

# Scots n' water



September-October 1980

Volume XXII

Number 7

**Judy McKinney wins Adams Cup...23**

**Districts pick champions:**

**Nathan Dreyer—New York Lake...13**

**Ray Flajole—Michigan-Ontario...20**

**Jim Calber—Prairie...2**

**Bill Bazely—Northeast...24**

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Killeen  
eet, and  
fth place,  
orked

**Danny Killeen sails to 1980 title...2,3**



# Danny Killeen wins championship

With crew Greg Sonnier, Shelly McNair  
New Orleans skipper takes Pensacola NAC

by Kelson Elam

The 1980 Flying Scot North American Championships in Pensacola began in pouring rain, but the sun broke through and shined brightest on winner Danny Killeen of New Orleans and his crew, Greg Sonnier and Shelly McNair.

After a wet elimination series the weatherman blessed the boat fleet with three days of sunshine and good breeze. The Pensacola Yacht Club also accommodated with good races and festivities that entertained sailors both on and off the water.

Mike Johnson, Jr., of Fort Walton Beach finished second in the Championship series with Alex Cooke and Chuck Barnes crewing.

Third place went to Kelson Elam from Dallas with Mark Hallman and Dana Dagate crewing. Judy McKinney from Bay St. Louis took fourth ahead of former North American Champion Mark Eagan sailing with Ed Turnipseed and Reid Stone.

Randy Santa Cruz of Bay Waveland, with crew Rod Stieffel and Douglas Gambel, won the Challenger Division with all first-place finishes—after surviving the shock of finding his boat fully rigged in the swimming pool Friday morning.

Awards were given to the oldest skipper, "Uncle" Floyd Davis, 73, of Panama City, and the youngest skipper, Christopher Gamble, 12, from Bay Waveland.

## Elimination Series

The tune-up race on Sunday was cancelled due to winds clocked at 30 to 35 miles per hour. The elimination series sailed one race on Monday and two races on Tuesday. The Tuesday races saw the most breeze of the series with winds reaching 18 to 20 miles per hour in the last race on Tuesday.

Elam took two firsts, while Marc Eagan, Killeen, Bubby Eagan, and Johnson each won one. The 60-boat fleet was split 33-26.

## First Race

The Race Committee conceded that the sea breeze wouldn't fill until one or two o'clock, and, wisely, didn't attempt a morning start.

In the first race sailed in light-to-medium wind and

flat water, Killeen got to the right side of the course first and carried a starboard lift to the weather mark, and led the rest of the race. McKinney took second followed by Elam in third.

## Second Race

Johnson took advantage of the sag in the middle of the line, commanded the best start, and led the entire race to his first place. The race was sailed in medium air and slightly choppy water. Doug Sansom bounced back as a 21st in the first race to take second, followed by Doug LeBlanc in third. Bubby Eagan came from behind to pass Killeen and Elam to take fourth. Killeen finished fifth and Elam dropped to eighth at a tight finish.

## Third Race

On Thursday the Race Committee again postponed during the morning in favor of the afternoon breeze. Commodore Ted Tolson used that opportunity to talk about the evolution of racing rules, and his interpretations of those rules.

The third race, sailed in medium air, saw most of the fleet tacking to port almost immediately attempting to reach the previously-favored right side of the course. Killeen was buried at the start and tacked immediately to port. Killeen tacked back on starboard and crossed behind a good portion of the fleet. He found a nice port lift coming in from the left side which brought Killeen back up to the top of the fleet.

The lead changed hands several times with the top-ten boats bunched tightly together. Kenny Kleinschodt finally broke away from the pack to win, followed by McKinney and Hopkins.

## Fourth Race

Light air and unpredictable winds in the fourth race made deciding where to start difficult. Marc Eagan captured a good start in the middle of the line, tacked to port and looked good—until the wind went further left and Killeen and others who chose the leeward end came out ahead.

Killeen won the race followed by Herm and Sansom.

## Scots n' Water

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Champion crew center weight with skipper Killeen at end of tiller extension. Sonnier keeps lazy jibsheets trimmed, while McNair adjusts boom vang. Photo by Wilda Audleman

At the end of the fourth race Danny Killeen and Judy McKinney were the only Championship sailors who had not finished at least one race out of the top ten. Killeen's worse race was a seventh, while McKinney had a seventh and ninth. Killeen's two firsts looked better than McKinney's two seconds and Killeen led McKinney by six-and-one-half points going into the final race.

### Fifth Race

Friday morning the question was not who was going to win, but rather, how was Randy Santa Cruz going to get his boat out of the swimming pool?

Under the cover of darkness unknown admirers of the Challenger Division leader floated his Scot in the pool, fully rigged, flying a FSSA banner from the masthead, and bearing the name "Challenger" carefully transcribed in duct tape along the side.

Randy calmly removed his boat from the pool and proceeded to win the final race in the same fashion as he had won the previous four, but with "Challenger" still taped on the side.

In the Championship Division, Elam took the pin-end start on the heavily-favored leeward end, tacked to port and led the entire race. Marc Eagan also cleared out quickly on port and followed all the way in second.

Disaster almost struck Killeen. While trying to tack to port, Killeen fouled John Aris, sailing on starboard, and Killeen was forced to execute a 720-turn to pay for his foul.

Killeen rounded the weather mark well back in the fleet, and it looked as though McKinney, sailing in fifth place, could win the series. Killeen kept his cool and worked back through the fleet, finishing 11th. McKinney dropped to 12th, which not only took away

## Championship division scores

Place	Sail #	Skipper	Race					Total Points
			1	2	3	4	5	
1	27	D. Killeen	1	5	7	1	11	24½
2	1432	M. Johnson, Jr.	16	1	4	6	4	30¾
3	1198	K. Elam	3	8	12	8	1	31¾
4	99	J. McKinney	2	9	2	7	12	32
5	3327	M. Eagan	6	17	8	4	2	37
6	3399	B. Eagan	14	4	5	5	15	43
7	3400	D. Sansom	21	2	6	3	14	46
8	2278	M. Douglas	5	12	14	9	8	48
9	3337	S. Hopkins	10	14	3	22	5	54
10	3317	P. Schreck	8	24	10	14	7	63
11	2905	H. Herman	20	6	15	2	23	66
12	1327	B. Berry	12	23	18	11	3	67
13	2710	L. Taggart	9	16	11	26	6	68
14	25	D. LeBlanc	11	3	16	15	24	69
15	2843	P. Blonski	4	11	17	20	20	72
16	3051	K. Kleinschrodt	24	7	1	19	25	75¾
17	3398	B. Heauster	17	18	25	10	10	80
18	2623	E. Walet	18	25	9	13	18	83
19	3434	J. Aras	15	10	21	18	19	83
20	19	N. Roltsch	28	15	13	27	9	92
21	2280	D. McLane	19	21	23	17	17	97
22	130	L. Carpenter	7	20	26	24	27	104
23	3413	B. Faget	26	19	19	16	26	106
24	2063	D. Bolyard	13	13	dnf	dns	13	107
25	23	R. Sanchez	27	27	20	12	29	115
26	1191	R. Wade	25	22	24	21	28	120
27	992	C. Gambel	23	32	22	25	21	123
28	3421	P. Barry	31	30	30	23	16	130
29	3248	G. Blome	22	28	28	29	31	138
30	3096	B. Cornish	30	31	29	28	22	140
31	2678	P. Strauley	32	26	27	31	30	146
32	3331	B. Davis	29	29	31	30	dns	153
33	1224	D. Wyatt	33	33	32	dnf	dns	166

a chance to win the championship, but dropped her to fourth in the series. Johnson was passed by Bill Berry on the last leg, but held on to fourth and second in the series. The first-place finish moved Elam to third, and the second place allowed Marc Eagan to finish in the top-five after a slow start.

### Wrap Up

The depth of good sailors in the fleet can be mostly attributed to the large group of uncoming young talent in the Flying Scot class. Good boat-handling was taken almost for granted, and concentration on slight speed differences and wind were conditions became essential.

Danny Killeen sailed well, stayed cool, won two firsts, but his winning total of 24½ points—an average finish of fifth in five races—can only be credit to the high-level of competition he enjoyed in this tough fleet.

# Past commodore reports days at NAC races where Gulf Coast skippers dominate top 10

by William Singletary  
Immediate Past Commodore

## July 26

Registration and measuring Saturday (and Sunday) went very smoothly under watchful eyes of chief measurer, Larry Taggart. Mike Johnson and Doug Sansom were in charge. (The two largest men at the regatta, they had no problems at all enforcing anything that needed enforcing.) No freak contrivances were found this year.

## July 27

The warm-up race Sunday afternoon was cancelled due to thunderstorms.

## July 28

Monday dawned under cloudy skies and with thunderstorms moving in from the southwest frequently, the first race was postponed.

President Don Hott, took advantage of the delay in the first race, called the Annual Meeting of F.S.S.A. with great attendance, and promptly took care of the business of the organization. Brad Davis of the Texas

District brought forth his newest freak contrivance: "tiller pin puller" with three Harken blocks and 20 feet of line as integral parts of the system.

First elimination race for both Divisions finally sailed with skies overcast and storms threatening, in 6-10 knot winds. The second race scheduled for Monday was literally washed out.

## July 29

Tuesday dawned with some clouds and light winds. 2½ hours after leaving the docks, all boats returned to await wind, which finally set in about 2 p.m. with the first race. Each Division sailed under good steady 8-12 knot winds. The second race sailed in 12-18 knot winds with some planing conditions.

There were many good sailors relegated to the Challenger Division because of the high caliber of all Scot Sailors attending.

## July 30

Wednesday was bright and clear but with light and variable winds delaying the start of the races, allowing time for much profitable discussion with expert Sailors and Judges.

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Punchbowl Regatta, Montgomery, 1st, 2nd, 3rd

Gulf Districts, Montgomery 1st, 3rd

Mid-Winter (1980), 1st, 2nd, 5th, 6th; (1979), 1st

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Panama City, 1st, 3rd

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Floyd Davis receives Executive Secretary award. Officers Singletary, Johnson, and Hott applaud.

## July 31

Thursday morning's winds were calm to light, so the races were postponed and the sailors heard Ted Tolson's expert presentation on Racing Rules and Race Management. Ted emphasized the necessity for all racing sailors to know the rules thoroughly and observe them. He reported that 75 per cent of Appeals reviews and decisions involved cases of Race mismanagement, and stressed the need for proper and standard race management.

Early Thursday afternoon, the southerly sea breeze filled in and two light to moderate wind races were sailed back to back.

## August 1

Friday was another hot day with only light and variable winds for the scheduled 10 a.m. start of the fifth and final race. The postponement flag flew until 12:15 when, as per race committee chairman Mike Johnson's predication, very good 8-10 knot winds again filled in from the south so that the final race was perfect from the sailors and Race Committee standpoint.

A full series with very fair races was concluded.

All aspects of a major Championship Regatta were fulfilled by Mike Johnson and Buddy Pollock, co-chairmen. We thank them for a job well done.

Friday morning dawned with the sun shining brightly on Randy Santa Cruz's boat moored in the middle of the Yacht Club swimming pool with "Challenger" in large letters on its hull. Randy met the challenge and did the biggest horizon job on the Challenger Division in history—five first places. At the awards presentation, he needed a wheelbarrow to take his awards away.

Gulf Coast sailors took all top 10 places in the Championship Division. (Kelson Elam is from Texas—a Gulf State, but not part of the Gulf Coast District.)

Danny Killeen (1st) will be in the Mallory Finals.

Judy McKinney (4th) will be in the Adams Finals.

## Committees that hosted 1980 Pensacola NAC

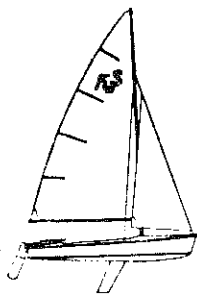
<b>Regatta Chairman</b>	Lewis B. Pollak Sr. & Michael S. Johnson, Sr.
<b>Judges</b>	Evans Harrell, USYRU Area D Chief Judge Jack Dane, Chairman GYA Appeals Committee Robert K. Boyle, Pensacola Yacht Club Charles Dees, Fairhope Yacht Club Allen M. Doublas, 1st Vice President, FSSA
<b>International Race Committee</b>	Lewis B. Pollak, Mike Johnson, Larry Taggart, Tom Ehman, Don Hott, Bill Davis
<b>Race Committee</b>	Michael S. Johnson, Sr., Chairman John Chappell, Commodore Pensacola Yacht Club Tom Berry, S.R.Y.C. Cliff Roltsch, Pensacola Yacht Club Lewis B. Pollak, Pensacola Yacht Club
<b>Registration/ Reception (and Recorders)</b>	Brenda Pollak Billie Chappell Peggy Roltsch (Chief Scorer) Lynn Johnson Dottie Boyle
<b>On-Shore Coordinator</b>	Maxine Sansom
<b>Measurement</b>	1) Boat—Larry Taggart, Chairman 2) Sail—John Mason, Chairman Doug Sansom Hunter Riddle
<b>Parking/Launching</b>	Paul Gatterdam
<b>Publicity</b>	Maxine Sansom
<b>Trophies/Awards</b>	Lewis B. Pollak, Sr. Michael S. Johnson Cliff Roltsch
<b>Spectator Boats</b>	C. Dan Stitt
<b>Stake Boats</b>	Marshall Black
<b>Photographer</b>	Al & Wilda Audleman



Randy Santa Cruz, FS 3327 and GYA 93, with Bay Waveland crew of Rod Steffel and Douglas Gambel, dominated Challenger division with five firsts.  
Photo by Wilda Audleman.

## Santa Cruz wins NAC Challenger

Place	Sail #	Skipper	Race					Total Points
			1	2	3	4	5	
1	93	R. Santa Cruz	1	1	1	1	1	3 1/2
2	48	W. Kleinschrodt	4	2	3	9	5	23
3	17	J. Oertling	3	3	10	7	8	31
4	14	F. Davis	6	13	4	2	12	37
5	3265	T. Shepard	2	5	6	10	16	39
6	171	H. Walker	7	11	2	11	9	40
7	2481	K. Hassell	10	10	15	3	3	41
8	2609	J. McFadden	15	8	5	4	20	52
9	1253	C. Dukeminier	12	19	9	12	2	54
10	3505	H. Carpenter	9	4	7	13	23	56
11	3130	M. Francis	5	15	13	5	19	57
12	617	T. Glass	8	12	11	17	11	59
13	2708	J. Dees	dsq	9	16	8	4	64
14	1433	K. O'Brien	13	14	21	14	7	69
15	2491	B. Murphy	11	7	12	19	21	70
16	2705	R. Weston	18	6	17	20	10	71
17	3229	R. Rich	17	16	8	27	6	74
18	3442	J. Strader	20	dsq	18	6	13	84
19	1199	P. Shields	14	17	14	18	22	85
20	2110	W. Singletary	21	20	22	16	17	96
21	3076	B. Knight	16	dns	19	21	18	101
22	3029	D. Hott	23	22	23	15	24	107
23	80	T. Galloney	19	21	dsq	dsq	15	109
24	2146	G. Goodall	dns	dns	20	22	14	110
25	2770	R. Neff	22	18	24	dnf	dns	118
26	2925	A. Whiting	24	23	25	23	dns	122



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## Measurer reports no 'freak' rigs, survey will ask about rule changes

by Larry Taggart

First and foremost everyone will be happy to note that no "freak contrivances" were found on any of the boats participating in the recent North American Championship. In fact, only one Scot was noted with "double leads" in use, and internal spinnaker sheets were in the minority. Measurement at the NAC was very smooth, and all who helped deserve our sincere thanks.

Only two hulls and one centerboard were found to be underweight. Only one mast would not meet our balancing requirements. There were some minor problems with the measurements, but nothing significant.

There were some problems with sails measuring in, primarily jibs. Several sailmakers are cutting jibs to the very maximum allowable, particularly along the foot roach measurement. The sail measurers on

occasion had to "struggle" to get a foot roach to measure in. Sail measurers should not have to do this in future events. (See the letter to sailmakers elsewhere in this issue.)

The Measurement Committee has recommended to defer action on the various running rigging By-Law and Specification proposals submitted to it until the results of a membership survey are analyzed. The Committee has elected to design its own survey to supplement the one published in Scots n' Water—and this will be forthcoming, most likely along with the membership renewal reminders this fall. In order to reach decisions satisfactory to a majority of FSSA members, it is imperative that all surveys be promptly returned. We need to hear from the "silent majority."

The Measurement Committee has made several recommendations to the Board, and these will be explained in upcoming issues.

## Sailmakers told to check jib roaches, labels, date marks, and use of 'mylar'

An Open Letter to All Makers of Flying Scot Sails:

Sail measurers at the recent NAC in Pensacola have noted an increase in the number of sails which fail to meet, or which "push," FSSA requirements. Three areas in particular appear to need attention:

- Scots—in particular, jibs—are being cut to the maximum possible dimensions. Jib foot roaches seem to present a particular problem. "Extreme" sails cause delays in the measuring process, as fractions of inches are often determining the "legality" of a sail. Maxi-sails require very careful and time-consuming measuring, while most often adding no real speed potential to a boat.
- Flying Scot "Royalty Paid" tags are not affixed to sails.
- The date of manufacture is not indelibly marked on the clew of each sail.

Naturally, not all sail manufacturers are "guilty" of the above offenses. However, I do feel that everyone should be made aware that potential problems exist. I

would not want a new sail owner to become upset with our sail measurers if a sail is rejected for failure to conform to FSSA standards. And I am equally sure that sailmakers don't want dissatisfied customers!

I should also point out to you that the Flying Scot Sailing Association is **considering** the possibility of limiting the use of "mylar" in the manufacture of Flying Scot sails. I do not anticipate a decision until the summer of 1981. However, any conclusions, whenever reached, will be published herein.

I trust that each of you will check to see that the processes and procedures you use in making Scot sails will insure conformity to all requirements of the FSSA. We certainly appreciate the past cooperation and service you have extended to our members, and anticipate a continued excellent relationship with our association. Please feel free to contact me if you have any questions about our specifications.

Larry Taggart  
Measurer

# Floyd Davis receives Scot promotion award

Floyd Davis of Panama City won the Executive Secretary's award for 1980.

The following citation was read at the North American Championships.

"This award, given to the class by Ed Eubanks, our Executive Secretary, is awarded to an individual, who, in the infinite wisdom of a secret committee, has done most to promote the class.

"This year the committee reported their infinite wisdom had several excellent choices, but there is one *young* man, and I emphasize young because his spirit, strength and enthusiasm is one of youth. He has sail raced more years than most of the people in this room have been here.

"He travels and attends innumerable Scot invitational regattas. It is a rare NAC or Mid—Winter that he has missed, most after winning silver. He constantly expounds the virtues of the Scot. He probably has instructed more young sailors than any of us here. He always brings young crews to regattas and encourages youth in their sailing.

"He is an Ambassador extraordinary and pleni-



Floyd Davis

potentiary for the Flying Scot. He is a great guy and friend to us all.

"Stand up Floyd Davis. Let's all stand and give him a big one!"

The audience responded with long applause.

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- 2—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

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  - 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

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  - 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

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- Governor: Tim McCarthy, FS #2583  
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  - 100—SEATTLE, WA—Lake Washington

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- 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

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- 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

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## District Champion: Hoagie Herman

- 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: Cynthia Rea, FS #1875  
924 Nottingham Road  
Jamesville, NY 13078
- District Champion: Nathan T. Dreyer, Jr.
- 35—CHAUTAUGUA, NY—Chautauqua Lake
  - 43—SYRACUSE, NY—Skanateles Lake
  - 53—WHITNEY POINT, NY—Whitney Pt. Reservoir
  - 104—OLD FORGE, NY—Fourth Lake
  - 109—COOPERSTOWN, NY—Otsego Lake
  - 130—LAKEWOOD, NY—Chautauqua Lake
  - 145—SENECA FALLS, NY—Cayuga Lake

## NORTHEAST DISTRICT

- Governor: Charles Byers, FS #355  
3 Winston Road  
Norfolk, MA 02058
- District Champion: Bill Bazeley
- 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 Shoal 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 #1098  
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
  - 146—PODICKORY, MD—Chesapeake Bay

## CAROLINAS DISTRICT

- Governor: Debbie Peterson, FS #1849 N.C. (Hap) 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 Townsend

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Marc Eagan, FS 3327, drives for the finish in the North American Championship. Photo Wilda Audleman

## 'Let's sail, not rig,' writes new class member

Dear Editor:

I have been following the recent rulings by the Measurement Committee and all the discussion associated with the rigging changes. We have only been Flying Scot sailors for two years, so I feel somewhat like a newcomer although we have attended several regattas and last year's nationals.

When we purchased our Scot, new, two years ago, it had what was apparently "standard" rigging, but we were soon to learn that there was a "better" place to locate the jib sheet cheek blocks, a more convenient place for the topping lift, and on and on. Our new two-year-old Scot now has extra holes that have been filled and other numerous areas where there is evidence that changes have been made. I would have much rather spent the time devoted to "moving blocks" on the water sailing and spent all that money on another suit of sails. I would be a better sailer, too.

Why did I make these changes, then? For convenience! My wife and my daughter crew for me, and I have found that it is more expedient for me to adjust the topping lift from the skipper's position than it is for me to take over the spinnaker and have my daughter respond, "What's the topping lift?"

I would like to commend Sandy Douglass for designing the Scot and setting the rules such that all these rigging changes do not affect the boat speed and as such no advantage is gained. Then why make the changes? For convenience. It does appear at least in our sailing that it is more convenient to have more of the controls led back to the skipper. I also prefer the cleaner sides to sit on, but only for comfort. However, if every skipper has to go through all the changes that I did it will have a serious negative influence on the growth of the class. I can support having the opportunity to make minor changes in the rigging, however I think the class should do something so that new sailors to the class do not have to go through what I had to. I would like to recommend the following:

The Measurement Committee develop a "recommended" rigging plan for racing and that the manufacturer offer this as an option (preferably at no extra cost).

This rigging plan should take into consideration what seems to be the current trends in the rigging such that the new Scot sailor feels that his boat is rigged just as good as the boats that are winning the big regattas. If we can't at least do this, then we better go to a single rigging plan to protect the class.

Let's make owning a Scot "fun sailing" not "moving blocks."

— Ben Hillberry, FS 3126, West Lafayette, IN

# Letters to the Editor and Sandy

Dear Editor:

The latest development in the "running rigging" controversy, reported in the March-April 1980 issue of Scots n' Water, has caused much alarm and concern in Fleet 31. The board's decision to overturn the Chief Measurer's rulings, based on Specifications Article S-111-5, sets a dangerous precedent. We can only assume that all previous Chief Measurer's rulings can suffer the same fate, and conceivably Sandy's worst fears may be realized. The board would have done better to cite Article II of the FSSA constitution, which firmly states the object of the FSSA and strongly emphasizes the one-design concept.

Our fleet supports Sandy's perception of strict one-design, and we feel this is generally true for the majority of Flying Scot owners. It is time for the fleets to be heard on this issue.

Running rigging must be considered a one-design characteristic of the Flying Scot, and as such there must be limitations. If an amendment to the constitution is required to make this point clear, then let's get the constitution amended. Fleet 31 is examining the possibility of drafting such an amendment. We are also circulating a petition, to be sent to the FSSA President and Chief Measurer, for our members' signature indicating our dissatisfaction with the board's action and reaffirming our commitment to strong control of the one-design character of the Scot.

In closing, many of us have Scots because we like a class where the emphasis is on the most important aspects of sailing (helmsmanship, tactics, crew work, wind savvy ...) and not one that requires a large pocketbook and a degree in mechanical engineering. We like to think that the boats we race at the club level are as competitive as any in the class, and that the only difference between us and the North American Champion is perhaps a better suit of sails and a heck of a lot more ability.

—Rich Kerdock, Captain—Fleet 31, Howell, N.J.

Open Letter to Sandy Douglass:

Your article in the July issue referred disparagingly to a person "who deliberately wants to change the Scot into a racing machine." You did not name this person, but implied that his felony was associated with (1) double-ended vang, (2) double-ended cunninghams, (3) through-deck spinnaker sheets, (4) nylar sails, and (5) WACO 360 degree centerboard fittings. Since my Scot is newly equipped with most of the above, I am fearful that somebody may think I

am your unnamed culprit—or at least gully by association!

Oddly enough, I rigged my Scot with these maligned fittings so that I could cruise and race with my 105-pound wife and 10-year-old son as crew. The objective was to turn the Scot into a family boat, not a "racing machine." I am not sure that we have gained any unfair speed advantage, but I am certain that these rigging modifications have made racing possible, as well as comfortable, for my family.

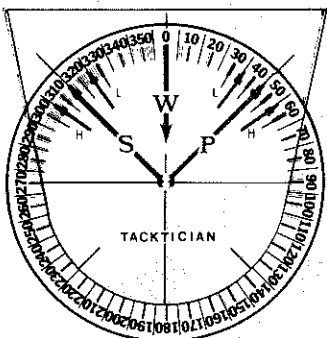
Just to clear up this matter, would you please identify the "one exception"? And it would also help clarify the continuing discussion of these matters if you would explain more specifically just why these fittings are threatening to turn a family boat into a racing machine. It seems to me that they are chiefly designed to reduce clutter, improve handling and to permit smaller, weaker arms to compete with those of mature athletes.

—James W. Reeves, FS 3420, Klinger Lake, IL

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**HOW TO START Lesson**—as taught by Eugene Walet, two-times Mallory Cup Champion—begins with Walet's FS 2623 on the starting line, to windward of leeward boats, and to windward of Judy McKinney, FS 3118.



If you look under the boom of Kleinschrodt's FS 3051, you will see Walet ahead, and backwinding FS 3051. Walet also stays ahead and blankets McKinney sailing FS 3118. These three windward boats prosper in clearer air, while the fleet eats the backwind of

leeward boats. J... starboard to avoid... boat. Paul Blonsk... putting Richard W...



**Command of late starters** goes to Flying Scot 2678 as Skipper Strauley rides starboard over Roltsch, GYA 19, and forces him to tack. John

Aras, FS 3434, holds port and sails in clearer air.

Photo by Wilda Audleman.



as, FS 3434, tacks onto  
ng, but late, starboard tack  
842, works to windward,  
191, in his dirty air.

Judy McKinney, FS 3118, sails clear of the visible  
pack, but Walet and Kleinschrodt have already sailed  
ahead, out of the picture. Blonski, FS 2843, emerges  
into clearer air because of leeward position on Wade,

FS 1191. Hopkins, FS 3337, tacks onto port to clear his  
air, but Hopkins faces problem of clearing Strauley,  
FS 2678, and another starboard tacker.

Wilda Audleman photos

## Nathan Dreyer rules New York Lakes, but Harry Carpenter wears regatta crown

By Jim Roman

Nathan T. Dreyer, Jr. from the Chautauqua Yacht Club won the New York Lake Districts, but Open-class skipper, Harry Carpenter, dominated the regatta with four first places.

The Flying Scot New York Lake District Regatta was hosted by the Chautauqua Lake Yacht Club Fleet 130 in August. Sailors enjoyed the best winds of any regatta held at the Club this summer. On Saturday the winds were about 17-20 mph and three races were completed. On Sunday morning the winds were about 10-12 mph and a final race was completed.

The social events starting Friday evening were as well received as the excellent racing. There were a total of 15 boats from 6 clubs in 5 states attending the regatta.

Since boats came from outside the District, awards were given to the top three skippers and crews both in the District and the Open events. In the open event Harry Carpenter (FS 3505) and his crew "Sandy" Douglass (who designed the Flying Scot as well as the Thistle and Highlander) from Deep Creek Yacht Club in Oakland, Maryland were first with first places in all four races.

In second place were Nathan T. Dreyer, Jr. (FS 3512) and his crew David Chall from Chautaugua Yacht Club

with finishes of 2, 4, 2, 6 for a total of 14 points.

In third place from the Moraine Sailing Club of Pittsburgh was the husband and wife crew of Charles and Joan Cullen (FS 200) with finishes of 3, 2, 6, and 4 for a total of 15 points.

In the District event Dreyer was the overall winner with 7½ points. He was followed by the only all woman crew in the regatta—Janet Besse (FS 1875) and her crew of Cynthia Rea, owner of the boat and the current District Governor, and Betty Horel. Their finishes of 8, 1, 4, and 1 gave a final total of 13½ points. The third place boat was Dick Schwartz and his children Karen and Karl. Their finishes of 4, 4, 3, 3 totaled 14 points.

Other leading finishers in the District event were:

4. George Spencer	24	3	dnf	2	2	20
5. Bill Clinger	615	5	3	8	7	23
6. Dick Tarr	1404	2	6	dnf	5	26
7. John Feenstra	1102	6	5	7	9	27
8. David Moore	131	9	8	6	6	29

Other leading finishers in the Open event were:

5. Dick Schwartz	1936	6	7	4	5	22
6. George Spencer	24	5	dnf	3	3	27
7. David Soloman	2950	12	5	7	9	33
8. Bill Clinger	615	7	6	11	10	34

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 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.

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## Annual meeting hears budget, measurements, new roster form

The annual meeting of the Flying Scot Association held July 28 at the North American Championships in Pensacola, took up measurements and budgets, as reported below, but also marked two departures from previous practices.

The first departure will be to issue Handbook and Roster in loose-leaf form. A Flying Scot binder will be provided.

The second departure will move Gordon K. "Sandy" Douglass from a voting member of the Board of Governors. The move will pave the way to apply for non-profit tax status, Douglass—who receives royalties as Designer of the boat—knew and approved of the change in status. Douglass received a standing vote of approval and appreciation at the meeting.

## Flotation, rudder, sails standards proposed

Larry Taggart, Chief Measurer, presented the following report:

1. Regarding flotation, an amendment, to be proposed by a fleet, will be drafted by the Committee requiring a longitudinal strap at least 1½ inches wide for securing the flotation.

2. Regarding the tiller and rudder measurement, no maximum length on the rudder blade was to be recommended; the width would be 12 inches plus or minus ¼ inch. There would be no weight restriction. The rudder head width should have no specifications and the 15 per cent angle for rudder while sailing is unenforceable.

3. Regarding purchase of sails, the requirement that limits purchase of sails to one suit in a 12-month period should be left as it is, but it should be enforced more stringently. The Measurement Committee is checking this at this regatta.

4. Regarding center line measurement for spinnakers, measuring can be improved according to Measurement Committee member, Paul Schreck. And they are testing a new method of measuring at this regatta and will report back.

5. The entire Committee recommended the prohibition of Mylar sails until the product is refined. It was decided that all persons at this regatta and in coming issues of *Scots 'n Water* should be advised of this fact that there is a possibility

that Mylar sails might be outlawed at the next annual meeting.

6. The measurement Committee rejected the Texas District proposal for detailed specifications of the Flying Scot.

7. Regarding running rigging, the Committee would like to see a more detailed survey. But they first want to see the survey results of the current survey going on regarding rigging, and they would like to add a more detailed survey form to the dues billing in October. They further want to defer action on the fleet proposal to amend the class specifications regarding running rigging systems and sail cloth minimum weights. And further, the Measurement Committee does want to develop the recommended layout for Scot rigging over the next year.

## Assets reach \$23,637, no dues increase seen

Treasurer, Hal Walker, noted that the financial condition—assets of \$23,637 in cash and bonds—of the association is excellent, and that a large budget for 1981—\$56,205 in expenses—has been adopted that will not call for a dues increase due to the reserve held by the association due to good fiscal management. Walker did note that possibly in the future the dues will have to be increased. The financial statement is available for inspection by any Flying Scot Sailing Association member upon request to the Executive Secretary. (The 1981 budget projects \$47,025 in income and \$56,205 in expense. Deficit would be covered from cash assets in savings.)

Commodore Bob Vance commended President Don Hott for attending every North American Championship since the very first one—the only person who has done so. This was followed by a round of applause for President Hott. Commodore Vance also noted that there will be a cruise of Flying Scot sailors in the Bay Islands next spring and he called for participation. He noted that at the present time they had twelve boats reserved, and nine are filled.

## Fleet 27, Carolina, named fleet-of-year

First Vice President, Allen Douglas, announced the outstanding fleet of the year which is Fleet 27, the Carolina Sailing Club in Henderson, North Carolina. Douglas called for more entries in this competition for 1981.

President Don Hott called attention to the excellent financial condition, and that because we have a reserve we will not



THREE INTO THE WIND—Flying Scot skippers McLane (FS 2280), Hopkins (FS 3337), and Roltsch (GYA 19) work upwind. Wilda Audleman photo.

have to increase dues this year. The Association will undertake at great expense to provide binders. Copies of the Handbook and the Roster will henceforth be printed in loose-leaf form.

## '81 NAC starts Aug. 1, Marion hosts '82 NAC

Hal Walker reported the 1981 North American Championships at Lake Norman would start August 1.

The 1982 North American Championships would be held at Tabor Academy in Marion, Massachusetts, to be sailed in Buzzards Bay. President Hott asked members to consider inviting the Flying Scot Sailing Association for North American Championships. Invitations are considered two years prior to the actual event.

The Association revoked the charter of Fleet 122 in the New York Lake District in Hadley, NY, for failing to meet the minimum of three active members. Fleet 33, which had been on the suspended list, has recovered and now has four members.

The Association voted to suspend charters for one year of the following charters: Fleet 117, Shelbourne, VT; Fleet 72, Amityville, NY; Fleet 22, Spray Beach, NJ; Fleet 92, Pacagoula, MS; Fleet 18 Detroit, MI; Fleet 88, Iowa City, IA; Fleet 50, Oklahoma City, OK; and Fleet 128, Petoskey, MI. Hott said Fleet 133 now has six members and therefore will not be suspended.

## Douglass waives vote to change tax status

Hott explained the proposed amendments which would remove Sandy Douglass as a voting member of the Board of Governors of the Flying Scot Sailing Association. He noted that Internal Revenue Service requires that no officer receive compensation for activity on behalf of a non-profit organization, nor as a result of the activities of that organization. Therefore, Douglass has willingly agreed to remove himself as a voting officer of the Association in order to clear the way for the Flying Scot Sailing Association to receive a tax-exempt status from the Internal Revenue Service. The motion passed unanimously. At that time Sandy Douglass was given a standing ovation for his many years of dedicated service to the Flying Scot class and to the Association. Douglass expressed appreciation for this vote of thanks.

Hott noted that individual members of the Flying Scot Association, who are members of fleets, must vote through their fleets and do not have an individual vote at the annual meeting. The purpose of this is to eliminate the control of the class by the relatively few who attend the annual meeting to the detriment of those many thousands of members who are not able to attend. Therefore, he noted that the fleets must vote and determine their position on issues.

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

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

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

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

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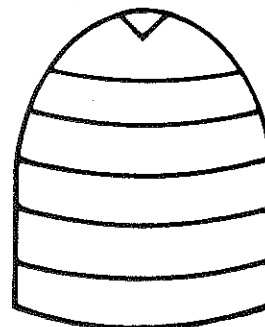
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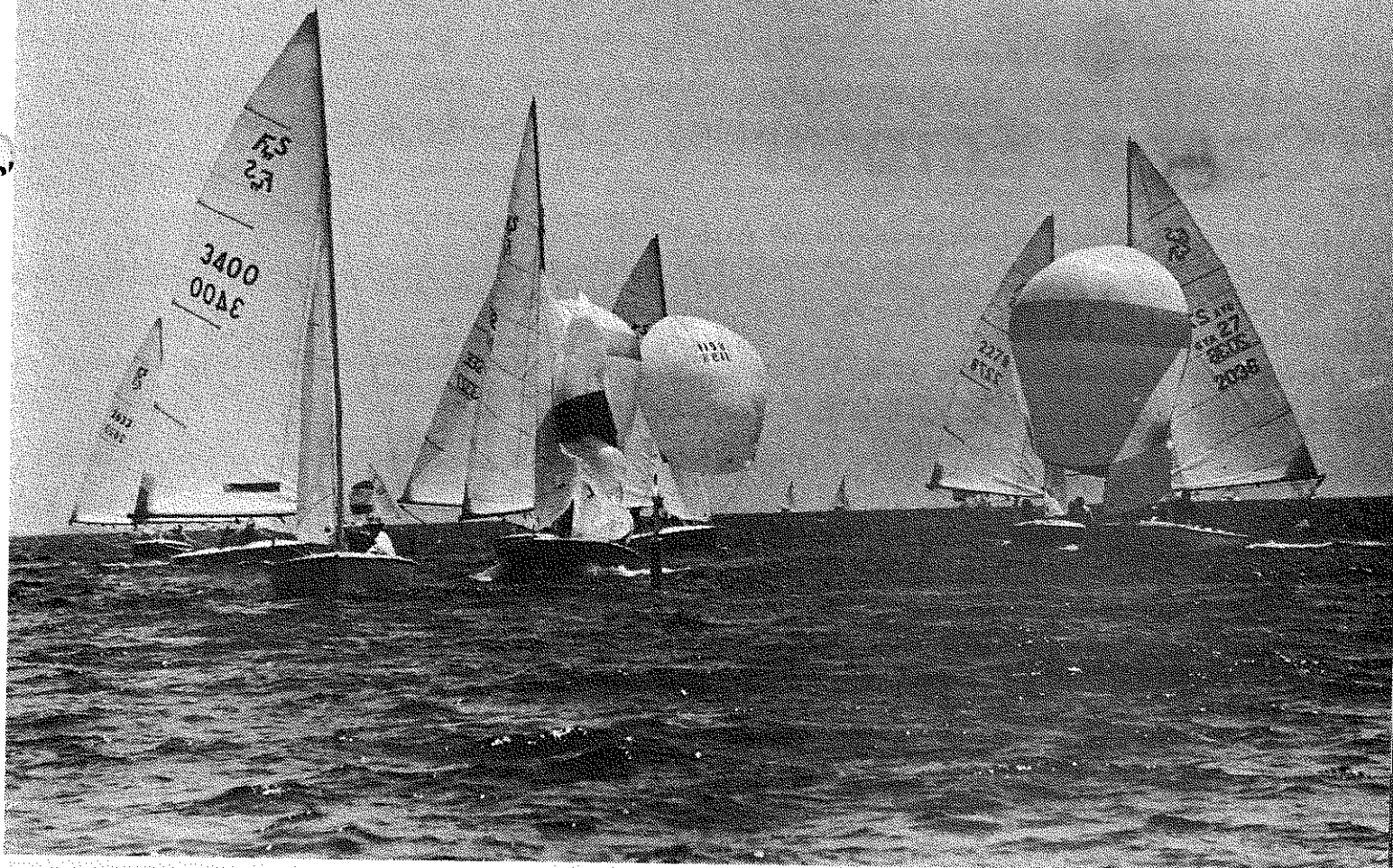


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**DOWNWIND PHOTO SEQUENCE**, showing continuing rounding maneuvers begins on this page and continues on pages 19, 21, and 23.

Doug Sansom, FS 3400, leads at the leeward mark with spinnaker dropped into cockpit, and ready to round.

Mike Johnson, Jr., FS 1432, follows, dropping his spinnaker to windward. (Windward takedown will leave spinnaker on port side of boat. Assuming Mike rounds next windward mark on starboard, his

spinnaker will be ready to raise, from port side, behind mainsail, as skipper eases from starboard tack to starboard reach or run.)

Champion Danny Killen, FS 2036 and GYA 27, reaches into mark on starboard tack, establishing right of way over Mike Douglas, FS 2278, (sailing by the lee and slower), and Kelson Elam, FS 1198, reach up on Mike Douglas.

To follow photographer Wilda Audleman's sequence, flip to page 19.

## New Members of Flying Scot Sailing Association

F/S No.	Name	Address	City	State	Zip
2924	Jared S.A. Clark	7 Azalea Drive	Andover	MA	01810
1484	Phillip S. Chapman	30 West Street	Sharon	MA	02067
2281	Ellen M Becker	20 Pine Manor Drive	Little Rock	AR	72207
2277	John R. Anderson	522 Brown Street	Little Rock	AR	72205
266	George W. Ferns	2327 Northampton Way	Lansing	MI	48912
1186	Austin Fribance	1387 Culver Road	Rochester	NY	14609
1472	Eric Scarpo	6363 Stirrup Road	Cincinnati	OH	42544
2218	George Sereni	301 East 66 Street	New York	NY	10021
3421	Patrick Barry, Jr.	114983 Cavor	Livonia	MI	48154
2671	Thomas McLane	5505 Mendell Street	Fairfax	VA	22030
3536	Robert Williams	1450 Manor Drive	Salem	OH	44460
1820	Barbara and Charles McManis	556 Warren Avenue	St. Louis	MO	63130
3423	J. Scott Leckie	247 Woodside Drive	Washington	PA	15301
3517	William Crothers	4401 St. Ives Place	Charlotte	NC	28211
382	Warren Finster	305 Meadowhill	Garland	TX	75043
3453	Claudia Fiaone	311 Amfield Court	Gahanna	OH	43230
3309	Roy Allen	570 Woodhaven Drive	Southampton	PA	18966
2793	Francis Sharp	189 S. Stafford Street	Arlington	VA	22204
2607	Duane Anderson	3 E. Fairwood Drive	Lakewood	NY	14750
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**FS 3400**—New Aug. 1979 Grey Douglass. Schurr Sails. Mid-boom sheeting, Harken blocks throughout. Heavy duty deluxe galvanized trailer. 7th place in 1980 North American Championships. Very fast. All equipment included. In perfect condition and ready to race or day sail. Price \$6000—would be over \$7000 if purchased today. Doug Sansom, 627 Rue Max, Pensacola, FL 32507. (904) 456-2286.

**FS 2702**—Douglass white hull with green boot, at minimum weight, race equipped, complete set Schreck sails, new Horizon main and jib, Sterling galvanized trailer. Always dry sailed. \$4,200. Jess Borthwick, 343 Marie Circle, Fort Walton Beach, Florida 32548. Office (904) 243-8129, home (904) 243-7930.

**FS 3068**—Douglass Yellow Hull, Murphy & Nye sails spinnaker plus main and jib with windows, race equipped, cockpit cover, dry sailed, indoor winter storage, teak trim, Sterling Heavy Duty Tilt Trailer with extra wheel. \$4800. Lee S. Carroll, 16 Brisbane Hill Drive, Colts Neck, NJ 207722. (201) 741-8665.

**FS 2823**—Cuxtomflex new June, 1979. Red hull, white deck, full race, Schreck main, jib and spinnaker. \$3900. Eugene H. Walet III, 717 Sandy Hook Drive, Pass Christian, MS 39571. (601) 452-2744.

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**FS 2149**—Douglass. Light blue hull, off white deck. Harken blocks boom vang, mid-boom sheeting with trunk block and cleat. Cockpit cover. 4 HP Evinrude outboard and Sterling trailer. Good condition. \$3200. Contact Jim Bowman, 626 Black Gates Road, Wilmington DE 19803. (302) 478-1712.

**FS 3023**—Douglass, white hull, orange stripe, Schreck main and jib orange and white hard spinnaker, fiberglass pole, midboom sheeting, Harken blocks, lifting bridle, outboard motor and bracket boom tent, Sterling trailer and spare tire. Excellent condition, race ready. Asking \$5500. Dick Crowe, 67 Old Derry Rd., Londonderry NH 03053. (603) 432-9694.

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SECOND AROUND IN PHOTO SEQUENCE is Mike Johnson, FS 1432. Champion Danny Killeen, FS 2036, takes down spinnaker, still reaching toward the leeward mark on starboard tack.

Camera angle compresses distance and makes Killeen appear closer, but as subsequent picture will show, no overlap existed before Johnson sailed to within two boat lengths of the mark.

Marc Eagan, FS spinnaker 3327, sails downwind, blanketing the leeward boats.

There's another, unidentifiable, Flying Scot to the port side of Eagan, sandwiched between Eagan's FS 3327, and Elam and Mike Douglass in FS 2278.

Turn to page 21 to view the next sequence photo by Wilda Audleman.

# Bubby Eagan repeats on Deep Creek; 49 boats sail for Maryland title

By Harry Carpenter

Bubby Eagan of Bay Waveland, Miss., took his Gulf Coast tactics north to win the Maryland State championship sailed on Deep Creek Lake, July 19-20. Eagan won for the second year in a row with 1-2-1 finishes.

Forty-nine boats competed in two divisions. Winds were extremely light on Saturday which caused the second division race to be cancelled. Two races were sailed on Sunday in medium air. Trophy winners in each divisions follow:

## Championship Division

Place	Name	Sail #
1	Bubby Eagan	3399
2	Doug MacMillan	594
3	Don Griffin	2259
4	Rick Baugher	2862
5	Harry Carpenter	3505

## Challenger Division

1	Charles Cullen	200
2	Dick Morey	3277
3	David Schwartz	2232
4	Ray Thayer	2937
5	Bill Tingle	3382

# Ray Flajole wins Michigan-Ontario as Fleet 52 prevails on Lake Orion

By Earl Stevens

Dr. Ray Flajole won the Michigan-Ontario District Championships in a fleet led by three host Fleet 52 skippers.

The Michigan-Ontario Championship was sailed June 14th and 15th.

Fleet 52, Lake Orion, Michigan, had originally planned a simple invitational for their first regatta, but as it turned out the hosts staged the District Championships. The weather was bad, but the spirits were high and competition good.

Fine officiating was due mainly to our district governor, Dr. Howard Teitelbaum, and Dr. Ron Langly who ran a tight ship and an excellent race.

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Fleet 52 dominated, taking the first, second and third places and also winning the special "Around the Isles of Orion" race. (Last year's district championships held at Gull Lake saw Fleet 52 take second, third and fourth places.)

Pos.	Boat #	Name	Fleet	Points
1	3189	Dr. Ray Flajole	52	3
2	528	Joe Schnur	52	8.7
3	514	Mark Wright	52	22.4
4	3421	Pat Berry	20	39.4
5	2547	Pete Thomassen	20	40
6	2206	John Ludlow	20	41
7	407	Art Wright	52	45.7
8	2686	Bob Bergman	52	46
9	C-42	Eaton Kelly	8	53.4
10	1138	Bill Booth	52	60
11	C-41	Dave Nadol	8	62
12	2991	Ray Tallerday	52	64.7
13	2527	Edwin Jaquet	16	70
14	272	Dan Hess	113	70
15	2773	Loran England	52	79
16	C-16	Richard Armstrong	16	80
17	2291	Will England	52	84
18	C-43	Fred Kuspa	8	87
19	2986	Gene Giavedoni	52	89
20	3004	Ed Theisen	16	98

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**THIRD AROUND THE MARK** In sequence of photos is Champion Danny Killeen, FS 2036. Killeen trims jibsail. Forward crew gathers in spinnaker dropped on deck.

Marc Eagan, (only "27" showing) follows Killeen.

Mike Johnson, Jr., FS 1432, heads upwind, sailing on port tack. Because Johnson is leeward boat, he forces Kelson Elam (only an 8 showing on sail) to jibe from port run to starboard.

Mike Douglas, FS 2278, completes jibe unto starboard, commanding right-of-way over unidentified Scot with numbers hidden and sailing to port run.

Turn to page 23 to see the finish of Wilda Audleman's sequence of leeward mark photographs.

## Regatta Schedule

**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, TN (Contact Doug Anderson, 4014 Coleridge Drive, Antioch, TN 37013; home phone 615/834-0005).

**November 15-16**—Sandy Douglass Regatta, Rudder Club, Jacksonville, FL.

**August 1, 1981**—Beginning date of North American Flying Scot Championship. Lake Norman, N.C.



**AND THE WINNER IS**—David Mayfield of Jacksonville, Fla. presents the winning trophy to Gordon K. Douglass, the winner of the third annual Sandy Douglass regatta. The fourth annual regatta winner was beautiful weather, but no wind. The fifth annual regatta will be sailed on Nov. 15 and 16 this year.

# Jim Calvert family wins Prairie title as Kansans outsail Oklahoma hosts

Jim Calvert (and family) from Emporia, Fleet 89, won the Prairie District Championship. Calvert won with a fifth and two firsts. Peter Vogel with crew, Susan Shannon and Marty Veatch, followed. Third place went to Kirk Coonley with Jim Calvert, Jr., crewing.

The 1980 Prairie District Regatta, hosted by Fleet 59, was sailed in veering fickle winds which, as the results indicate, nullified local knowledge.

Wind shifts were kind to the boats leading the fleet in

the first race, however, the situation was reversed in the last race. Winds continually helped those at the end of the fleet and the finish of the race looked much like the start of a race with all boats crossing the line within 90 seconds of the leader.

Temperatures in excess of 100° F kept participation low, but everyone at the regatta enjoyed tasty lunches and dinner and joyous rehashes at the Windcrest Sailing Club on Lake Keystone, Oklahoma.

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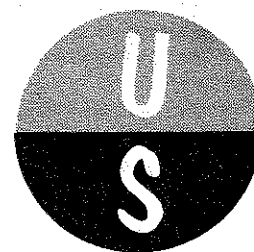
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Place	Name	City	Race			Total
			1	2	3	
1	Jim Calvert	Emporia Kan.	5	¾	3	6½
2	Peter Vogel	Tulsa, Okla.	¾	2	7	9¾
3	Kirk Coonley	Overland Park, Kan.	7	4	2	13
4	Tom Nally	Tulsa, Okla.	4	3	8	15
5	Tom Owens	Tulsa, Okla.	3	6	9	18
6	Hillis Eskridge	Tulsa, Okla.	2	5	dnf	19
7T	Chuck Jones	Tulsa, Okla.	10	7	4	21
7T	John Brandon	Tulsa, Okla.	6	9	6	21
9	Keith Hall	Tulsa, Okla.	8	11	3	22
10	Rod Tillotson	Tulsa, Okla.	9	10	5	24
11	Bob Schulz	Olathe, Kan.	11	8	10	29

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



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**FOURTH AROUND THE MARK** is Marc Eagan, FS 3327.  
 Mike Douglas (number 278 showing behind Eagan) forces right-of-way for inside at the mark on unidentified Flying Scot.

Kelson Elam, FS 1198, loses way while crew Mark Hallman reaches for spinnaker sheet.  
 Sequence photographs by Wilda Audleman.

## 30th Harvest Moon shines on Terry Bell

By H.E. Forrest

Terry Bell won the last race of the Harvest Moon Regatta, and that victory gave him a quarter-point victory.

The 30th Annual Harvest Moon regatta, sailed in September on Atwood Lake, Dellroy, Ohio, in very light air—attracted six classes, 97 boats, of which 26 were Flying Scots. Scot participants came from as far away as Deep Creek, Md. and Chatauqua, N.Y.

1. Terry Bell	2995	CYC	4	2	1	6¾
2. R. Baugher	2862	BYC	2	3	2	7
3. D. Cornish	3096	AYC	1	7	3	10¾
4. J. Leipper	1858	BYC	3	1	8	11¾
5. J. Stewart	1342	AYC	6	4	5	15

## McKinney wins women's title

Judy McKinney of Bay Waveland won the Adams Cup, the North American Women's Sailing Championship.

Judy finished fourth in the 1980 North American Flying Scot Championships, but was a contender for the title until the final race.

Details will follow in the next issue of *Scots n' Water*.

# Bill Bazely captures Northeast districts, but Bob Hallendale wins Rockport battle

By Mike Keily

Bob Hallendale from out-of-district Riverside Yacht Club, Conn., won the regatta, but the 1980 Northeast



Bill Bazely jockeys for start.

Championship went to second-place, Duxbury Yacht Club skipper, Bill Bazely.

Flying Scots from Massachusetts, Maine, New Hampshire, Vermont, Connecticut and two boats from New Jersey converged on the Sandy Bay Yacht Club in Rockport, Massachusetts on July 25, 26, and 27.

The tempestuous North Atlantic stayed rather docile for the 22 Scots at the event. The breezes stayed light and fluke until *after* the last race when the only planing breeze shot everyone to the dock for the awards ceremony.

Bob Hallendale (FS 3214) dominated in the light air.

Bill Bazely (FS 1636) from Duxbury Yacht Club, Massachusetts was very close and took the 2nd place trophy and the Northeast District Championship trophy.

Lou Livermore (FS 1126) from Massapoag Yacht Club, Massachusetts rounded out the leaders winning the 3rd place trophy.

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