	Race			Total
					1	2	3	
1	3511	6	H. Carpenter	Deep Creek, MD	1	4	1	5½
2	3078	135	J. Hartman	Cilnton Lake, IL	2	2	2	6
3	3377	30	K. Tempelmeyer	Crab Orchard, IL	4	1	3	7¾
4	1820	83	E.P. Moore	Carlyle Lake, IL	7	3	4	14
5	1690	30	L. Striegel	Crab Orchard, IL	3	6	5	14

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

Mike Kiely constructs a model of the Scot

by Mike Kiely

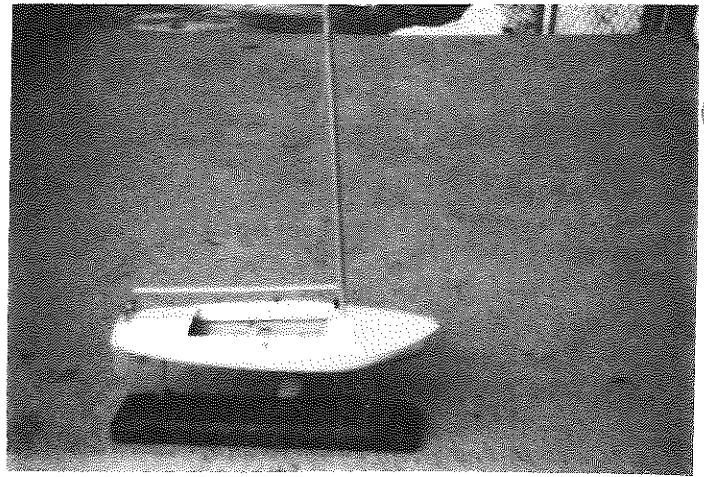
Recently I completed a model of my Flying Scot and thought others may be interested in this idea. I've been building ship models for years, but mostly full-rigged "Old Timers."

I got the model building plans from the Douglass Boat Company. The plans show the boat in one-half-inch scale.

The finished model measures about 17 inches high by 10½ inches long and about 5 inches wide. (See photograph.) Since my Flying Scot 3290 is a 1979 model, I finished the model the same as a stock boat would come from the factory.

The model has Harken jib blocks, working center board, working rudder and tiller, boom vang and centerboard sheet winch.

It takes between 25 and 30 hours to complete a Flying Scot model, and I put on as much detail as practical with the exception of sails. I would consider making sails for the Scot and actually sailing it, but I haven't got to that point yet. Besides, the Scot doesn't come from the factory with sails.



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 1 time 3 time 8 time
(per issue)

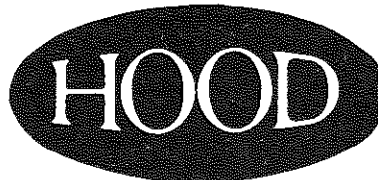
Full-page	\$160	\$130	\$100
Half-page	\$ 90	\$ 70	\$ 55
¼-Page	\$ 45	\$ 40	\$ 35

Send ad copy to P.O. Box 8, Chapel Hill, N.C. 27514
by 15th of month before publication.



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

Caveat Emptor

FS 1272—Customflex. Good condition. Red hull, white deck, gator tilt trailer, motor mount. Asking \$2300. Don Thiel, 1305 Wines Drive, Ann Arbor, Mi. 663-0292.

FS 3063—Douglass, white hull, off white deck, red boot top, Schreck sails, spinnaker, Sterling galvanized trailer. Cockpit, winter & sail covers. Motor bracket, anchor & line, compass, mast-fly, docking lines and more. Excellent condition. Used one season. \$5000. Norm Stickney, 123 Greenwood La., Monroe, Ct. After 5:00 (203) 261-0082.

FS 2251—Douglass, light blue deck, white hull with blue waterline. Excellent condition, fully race equipped including Harken blocks, Schreck sails, and Moody tilt-trailer. \$3800. Bob Baxley, 4646 Baywood Circle, Pensacola, Fla. 32504. (904) 477-5717.

FS 2344—Douglass, white hull and deck, new Murphy and Nye racing sails, cruising sails, spinnaker, compass, new mast, Harken blocks, anchor, trailer. \$2850. Herbert Callen, Long Beach Island, N.J.; (604) 494-9654 weekends or (215) 667-7539 evenings.

FS 1809—Douglass with trailer; light blue deck, white hull. Schurr main jib and spinnaker. Harken blocks with Waco 360's for vang and centerboard, internal spinnaker sheets, lifting bridle. \$3500—ready to race. Boat located in Pensacola, Fla. site of the '80 Nationals. Call George Black (904) 477-8897 or 432-2411.

FS 3081—Douglass. Tangerine hull/cream deck. Schreck main and jib, full cockpit cover, motor bracket, Harken sheet blocks. Heavy-duty galvanized Sterling trailer. Condition: Like new—has been in storage the past two years. \$4000. Art Loomis, 124 South 28th Street, LaCrosse, WI 54601. Telephone (608) 782-2283.

FS 752—Lofland, aqua hull, white deck, mahogany trim, 2 suits sails, 1 almost new; tilt trailer; always dry sailed, winter stored indoors; good condition, good racing record, many extras. \$2500. Arthur W. Hoyt, 2521 N.W. 35th, Topeka, KS, 66618; (913) 286-2646.

FS 2905—"Hard Work." Good condition, considered by many as the fastest boat in the South. Winner and runner-up in National Championships, with countless other wins around the country. Fully outfitted, including sails and trailer. Price: \$4100. If interested will deliver for personal use at 1980 NAC. Contact Marc Eagan, New Orleans, office (504) 529-5811; home (504) 488-3822.

FS 2699—Like new. Tangerine hull, yellow waterline, white deck, Schreck sails, rainbow spinnaker, set up for racing with all Harkens, motor mount, custom boatcover, trailer with spare. \$3995. LeRoy Polk, 212 Springdale Dr., N.C., Atlanta Ga. 30305. (404) 233-6180.

FS 444—Douglass Mfg., race equipped, dry sailed, good condition. Needs new sails for competition. New aluminum trailer. \$2800 firm. Call (216) 758-2524 Youngstown, Ohio.

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.

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:

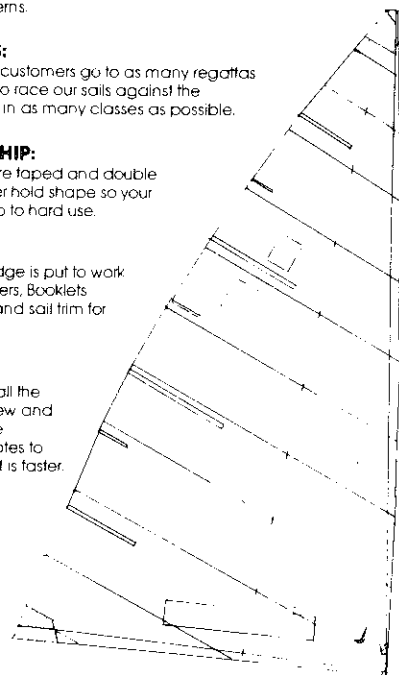
We are involved! Our knowledge is put to work for you in the form of Newsletters, Booklets and update sheets on boat and sail trim for your class.

SAIL TESTING:

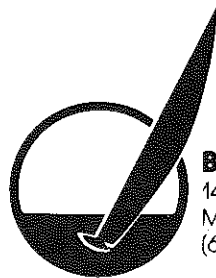
Our computer does not give all the answers. We sail test all our new and existing designs. We take time comparisons, pictures and notes to further refine our "feel" of what is faster.

CLOTH ANALYSIS:

Every lot of sailcloth at Bowers has been stretch tested, thread counted, weighed and finally recorded in order to re-produce 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

Governor's Cup Results

Larry and Starr Lewis from High Rock Yacht Club, sailing "Blue Goose" came within a whisker of winning the North Carolina Governor's Cup for the Flying Scot class but the Scot fleet was four boats short. The very light airs seemed to suit the Lewises as they won both races, the third having to be cancelled. Paul and Sharon Newton of the host club were second among the 37 Flying Scots.

Place	Sail #	Fleet	Skipper	Race 1	Race 2	Total
1	1260	108	L. Lewis	1	1	1½
2	2836	27	P. Newton	2	6	8
3	1885	126	R. Schultz	8	4	12
4	2720	27	H. Crowe	7	5	12
5	2324	27	D. Batchelor	4	8	12
6	2942	27	D. Miller	6	7	13
7	2150	27	J. Trull	3	10	13

Flying Scot Fleet and Districts

MIDWESTERN DISTRICT

Governor: John Anderla, FS #2513
118 Lynn Drive
Appleton, Wisconsin 54911

1—LAFAYETTE, IN—Lake Freeman
3—WILMETTE, IL—Lake Michigan
9—STURGIS, MI—Klinger Lake
25—MILWAUKEE, WI—Lake Michigan
29—MUNCIE, IN—Prairie Creek Reservoir
30—CARBONDALE, IL—Crab Orchard Lake
44—EPHRAIM, WI—Eagle Harbor, Green Bay
60—CHICAGO, IL—Burnham Harbor, Lake Mich.
68—MADISON, WI—Lake Monona
70—ROCHERT, MN—Cotton Lake
83—CARLYLE, IL—Lake Carlyle
88—IOWA CITY, IA—Lake MacBride
95—MINNEAPOLIS, MN—Lake Minnetonka
107—NEENAH, WI—Lake Winnebago
110—ROCHESTER, MN—Lake Pepin
114—JANESVILLE, WI—Delevan Lake
115—RACINE, WI—Lake Michigan
120—OSHKOSH, WI—Lake Winnebago
123—BOTTINEAU, ND—Lake Metigoshe
135—CHAMPAIGN, IL—Clinton Lake
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 120

39—PORT GROVE, OK—Grand Lake of the Cherokee
50—OKLAHOMA CITY, OK—Lake Hefner
59—TULSA, OK—Keystone Lake
89—TOPEKA, KS—Lake Perry
106—NORTH PLATTE, NE—Lake Maloney
119—HAYS, KS—Cedar Bluff Reservoir
141—NORTHERN COLORADO, CO—Boyd Lake

TEXAS DISTRICT

Governor: Brad Davis, FS #3331 Alt. Richard Wade, FS #1191*
423 Aqua Drive 8723 Bacardi
Dallas, Texas 75218 Dallas, Texas 75238

District Champion: Fred Tears FS 553

23—DALLAS, TX—White Rock Lake
32—HOUSTON, TX—Galveston Bay
66—PORT ARTHUR, TX—Lake Sabine
67—SAN ANTONIO, TX—Canyon Lake
69—AUSTIN, TX—Lake Travis
132—ABILENE, TX—Phantom Hill Lake
138—SEABROOK, TX—Galveston Bay

PACIFIC DISTRICT

Governor: Tim McCarthy, FS #2583
Box 347
Placerville, California 95667

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

MICHIGAN—ONTARIO DISTRICT

Governor: Howard S. Teitelbaum,
FS #2017 Ed Theisen, Jr., FS #3004*
4667 Kingswood Drive 14903 Bringard Avenue
Okemos, 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
113—TRAVERSE CITY, MI—Elk 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
4—MANSFIELD, OH—Clear Fork Lake
12—CLEVELAND, OH—Edgewater YC—Lake Erie
14—SPRINGFIELD, OH—Kiser Lake
19—CANFIELD, OH—Berlin Lake
26—TOLEDO, OH—Maumee River
34—RAY, IN—Clear Lake
37—WESTERVILLE, OH—Hoover Reservoir
65—DELLROY, OH—Atwood Lake
80—PITTSBURGH, PA—Lake Arthur
143—ANDOVER, OH—Pymatuning Lake

GULF DISTRICT

Governor: Bill Davis, Jr., FS #3051
905 David Langan Drive East
Mobile, Alabama 36608

District Champion: Dwight LeBlanc III FS 1992

28—FORT WALTON BEACH, FL—
Choctawhatchee Bay
45—JACKSON, MS—Ross Barnett Reservoir
55—MOBILE, AL (BYC)—Mobile Bay
75—PANAMA CITY, FL—St. Andrew Bay
79—GULFPORT, MS—(GYC)—Mississippi Sound
85—MONTGOMERY, AL—Lake Martin
87—PENSACOLA, FL—Pensacola Bay
90—MIAMI, FL—Biscayne Bay
92—PASCAGOULA, MS—Mississippi Sound
96—NEW ORLEANS, LA SYC—Lake Pontchartrain
98—BAY ST. LOUIS, MS—Bay St. Louis
99—NEW ORLEANS, LA NOYC—Lake Pontchartrain
102—FAIRHOPE, AL FYC—Mobile Bay
111—ATLANTA, GA—Lake Lanier
112—RIVER CITY SAILING ASSO.—Arkabutla Lake, MS
118—BIRMINGHAM, AL—Lake Logan Morgan
121—TUSCALOOSA, AL—Lake Tuscaloosa
127—NASHVILLE, TN—Percy Priest Lake, Barren
River Reservoir
131—JACKSONVILLE, FL—St. John's River
133—LITTLE ROCK, ARK—Grande Maumelle Lake
144—PASS CHRISTIAN, MS

NEW YORK LAKES DISTRICT

Governor: Dave Creiner, FS #2951 Cynthia Rea, FS #1875*
113 Whitestone Drive 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
122—HADLEY, NY—Great Sacandaga Lake
130—LAKEWOOD, NY—Chautauqua Lake

NORTHEAST DISTRICT

Governor: Charles Byers, FS #355
3 Winston Road
Norfolk, MA 02056

District Champion: Bill Bazley
and Chuck Winans

11—ROCKPORT, MA—Sandy Bay
57—HARWICH PORT, MA—Nantucket Sound
58—WOLLASTON, MA—Boston Harbor
76—SHARON, MA—Lake Massapoag
77—MENAUAHANT, MA—Vineyard Sound
105—COHASSET, MA—Cohasset Harbor
116—MANCHESTER, NH—Lake Massabesic
117—SHELburne, VT—Lake Champlain YC
124—DUXBURY, MA—Duxbury Bay

GREATER NEW YORK DISTRICT

Governor: Robert Hellendale, FS #1499
21 Shoaf Pt. Lane
Riverside, Connecticut 06878

District Champion: Jack Orr FS 1497

7—RIVERSIDE, CT—Long Island Sound
10—MORICHES, L.I. NY—Moriches Bay
21—LOVELADIES' HARBOR, NJ—Barnegat Bay
22—SPRAY BEACH, NJ—Little Egg Harbor
24—NEW FAIRFIELD, CT—Candlewood Lake
31—SHORE ACRES, NJ—Upper Barnegat Bay
46—ISLAND PARK, NY—Hempstead Bay
72—AMITYVILLE, NY—Great South Bay
73—PERTH AMBOY, NJ—Raritan Bay
125—LIVINGSTON, NJ—Lake Hopatcong
142—NORWALK CT—Long Island Sound

CAPITOL DISTRICT

Governor: Dennis C. Morris, FS #1096
7412 Elgar Street
Springfield, VA 22151

District Champion: Harry Carpenter

6—OAKLAND, MD—Deep Creek Lake
42—WASHINGTON, DC—Potomac River
63—HAVRE DE GRACE, MD—Susquehanna River
64—BALTIMORE, MD—Middle River
81—WRIGHTSVILLE, PA—Lake Clarke
82—PRINCE GALLITZIN STATE PARK, PA—Lake
Glendale
86—BALTIMORE, MD—Magothy River
97—BETHESDA, MD—Chesapeake Bay
137—RICHMOND, VA—Deep Creek Reservoir
139—HANOVER, PA—Lake Marburg

CAROLINAS DISTRICT

Governor: Debbie Peterson, FS #1849 N.C. (Map) Crowe, FS #2720*
5304 Clemson Street 3509 Arrowood Drive
Raleigh, NC 27609 Raleigh, N.C. 27604

District Champion: Richard Schultz, FS 1885

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

*Alternate

Still time to register for 1980 North American Championship

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.

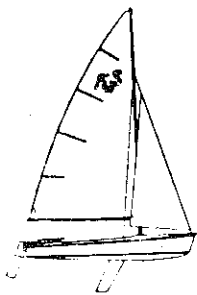
If you wish to reserve a campsite, please indicate **tent** or **vehicle**.
(Circle One)

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 _____

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®

Regatta Schedule

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 25-27—Northeast District Championship, Sandy Bay Yacht Club, Rockport, Massachusetts (Contact Charles Byers, 617-528-5776).

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—CNYIRA, Skaneateles Country Club, (Contact Cynthia Rea, Jamesville, NY).

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

August 9-10—Ephraim Yacht Club 75th Annual Regatta, Eagle Harbor on Green Bay. Flying Scot Fleet #44 (Contact Robert Davis, 608 Mountain Rd., Lake Bluff, Ill. 60044, 312-234-0578, Office: 312-234-3700. Summer: North Road, Ephriam, Wis. 54211. Phone 414-854-4484).

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 315-445-0194).

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—Harvest Moon Regatta, Atwood Yacht Club, Dellroy, Ohio. (Contact H.E. Forrest, 1602 Dunkeith Avenue, Canton, Ohio 44708. Phone 216-455-5281 or 216-477-6322).

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—Massapoag Yacht Club Regatta, Sharon, Massachusetts (Contact Charles Byers, 617-528-5776).

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. 27-28—Autumn Regatta, Skaneateles Sailing Club. (Contact Cynthia Rea, Jamesville, NY 315-445-0194).

October 4-5—VISA Yacht Club Centerboard Invitational Regatta, Smith Mountain Lake, Va. (Contact Alvah Bohannon, 109 River Road, Altavista, Va. 24517 804-369-6544).

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).

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