

# Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXV, NUMBER 7 OCTOBER, 1983



**Eagan Takes  
North Americans  
in Bay St. Louis**

# Flying Scot<sup>®</sup> Sailing Association

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

PRESIDENT: Dr. Hallam Walker\*  
P.O. Box 2185, Davidson, NC 28036  
(704) 892-1276

FIRST VICE PRESIDENT: Jack Stewart\*  
88 Overlook Dr., Alliance, OH 44601  
(216) 823-7885

SECOND VICE PRESIDENT: E. Paul Moore\*  
317 Country Club Dr., Ballwin, MO 63011  
(314) 227-6700

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

TREASURER: Robert Hellendale  
21 Shoal Point Lane, Riverside, CT 06878  
(203) 637-4129

MEASURER: Lawrence Taggart  
5809 Memphis St., New Orleans, LA 70124  
(504) 482-7358

EXECUTIVE SECRETARY: Ed Eubanks  
P.O. Box 11187, Columbia, SC 29211  
(803) 252-5646

COMMODORE: Allen M. Douglas\*  
P.O. Box 752, Panama City, FL 32401  
(904) 785-7500

IMMEDIATE  
PAST COMMODORE: Donald C. Hott\*  
P.O. Drawer 520, Keyser, WV 26726  
(304) 788-2500

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

\*Denotes Executive Committee Members

## Scots n' Water

34090 Parkdale  
Livonia, MI 48150

EDITOR, Scots n' Water: Pat Barry  
(H) (313) 427-0797  
(O) (313) 453-3100

For ad rates and copy of advertising contract,  
write to:

FSSA  
P.O. Box 11187  
Columbia, S.C. 29211

# CONTENTS

October 1983

Volume XXV, Number 7

## 4 IMPORTANT NEWS LETTERS TO THE EDITOR

## 5 Remembrances from the 1983 NAC's

*Bay-Waveland Yacht Club was the host for the 1983 FSSA North American Championships.*  
*Paul Newton.*

## 10 Junior NAC's Attract 23 Boats

*Junior Flying Scot sailors participated in one of the most successful Junior NAC's ever. Pat Barry.*

## 13 Dry Dock—Standing Rigging

*(A Reprint from Fleet 137 newsletter)*

## 14 "First One" Wins First One

*The first Flying Scot built won its first regatta this year. Bill Singletary.*

## 16 Make Your Own Storage Bins for the Flying Scot.

*A simple way to find storage space on your Flying Scot.*

## 18 THE FLEET'S IN

## 19 THE STARTING LINE CAVEAT EMPTOR

## 20 FSSA NEW MEMBERS

**Scots n' Water Deadlines:**  
**DECEMBER ISSUE: October 4**

### Scots n' Water

Registered Trademark. Publication No. ISSNS 0194-5637. Published monthly except Jan., Apr., Aug., and Nov. by FSSA at 1215 Lady St., Columbia, South Carolina 29201. Volume XXV, No. 7. Subscription price \$8.00 per year. Second class postage paid at Columbia, South Carolina 29211 and additional mailing office.

**Postmaster:** Please send form 3579 to FSSA, P.O. Box 11187, Columbia, South Carolina 29211.

# GO FAST

## Super Schreck Sails

You can't beat 44 years of sailmaking and 56 years of sailing.  
 Our sails have won it all in Scots. In other classes they have won in Olympics, Worlds, North Americans, Districts and any others.

**Our prices are fair  
 and our delivery is prompt.**

Get the edge over your competition now with your own set of Super Schreck Sails.  
 Call about our Special Yacht Club Fleet discounts.

Please ship \_\_\_\_\_ Suits, Scot # \_\_\_\_\_ Color # \_\_\_\_\_  
 Average wind speed \_\_\_\_\_ to \_\_\_\_\_ mph.

- I prefer the all weather suit.
- I am enclosing payment in full. You pay the freight.
- I am enclosing references and a 50% deposit.  
 I will pay the balance in ten days.

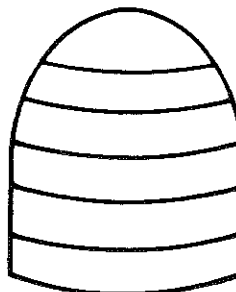
Please Charge  Visa  Mastercard  
 Card # \_\_\_\_\_ Exp. Date \_\_\_\_\_

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Phone \_\_\_\_\_ / \_\_\_\_\_  
 Signature \_\_\_\_\_

**For turn around sail or rigging repair, ship UPS.  
 Swaging—covers—rope to wire splicing.**

Super Schreck Sails—Suit .....	\$497.00
Jib—5 oz. Dacron .....	\$141.00
Main—5 oz. Dacron .....	\$361.00
Spinnaker— $\frac{3}{4}$ oz. ....	\$215.00
Spinnaker— $\frac{1}{2}$ oz. (Red, white & blue only) .....	\$230.00
Spinnaker—Combination $\frac{1}{2}$ and $\frac{3}{4}$ oz. ....	\$230.00
Quick Reef .....	\$ 35.00
Windows .....	\$ 15.00 each
Brummels .....	\$ 9.00 set

Please mark colors on  
 the Spinnaker sketch.



**PAUL SCHRECK & CO**  
**SAILMAKERS**



S. Scenic Drive  
 Lillian, Alabama 36549  
 205/962-2570

# GO FAST

## Super Schreck Sails

You can't beat 44 years of sailmaking and 56 years of sailing.  
 Our sails have won it all in Scots. In other classes they have won in Olympics, Worlds, North Americans, Districts and any others.

**Our prices are fair  
 and our delivery is prompt.**

Get the edge over your competition now with your own set of Super Schreck Sails.  
 Call about our Special Yacht Club Fleet discounts.

Please ship \_\_\_\_\_ Suits, Scot # \_\_\_\_\_ Color # \_\_\_\_\_

Average wind speed \_\_\_\_\_ to \_\_\_\_\_ mph.

- I prefer the all weather suit.
- I am enclosing payment in full. You pay the freight.
- I am enclosing references and a 50% deposit.  
I will pay the balance in ten days.

Please Charge  Visa  Mastercard

Card # \_\_\_\_\_ Exp. Date \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

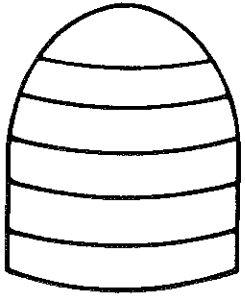
Phone \_\_\_\_\_ / \_\_\_\_\_

Signature \_\_\_\_\_

**For turn around sail or rigging repair, ship UPS.  
 Swaging—covers—rope to wire splicing.**

Super Schreck Sails—Suit .....	\$497.00
Jib—5 oz. Dacron .....	\$141.00
Main—5 oz. Dacron .....	\$361.00
Spinnaker— $\frac{1}{4}$ oz. ....	\$215.00
Spinnaker— $\frac{1}{2}$ oz. (Red, white & blue only) .....	\$230.00
Spinnaker—Combination $\frac{1}{2}$ and $\frac{3}{4}$ oz. ....	\$230.00
Quick Reef .....	\$ 35.00
Windows .....	\$ 15.00 each
Brummels .....	\$ 9.00 set

Please mark colors on  
 the Spinnaker sketch.



**PAUL SCHRECK & CO**  
**SAILMAKERS**



S. Scenic Drive  
 Lillian, Alabama 36549  
 205/962-2570



# IMPORTANT NEWS

## Walker Elected President of FSSA

Hallam Walker of Davidson, NC, was elected president of the Flying Scot Sailing Association by association members attending the Annual Meeting held during the North American Championships.

Other officers elected were first vice president, Jack F. Stewart, Alliance, OH; second vice president, E. Paul Moore, Ballwin, MO; secretary, Thomas Ehman, Jr., Newport, RI; treasurer, Robert Hellendale, Riverside, CT; and editor, Pat Barry, Livonia, MI. Allen M. Douglas, Panama City, FL, is commodore and Donald C. Hott, Keyser, WV, is immediate past commodore.

In other action during the week, the Board of Governors voted to allow the Chief Measurer to issue measurement certificates to all boats weighed at North American Championships. New boats will be issued a measurement certificate by the boat maker. Once a boat has been weighed and issued a certificate it will only be weighed again at the discretion of the chief measurer. This will eliminate the time-consuming process of having each boat weighed prior to the start of the regatta.

Also, the Board of Governors voted to issue boat decals to all paid association members beginning in 1984. These decals can be placed on the hull of the Flying Scot and will identify the boat owner as a Flying Scot Sailing Association member.

## New Scots n' Water Editor Elected

Prior to the Annual Meeting at the NAC, Paul Newton requested that a new editor be nominated for the upcoming year. Pat Barry of 34090 Parkdale, Livonia, MI 48150, (313) 427-0797 was nominated and elected. Please forward all articles, etc., to Pat for future issues of Scots n' Water.

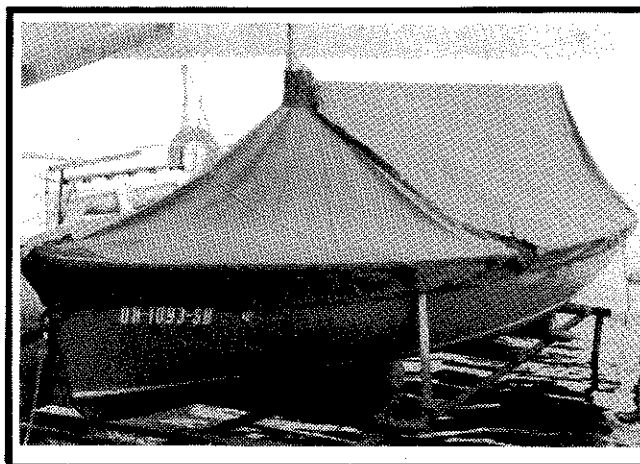
## 1982 NAC Now on Film!

Graham Hall filmed the 1982 NAC's at Marion, MA, with his own running commentary. This film is excellent for Fleet and Club gatherings. If you are interested in seeing the film contact Graham at 85 East State St., Gloversville, NY 12078 or (518) 725-8534.

## Letters to the Editor

As much as I enjoy reading the articles by Don Stuart about his adventures in attempting to sail around Quebec and Labrador, in writing as the designer of the Flying Scot and as a veteran sailor, I feel that it is incumbent on me to go on record, unequivocally, to state that I consider his trip to be a foolhardy adventure, one verging on the suicidal. In my opinion the Flying Scot is *not* a suitable boat for open-water sailing — nor is any other small centerboarder I know of. I sincerely hope that his account will not encourage others to consider off-shore sailing.

By their very nature, all centerboarders are vulnerable to capsize. Capsizing is a serious matter even under the best of conditions with warm water and air, and with rescuers close at hand. A capsize in the icy waters of Hudson Bay would be fatal. I sincerely wish Mr. Stuart and his crew the best of luck. In my opinion, the best luck of all would be his decision to quit while he still can write about it. *Most sincerely, Gordon K. Douglass, Designer of the Flying Scot.*



### 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 nappac 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

# Remembrances from the 1983 NAC's

---

*Paul Newton*

---

*"The first place finisher has never before won this event. His highest finish was in 1978 when he placed second. He was not quite of age then, only 21 years old. He's attended every National since in quest of the honor and respect which this title conveys. Today, five years later, he has come of age; he is a winner! It gives me great pleasure to present the Gordon K. Douglass trophy to the winner, my brother Bubby Eagan!"*

So spoke Marc Eagan, 1983 North American Championship Regatta chairman, at the awards banquet. But Marc did not tell Bubby's whole story. Bubby has twice won the MidWinter Championship as well as numerous other Flying Scot regattas. However, he is a champion of the Flying Scot class off as well as on the course. He has taught sailing

and racing to numerous youngsters on the Gulf coast. He has traveled great distances to weekend regattas, twice to North Carolina's Governor's Cup, to Deep Creek Lake's Annual regatta, and to the 25th Anniversary Regatta at Cowan Lake. He has given racing clinics as far away from his New Orleans home as North Carolina. Bubby is indeed more than the 1983 Flying Scot North American Champion; he is a champion in promotion of our Flying Scot Class.

What was it like to be at the North Americans? First, as always, the measuring was time consuming and laborious for everyone involved. Fortunately, henceforward the Chief Measurer will be allowed to issue "measurement certificates" to boats which have been previously measured, and the amount of measuring to take place at future NAC's on those boats with measurement certificates will be at the Chief Measurer's discretion. See the Report of the



An elimination series start.

Board of Governors' meeting elsewhere in this issue for further discussion of this.

In "boat looking" before the regatta, the most interesting new item was the "hiking pads" on Bubby Eagan's boat for Marc Eagan's posterior. These were fitted underneath the rubrail just abaft the shrouds and covered the entire side deck for a fore and aft distance of about eighteen inches. There was a cutout in the pad for the jib track and block. The pad appeared to be about one inch thick. Comments anyone?

Sunday's warm-up race was held in a fifteen to twenty knot seabreeze that left the 200 boats worried about the rest of the afternoon races. But the locals assured us that 15-20 knots was abnormal, so most of us did not look for a third crew. I have one vivid recollection of the warm-up race. I had just completed a gorgeous start — nobody ahead, nobody to the right, nobody to the left,

# BOSTON SAILS



- 1,6 '82 NAC
- 1 '81 NAC
- 1 '82 MIDWINTERS
- 1,2,4 '82 MICH. DISTRICTS
- 1,2 '81 MICH. DISTRICTS
- 1 '81 EGYPTIAN CUP
- 1 25th ANNIVERSARY
- 1,2,3, PORTAGE FIRST BURST

As you can see from the above list, Boston sails have won most of the recent major Flying Scot regattas. We are proud of this record. And we are just as proud of the middle of the fleet sailors who, with the help of their new Boston sails, were able to climb the ladder in their own clubs. We have two things in mind when we design sails. The first is to make them fast (our testing and regatta results show this). The second is to make them forgiving. We want all sailors to be able to make our sails go fast. Bostons come with a complete tuning guide and access to sailors who know the boat and are willing to help. And, of course, the traditional Boston Workmanship insures you that your Bostons will last. For more information, call or write Larry Klein at the loft.

## ASK ABOUT FLEET DISCOUNTS

BOSTON SAILS, INC.  
38807 HARPER AVE.  
MT. CLEMENS, MI 48043  
313-468-1488

## NAC Trophy Winners

- Gordon K. Douglass Trophy**  
*1st, Championship Division* Bubby Eagan
- Howard Boston Yacht Sail Trophy**  
*2nd, Championship Division* Andy Fox
- George L. Foster Trophy**  
*3rd, Championship Division* Larry Taggart
- Ratsey and Laphorn Trophy**  
*4th, Championship Division* Dennis Stieffel
- Maxine Elam Trophy**  
*1st in 1st Race, Championship Division* Andy Fox
- Schaeffer Marine Trophy**  
*1st in 2nd Race, Championship Division* George Fisher
- John C. Jones, III Memorial Trophy**  
*1st in 3rd Race, Championship Division* Bubby Eagan
- Buddy Pollak Trophy**  
*1st in 4th Race, Championship Division* Dennis Stieffel
- Fleet 7 Trophy**  
*1st in very last Race, Championship Division* Andy Fox
- Max and Mary Doolittle Trophy**  
*1st, Challenger division* Bob Schneider
- Sam Tellschow Memorial Trophy**  
*2nd, Challenger Division* Jack Seifrick
- Terry Schroeder Trophy**  
*3rd, Challenger division* Clarence Holmstrom
- Fred Crapo Trophy**  
*1st in 1st Race, Challenger Division* Bob Schneider
- \*Paul C. Schreck Trophy**  
*Most 1st Places* Andy Fox
- \*Mary Douglass Trophy**  
*Best Family-Sailed Boat with Ladies on Board* George Fisher with crew, Patti and Greg Fisher
- \*Detroit Yacht Sail Club Cup**  
*Best Sailed Club-Owned Flying Scot* Dennis Stieffel
- Ted and Florence Glass Trophy**  
*Best boat with Husband/Wife Crew* Dory and Bob Schneider
- J. Edgar Eubanks Executive Secretary's Cup**  
*Person having done most for Flying Scot Class* Paul Newton

\*Keeper trophy awarded as well as traveling trophies.

### ORDER OF MARK ROUNDING (top 5 finishers)

Race	Skipper	Windward	Gybe	Leeward	Windward	Leeward	Finish
1	Eagan	UNK*	2(0:30)*	UNK	2	UNK	2
	Fox	UNK	1	UNK	1	UNK	1
	Taggart	UNK	3	UNK	3	UNK	4
	Stieffel	UNK	4	UNK	8	UNK	7
	Fisher	UNK	5	UNK	4	UNK	3
2	Eagan	2	1 or 2	2(0:57)	UNK	NA*	2
	Fox	LAST	1:30:35	27	127		13
	Taggart	UNK	UNK	4(2:02)	UNK		5
	Stieffel	UNK	3(2)	29	UNK		23
	Fisher	UNK	1 or 2	1	UNK		1

Eagan	9	8	UNK	3(2:23)	4(1:52)	1
Fox	8	7	UNK	2(2:18)	2(0:55)	7
Taggart	3	3	UNK	5	6	3
Stieffel	4	4	UNK	7	7	5
Fisher	27	UNK	UNK	12	9	9
Eagan	7	7	7	5	UNK	4
Fox	15	13	12	7	UNK	8
Taggart	14	15	15	11	UNK	14
Stieffel	2	2	2	2	UNK	1
Fisher	21	26	24	10	UNK	15
Eagan	UNK	8	UNK	7	UNK	3
Fox	1	1	UNK	1	UNK	1
Taggart	2	2	UNK	5	UNK	7
Stieffel	4	4	UNK	2	UNK	4
Fisher	UNK	5	UNK	9	UNK	11

\*Unknown

\*min.:sec. indicates elapsed time since lead boat rounded mark

\*Not applicable - shortened course, no 5th mark



Bubby and Mark Eagan showing winning form.

## NAC's

nobody anywhere near me. But immediately after the gun came an ominous pronouncement, "3856 – you are over early!" But I knew I

was not early – I was near the pin boat (which strangely had been hoisting the signals??). What was the matter? Looking back it became immediately obvious. There was a boat with a large orange flag marking each end of the line and the signal boat was out in front of the port end of the line. I had used the signal boat as the port end of the line! Good thing it was only a practice race. Gybe-Ho and re-start! The race committee used this procedure the whole week, and it worked wonderfully. Chalk one up for reading the race instructions.

The elimination races began Monday morning. "No sweat," I thought. "This is really just good practice; we'll have no trouble making the Championship Division." It was the first or second race on Monday; the situation was as follows. We had started the second beat in tenth to fifteenth position. The wind was from the northwest and lightened during the leg. Near the end of the leg we were both hiking to leeward, no ripples on the water, alternately fetching the mark on port then bearing 50° – 60° with so little way on that we were afraid to tack. We'd

gone to the right (remember the wind was from the northwest) because the right had paid for others on the first leg. We were perhaps 150 to 200 feet from the mark when the boat that later finished seventh in this race rounded it. The wind filled in from the left while we stayed in our hole. When I say left, I mean LEFT; it came from the SOUTH! We sat there in our hole while twenty-five boats behind us rounded. Then it was follow the leader – starboard tack closehauled to the old leeward mark followed by a beam reach to the finish. Nothing to do now but "enjoy your sailing," as Elvstrom said. Well, we fortuitously squeezed into the Championship Division anyway.

Hospitality at the Bay-Waveland Yacht Club was superb. There were always two or three pitchers of ice water on the bar. Free ice and water were available for your on board cooler before every race. As soon as you walked into the bar for your beer or ice water after a race, you could watch the race just completed on television as well as check for your finishing position on the computerized scoresheet which was usually already posted. I have never

## Racing Shirt

Go "round the buoys" in style, a winner no matter where you place. Both you and your crew will be ship shape sharp with these shirts personalized with your yacht's class design and your hull number as well. Made to withstand the rigors of competitive sailing. . . . . the RACING SHIRT comes only in grey. Sizes S, M, L, XL. Ladies order appropriate men's size. Easy to care for 50/50 fabric. De sign screened in black.



Send your check or money order along with \$2.00 for shipping and handling to: MYSTIC MARINER CHANDLERY, Post Office Box 278, McHenry, MD 21541. MD residents add 5%.

*Mystic*  *Mariner*  
CHANDLERY

MasterCard & Visa accepted

(412) 571-9100  
9 a.m. – 5 p.m.

## FLYINGSCOT MUGS



Trophies you'll be proud to present including beautiful crystal mugs at less than \$10!

Call for details  
and color catalog.  
800-343-0710

*Martingale*  
COMPANY

TROPHIES YOU'LL BE PROUD TO PRESENT  
2 Central Street, Marblehead, MA 01945



# NAC's

attended a regatta with so much free beer, and so many free cocktails and dinners. The extremely well organized awards banquet Friday night in my opinion should be a permanent part of our NAC format. Regatta chairman Marc Eagan and the Bay-Waveland Yacht Club really did a superb job.

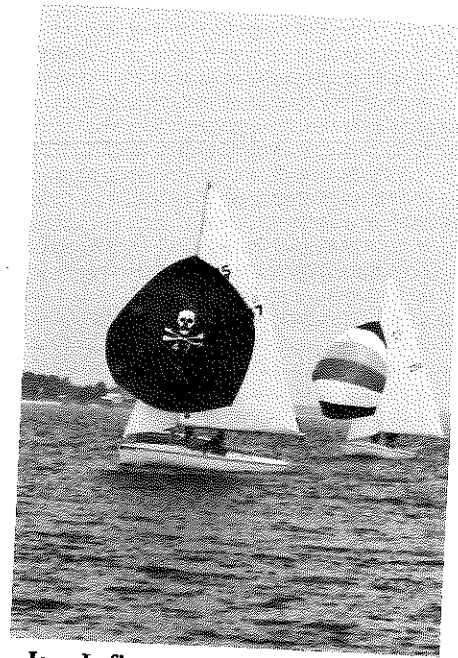
The regatta schedule left Tuesday afternoon and evening open. Many of us took advantage of this with a quick trip to New Orleans. A "Hurricane" drink at Pat O'Briens, a relaxing dinner at Two Sisters restaurant, New Orleans jazz at Preservation Hall, watching the carnival on Bourbon Street, and a nightcap overlooking the Mississippi River traffic made for a perfectly timed change of pace.

The Eliminations had been sailed on one course; however, after the split, two race courses were used, one for the Championship Division and one for the Challenger Division. Splendid arrangement! But it requires lots of race committee members and lots of boats. I believe Marc said there were more than 40 people working on the race committee. What an effort!

According to the locals, Bay St. Louis usually provides a directionally stable seabreeze in the afternoon of 15 knots. It becomes more important in these conditions to go fast rather than play shifts because there are so few shifts. However, as in last year's NAC's the exception was the rule. Rarely was there a stable breeze the whole week, either in direction or velocity. There were a few exceptional planing legs, but it seemed that no matter how much breeze there was, one side or the other of nearly every weather leg was favored. And in a given race, it might be the left side on the first beat, the right side on the second, and the left side again on the third. It took real wind savvy to do well in this regatta. In fact, I do not think there was a single race in which either the weather mark or the leeward mark was not shifted during the race by the race committee. Again, the race committee did a superb job at relocating marks. See the Order of Mark Rounding chart for evidence of the shifts.

There were several impressive feats on the race course. First, in the second race, Andy Fox was over early at the start but didn't hear the hail until 2 to 3 minutes later. He flew his spinnaker while sailing back to start and then started properly five minutes and fifty-six seconds after the gun. Yet he still finished thirteenth. What a champ! Fortunately for him it was a light air, shifty race.

The second impressive feat was Bubby Eagan's main halyard breaking just after the ten minute gun of the third race. He and Marc immediately capsized the boat. Bubby dove under the boat and did a flying fish act to get onto the centerboard while Marc swam out to the masthead and re-rose what was left of the halyard. They then righted the boat, hoisted the mainsail with bare hands and tied it off to the winch (they could not get it back on the spool). Then they discovered it was not all the way up; the



Jean Lafitte made his appearance at the NAC.

## Official \*\*Championship Division\*\*

Skipper	Boat	1	2	3	4	5	Points
Eagan B	3599	2	2	1	4	3	11.75
Fox A	3866	1	13	7	8	1	29.50
Taggart L	2710	4	5	3	14	7	33.00
Stieffel D	3784	7	23	5	1	4	39.75
Fisher G	742	3	1	9	18	11	41.75
Santa Cruz R	90	10	3	4	5	24	46.00
Barnes C	18	17	8	14	7	2	48.00
Stieffel R	98	27	4	19	3	9	62.00
Hadden C	99	25	10	15	12	5	67.00
Christman P	23	26	20	6	9	6	67.00
Carpenter H	3901	13	15	13	19	10	70.00
Faget B	107	19	24	12	10	8	73.00
LeBlanc D III	20	11	12	23	11	20	77.00
Davis B	3403	32	17	2	22	16	89.00
Weatherly W	57	12	22	27	15	13	89.00
Gambel B	26	20	21	20	13	15	89.00
Keleher T	2802	15	31	17	2	28	93.00
Hadden M	91	9	7	29	29	19	93.00
LeBlanc D Jr	21	5	34	8	28	23	98.00
Wade R	2714	22	6	24	31	17	100.00
White A	59	30	19	21	23	12	105.00
Blouin J	24	28	18	33	6	21	106.00
Walet G	3525	8	25	10	DSQ	22	108.00
Yarborough E	35	14	39	26	20	14	113.00
Hartmann J	3578	6	29	35	25	25	121.00
Stewart J	1342	29	11	28	16	DNS	127.00
Pope B	16	37	9	38	24	29	137.00
Stamper J	1096	21	14	32	39	31	137.00
Newton P	3856	31	28	11	30	DNS	143.00
Wainwright C	47	24	DSQ	22	25	32	146.00
Bowen R	925	40	38	18	17	34	147.00
Lowell J	25	16	36	16	38	DNS	149.00
Robinson R	3053	18	30	40	37	27	152.00
Johnston A	2	41	26	DNS	21	26	157.00
Eckman R	264	34	DNS	37	27	18	159.00
Schreck P	3317	23	32	34	34	DNS	166.00
Weston J	2705	39	27	25	32	DNS	166.00
Harris J	1320	36	16	30	DSQ	DNS	168.00
McKinney J	93	35	35	36	33	30	169.00
Ward T	2290	38	33	39	36	33	179.00
Walker H	171	42	37	31	35	35	180.00
Murdock B	1720	33	DNS	DNS	DNS	DNS	205.00

## Official \*\*Challenger Division\*\*

Skipper	Boat	1	2	3	4	5	Points
Schneider B	3262	1	1	2	6	5	14.50
Seifrick J	3830	12	10	6	1	2	30.75
Holmstrom C	2387	3	21	7	3	1	34.75
Gambel D	22	9	8	4	8	12	41.00
Mitchell B	1736	4	4	12	9	14	43.00
Hassel K	2481	5	5	11	20	4	45.00
Goodall G	2146	6	16	8	7	11	48.00
Strauley P	2678	19	3	1	11	21	54.75
Knight B	3076	15	2	15	18	13	63.00
Dees J	2708	10	17	24	4	10	65.00
Magill B	1383	20	15	10	14	8	67.00
Glass T	3617	8	7	19	19	16	69.00
Lancaster C	192	28	18	5	5	23	79.00
Davis F	60	11	19	28	17	7	82.00
Dukeminier C	1253	2	12	DSQ	DNS	3	85.00
MacKenzie B	2865	14	6	25	DNS	6	85.00
Rubenstein R	1635	16	9	23	24	15	87.00
Chamberlain D	27	26	DNS	18	2	9	89.00
Schultz D	1885	22	20	14	12	26	94.00
Smith C	3510	7	11	13	DNS	DNS	99.00
Viemann L	3779	13	DSQ	16	13	24	100.00
Shepard T	3265	17	23	27	16	17	100.00
Kiely M	3890	27	14	17	10	DNS	102.00
McKeever M	923	21	24	3	21	DNS	103.00
Cowly L	82	30	26	20	15	19	110.00
Hott D	3029	29	13	29	22	22	115.00
Rees A	250	24	28	21	23	20	116.00
Leggitt T	2671	32	27	9	DNS	18	120.00
Singletary W	3595	18	22	26	DNS	25	125.00
McFadden J	2609	23	25	22	DNS	27	131.00
Shields P	1199	25	29	30	25	28	137.00
Wyatt D	1224	31	DNF	DNS	DNS	DNS	167.00
Moore T	58	DNS	DNS	DNS	DNS	DNS	170.00



Brad Davis of Texas "struttin' his stuff."

halyard was not on but rather beside the sheave up top. It was too bad; with only three minutes till the start, they had to use full cunningham to get out the luff wrinkles. Marc bailed two or three gallons out of the boat in his spare time on the first weather leg. THEN THEY WON THE RACE!

However, the third race did not provide Bubby's only chance to get wet. His victory was properly celebrated with an unceremonious dunking off the Yacht Club dock about 1:00 a.m. Saturday morning. Fortunately the water was but chest deep for this second swim.

I think there's no doubt that the '83 NAC's will be remembered as one of the best Flying Scot regattas ever.

*Paul Newton is a former editor of Scots n' Water. He is a member of Fleet 48 and lives in Raleigh, NC.*

Sails

Covers

Repairs

## SCHURR SAILS, INC.

490 South "L" Street

PENSACOLA, FLORIDA 32501

Telephone (904) 438-9354

'82 has been another great year for Schurr Sails. Our designs have once again shown to be the standard for which Flying Scot sails are judged.

Not only are our sails winning here on the Gulf Coast, they are consistently winning in the Carolina's, Great Lakes, and the New England areas. This fact shows the versatility of our designs to be able to propel the Scot in the lightest of airs and still generate maximum power for the heavy air chop conditions.

The sailmakers at Schurr Sails take pride in knowing their sails are constructed with the finest of materials. The end results being, a high quality durable product that shows its "heels" to its competitors.

We feel our sails epitomize the easy to trim techniques for which the Flying Scot is best known for. You won't need countless gimmicks or gadgets to attain top performance. Take a look at our winning list, no other Sailmaker can match it for it's consistently high finishes all over the nation.

'82 Midwinters 2nd, 5th, 7th

Individual wins in heaviest and lightest air races.

'82 N.A.C. 3rd, 5th, 7th.

Schurr Sails swept the heavy air elimination series with 4 wins in 6 races. Continuing to finish consistently high in the Championship series and winning the Challenger series.

'82 Buzzards Bay Regatta 1st.

'82 Chesapeake Bay, High Point Trophy

'81 Capitol Districts 1st.

'80-81 Sandy Douglass Regatta 1st.

'82 Sandy Douglass Regatta 2nd.

'82 Azalea Festival Regatta 1st.

'82 Open House Regatta

'81-82 Punch Bowl 1st.

'81-82 Great Scot Regatta 1st.

**SCHURR SWEEPED THE '83 NAC  
1st CHALLENGER DIVISION  
1st JUNIOR NAC  
1st CHAMPIONSHIP DIVISION**

And many more too numerous to mention. Please write or give us a call for information and prices.

# Junior NAC's Attract 23 Boats

Bay-waveland Yacht Club was host to one of the largest NAC's ever.

*Pat Barry*

Continuing to prove itself a popular location for the Junior North American Championships, the warm southern waters of the Gulf attracted skippers and crew to one of the largest Junior NAC's ever.

North American Championship host Bay-Waveland Yacht Club served as host as 23 boats met in a three race series held July 22-23. The regatta was sailed in conditions that tested crews' ability to sail both fast and smart in shifty light to medium winds.

Proving the old sailing adage that "consistency counts," winning skipper Brian Koivu, Of Orlando, FL, won the closely contested series without capturing a first place finish.

The first race began Saturday morning in 4-5 knot winds from the North. Following local predictions, however, the wind died on the fifth leg of the course only to fill in later from the S-SW at 10-12 knots. Positions changed quickly as skippers found themselves in either the right or the wrong place on the course. Winning skipper C. Yarborough found himself in the right place as he led eventual series winner Koivu to the finish. W. Duffy rounded out the top three. This race proved to be the ultimate undoing of Johnny Lovell, who finished a very close second in the series. Johnny sailed

## Koivu Begins FS Career With Successes

The parallels were easy to draw. Shortly after his opening day success at the Junior NAC's, word spread that the skipper of 3510 was Andy Fox's 'little brother.' While Brian Koivu and the highly-successful Andy Fox quickly dispelled the rumor, it became apparent that the comparison did, indeed, have some basis.

Brian hails from Orlando, FL, as does Andy. Brian has spent most of his young sailing career sailing in Lasers and Thistles, boats that Andy has excelled in. And, like Andy, Brian had very little tiller time in a Scot before winning his first major Flying Scot championship.

Brian is 16 and will be a senior in high school this fall. He has sailed a Laser quite a bit and feels that it has helped him a great deal. Assessing himself a "fair, but not real good" Laser sailor, Brian says that "in a smaller boat it is easier to feel the boat and that helps you pick up little things better." Brian feels that this helps greatly when sailing a larger boat like a Scot.

Brian was introduced to Scot sailing by Clint Smith, FS 3510, of the recently-chartered Orlando fleet. He crewed for Clint there and skippered only one regatta before the NAC's; he took second in that Regatta. At Clint's urging, Brian sailed his boat at the Junior NAC. Brian came to the regatta with no crew, but recruited local sailors Mike Casano and Aimee Schmidt to ably assist him.

When asked what he learned about the boat, Brian replied, "one thing I really noticed that helped was that every time we tacked we needed to ease the main and jib off for a few seconds to get the boat accelerating really good."

Brian's advice to all juniors is "practice . . . with limited practice time, I'd practice gybing and tacking."

While Brian is not Andy's little brother, it is apparent that Brian does possess some of Andy's successful qualities and potential for the success 'brother' Andy has experienced.

# With 4 different brands of sails in the top 5 in the 1983 Flying Scot North Americans, which sailmaker should you choose?

## SERVICE

Which sailmaker will be at as many regattas as possible, not just major championships, anxious to help Scot sailors get the most out of their boat and sails? Which sailmaker will stand behind their product should you ever have a problem?

## QUALITY

Which sailmaker as one of the top one design sailmakers in the country upholds the highest quality standards in the business, using only the finest and fastest materials available?

## PERFORMANCE

Which sailmaker's latest designs helped Scot sailors finish:  
3rd at the 1983 Midwinter Championships (with two firsts)  
5th at the 1983 North American Championships (with one first)  
1st and 3rd at the Hoover Buckeye (with three firsts)  
1st and 3rd at the Ohio Districts (with three firsts)

Which sailmaker?  
**SHORE!**

**WE WILL  
HELP YOU  
WIN.**



**SHORE SAILS**

330 West Spring Street  
Columbus, Ohio 43215  
(614) 221-2410

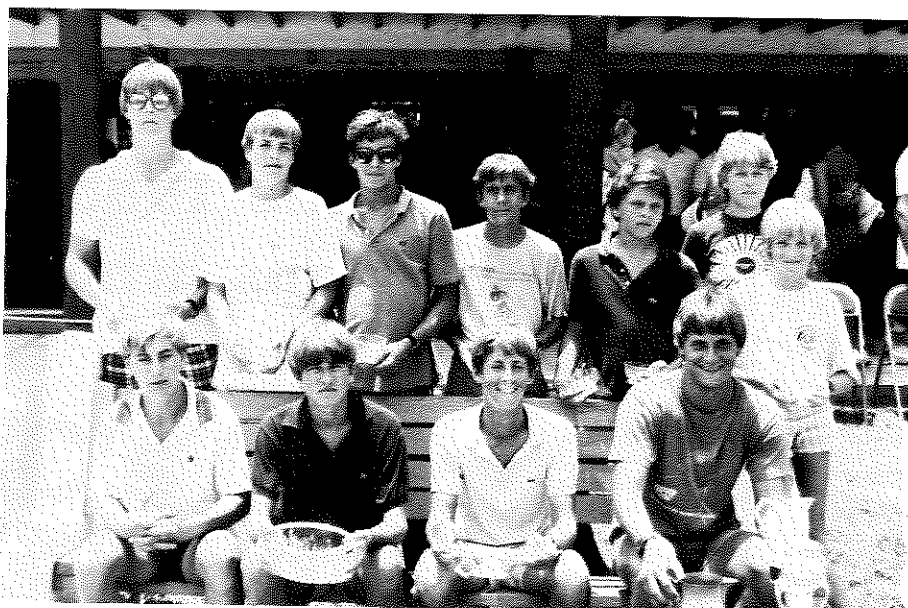


## Junior NAC's

into a hole and numerous boats sailed by, only a short distance away.

After a long lunch break, and frequent course verification by the race officials to insure a more predictable wind, the second race was sailed in a perfect 10-12 knot S-SW seabreeze. Fairly steady in direction, the breeze tested crews' abilities to sail fast. Winning the second race was Johnny Lovell, followed by A. White, and Brian Koivu. First race winner Yarborough wandered off to a seventeenth, which took him out of top-five contention.

The final race was sailed on Sunday morning in a 10 knot S-SW seabreeze. Leading the series by 2¾ points over Lovell, Koivu's strategy was to not win the last race, but rather to place a loose cover on Lovell and stay with him. Lovell continued to sail fast and posted another first. He was followed by P. Merrifield, whose steadily improving finishes pushed him into a series third. Overall winner Koivu added some excitement to the regatta when



Junior North American Champions; row one, left to right, John Lovell, Christian Gambel, Peter Merrifield, and Brian Koivu; row two, left to right, Arthur

Wynne, Barton Jahncke, Storey Charbonnet, Kam Mitchell, Chip Peterson, Michael Casano and Aimee Schmidt.

it appeared his conservative strategy might fail, thus giving the series to Johnny Lovell. Koivu pulled out the series first, however, with a fast, well-sailed final weather leg and finished third in the race, thus edging Lovell for the championship.

While the site of the 1984 Junior N.A.C.'s has not yet been determined, all present agreed that hosting the event in the South attracted many fine young sailors. With many yacht clubs using the Scot as both a training and competition boat for their Juniors, it is not hard to see why this event attracts so many crews when held down south. The extensive and successful use of the Scot as a junior boat should not be lost on other fleets in the association. The success of these training programs can readily be seen in the NAC results as Southern sailors continue to dominate the top-10 standings, year after year.

## Near Tragedy Teaches Valuable Lesson

Larry Taggart

On the Friday preceding the Flying Scot Junior North American Championship, shortly after completing boat measurement, three junior sailors from Fairhope, AL, had stepped their mast and were returning boat and trailer to a parking slot. While backing into a parking spot, the front of the trailer apparently inadvertently swung upwards, resulting in the mast swinging back and contacting a power line. All three were immediately shocked and burned, and as the trailer tongue fell, two of the youths were pinned under the trailer. Noting that the trailer was still "hot," quick thinking 14-year-old James Dorgan of the Mobile Yacht Club remembered his Boy Scout training and grabbed a length of wood to use as a lever to pry the trailer off of the injured. As he lifted the trailer, another junior trying to assist in the rescue pushed the trailer, and he too was shocked and burned.

Following some on-the-spot mouth-to-mouth and CPR, all four juniors were revived. At least two may owe their lives to young James's quick thinking. Although there were some severe burn wounds, as of this writing all four were in satisfactory condition. Several of the junior competitors took time to visit their friends in the hospital during their stay in the Bay.

Needless to say, this tragic incident upset many of the 25 teams participating in this national junior event. But parents of one of the injured encouraged everyone to go on with the series. At Sunday's trophy presentation, many of the juniors signed a "get well" card to send to the four injured juniors.

Skipper	Boat	1	2	3	Points
Koivo B	3510	2	3	3	8.00
Lovell J	25	7	1	1	8.50
Merrifield P	2710	6	4	2	12.00
Gambel C	26	4	7	4	15.00
Duffy W	27101	3	6	11	20.00
Yarborough C	35	1	17	5	22.75
Culver A	18	9	5	9	23.00
Norman F	23	14	10	7	31.00
Schulze S	107	12	16	6	34.00
Mecom A	33	8	14	12	34.00
Stieffel M	90	13	13	8	34.00
Ollinger E	177	16	9	10	35.00
Keenan W	21	5	8	DNF	37.00
White A	2623	15	2	DNF	41.00
Demarcay L	20	11	18	14	43.00
Bowyer K	116	DSQ	11	16	51.00
Allen T	98	DSQ	12	15	51.00
Dorgan J	77	18	DNF	13	55.00
Gambel D	22	19	20	18	57.00
Huffman B	171	10	DNF	DNS	58.00
March E	2615	17	19	DNS	60.00
Moore T	3337	DSQ	15	DNS	63.00
Murphy P	901	DSQ	DNF	17	65.00

# Dry Dock — Standing Rigging

(a reprint from Fleet 137 newsletter)

The Flying Scot's simple standing rigging is comprised of five major items (two shrouds, the forestay and extension, the jib tack extension, and the toggle assembly) and the hardware that attaches them to the hull and the mast. A new mast tube costs about \$415 plus freight, so it is

rather important to ensure that the mast is kept in place.

Carefully inspect all wire rigging for broken strands. Several of us have raised our masts with the tang on the mast misaligned. That resulted in bending the shroud right at the swaged fitting and eventually

in broken strands. A shroud is only about \$26.50, so it clearly pays to replace a damaged one before you lose your mast. Replacing a kink is strictly a judgement call, but if one of your stays has a kink be sure to check it regularly.

The toggle is easy to overlook, hidden up in the bow. A little lubrication will keep it operating smoothly and will also keep the turnbuckle from "freezing up." After all, you may want to tune your rig, and with a frozen turnbuckle it cannot be done. *Always* check to ensure that the turnbuckle is still safety wired. Without the wire, vibration could cause it to back off, thereby causing a headache — in more ways than one.

Inspect all attachment points on the mast and ensure that the proper size pins are used at the chain plates and at the forestay. Use tape (black plastic electrician's tape is recommended) over every cotter key, ring, and safety pin. This will ensure that everything stays attached and that your sails, particularly your spinnaker, do not get torn.



## North Sails

### 1st, 2nd & 3rd

# GYA LIPTON Regatta!

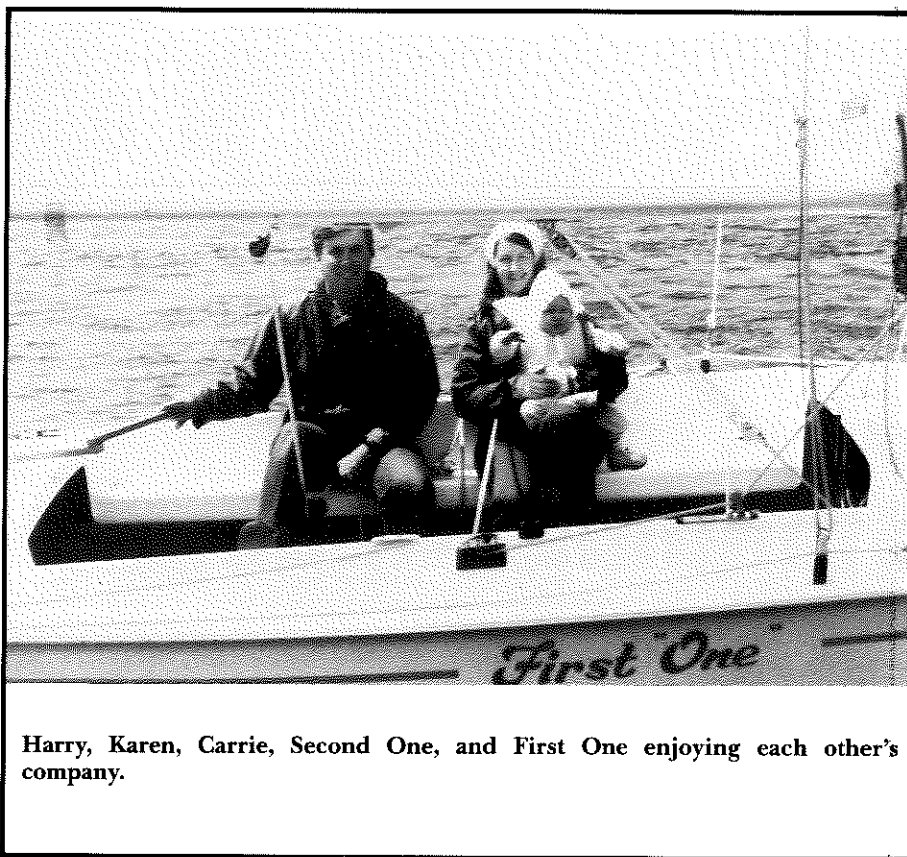
22 DIFFERENT YACHT CLUBS REPRESENTED  
NORTH SAILS WERE ON EVERY RACE WINNING BOAT.  
CALL OR WRITE TODAY FOR INFORMATION ON OUR  
LATEST DESIGNS

\* Main and Jib only

1111 Anchorage Lane  
San Diego, CA 92106  
(619) 224-2424

404 South Roadway  
New Orleans, LA 70124  
(504) 283-4500

22960 Industrial Dr. W.  
St. Claire Shore, MI 48080  
(313) 776-1330



Harry, Karen, Carrie, Second One, and First One enjoying each other's company.

# "First One" Wins First One

---

## Bill Singletary

---

*Editor's note: "First One's" victory at the Great 48 Regatta was reported in the July issue. However, this report emphasizes aspects of her victory not mentioned in that previous report.*

Harry Carpenter, with wife Karen as crew, placed first in the "Great 48" Flying Scot Regatta at Lake Norman Yacht Club, Charlotte, NC, May 14 and 15, 1983.

Harry was sailing the oldest Flying Scot in existence, number one named "First One," designed by Gordon "Sandy" Douglass, and built by Gordon Douglass Boat Company 26 years ago.

The "Great 48" Regatta has been sponsored and held annually the second weekend in May for the past

10 years, by Flying Scot Carolinas District Fleet 48 of Lake Norman Yacht Club, near Charlotte, NC. It has developed into a major regional Flying Scot Regatta with boats from Maryland, Tennessee, Virginia, North Carolina, South Carolina, Georgia, and Florida attending.

This year there were 32 boats, including five current or former Scot District champions racing full Olympic courses. The three races were superbly run by the Lake Norman Thistle Fleet in excellent winds.

The Regatta Chairperson was Irmgard Schildroth, who 26 years ago was the first owner of "First One," in Chattanooga, TN. Irmgard now owns Flying Scot #2048.

Four of the first five place boats were sailed with husband and wife teams. The exception, Rick Baugher, who was third, usually sails with his wife (and does better with her), but she stayed home to tend ill children.

Gordon Douglass designed the Flying Scot third in the line of his three popular and National Class boats, the Thistle, the Highlander and the Flying Scot. The Flying Scot was designed to be rugged, durable, stable, fast and easily handled by family teams, but exciting enough for all. Strict one design class rules are enforced, so the boat cannot be gimmicked with variable gear and expensive changes.

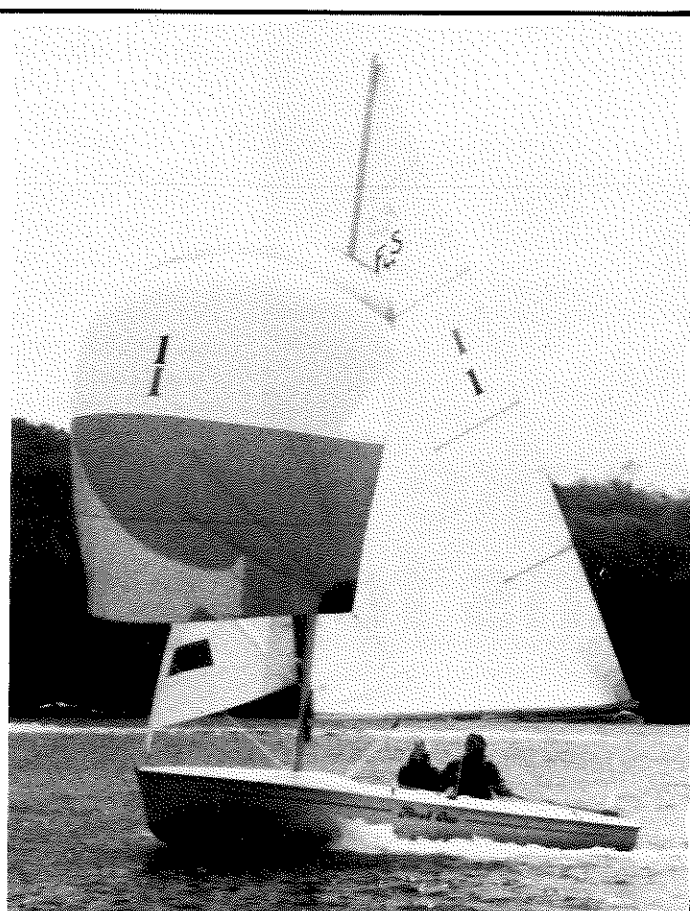
"First One," the first production Flying Scot, is living proof of Sandy's successful production of a strong, durable, One Design sailing sloop.

"First One" 26 years after its birth, won its first major regatta. (#3828 was there too.)

*Dr. Bill Singletary is former president, Flying Scot Sailing Association, vice-commadore, South Atlantic Yacht Racing Association; a USYRU Judge and former commadore High Rock Yacht Club.*



Harry and Karen show off First One's paces to windward . . .



. . . And to leeward

## Flying Scots<sup>®</sup>, whole or in part!

We build Flying Scots<sup>®</sup> to order . . .

- Our standard boat is equipped with Harken main and jib sheet blocks.
- Our new halyard winch is made with phenolic resin cheeks and machined, one-piece, aluminum spools.



We have accessories designed for the Flying Scot<sup>®</sup> including mooring covers and galvanized trailers.

We have the largest Scot replacement parts inventory anywhere.

We ship open account to any Scot owner.

We ship within 24 hours of receipt of your order.

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

### GORDON DOUGLASS BOAT CO., Inc.

Deer Park, Maryland 21550

Builders of the  
**FLYING SCOT<sup>®</sup>**

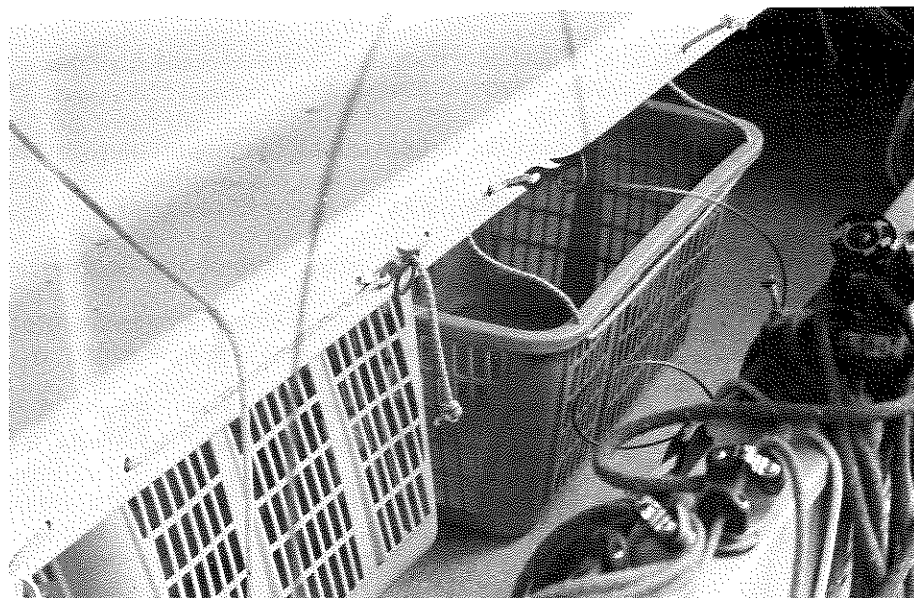
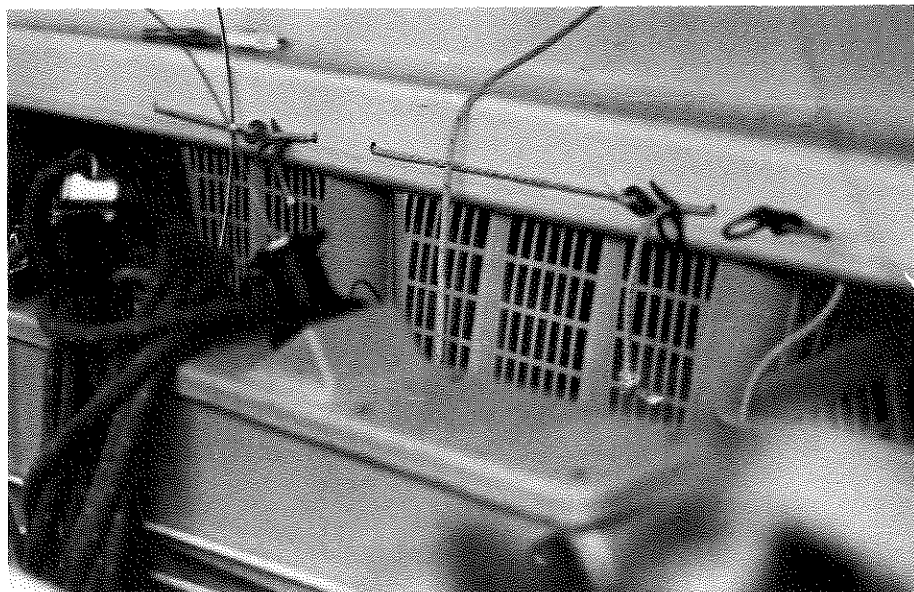


# Make Your Own Storage Bins for the Flying Scot

All you'll need  
is some  
laundry baskets,  
1/4-inch shock cord,  
a "Cinch-it,"  
and some  
C-clamps.

One item is definitely lacking on the Flying Scot in an otherwise nearly perfect all around family daysailer and racing dinghy. Where can you stow things? The three small bins that come with the boat are fine for the smaller items of stowage, but there is no provision to stow larger items of gear. This problem becomes particularly acute when a long day sail or overnite trek is considered. Tossing duffelbags under the bow puts weight in the worst possible place, and it is no fun at all standing on your head to get to gear under the foredeck, especially in any kind of chop. So, what can you do?

Here is one idea for an inexpensive solution to the stowage problem that is easy to install and keeps the weight in the center of the boat. All



you need is as many Rubber Maid laundry baskets as you would like to use, some 1/4-inch shock cord (nylon jacketed preferred), a 'Cinch-it' for each bin, and some C-clamps to fasten the cord to the 'Cinch-its.' The baskets can be found at almost any discount store such as K-Mart. Most sailboat shops sell the 'Cinch-it' and the C-clamps, as well as the shock cord. You may find a better way to tie in the baskets, too.

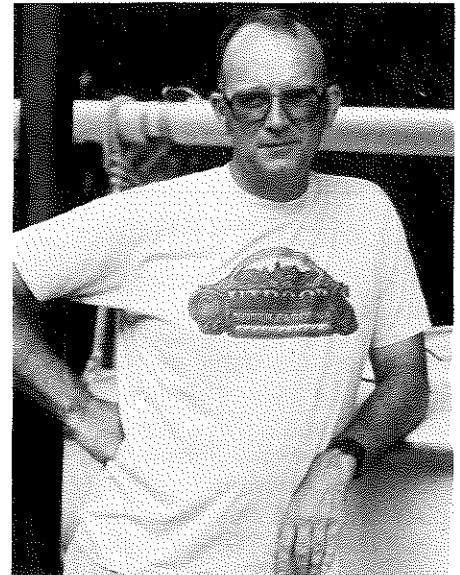
Place your baskets under the seats so the basket lip rides upon the inside of the sideseat lip. It is possible to install as many as four to a side, but it will be tight gaining access to the area under the fore-deck. Three baskets to a side works well and provides ample stowage. Be sure to check the fit before drilling any holes in the boat. The forward baskets on each side are fitted with the longer side athwartship and the aft baskets parallel to the seats.

Take a hand drill with a 1/4 inch bit and drill holes in the front lip of the basket, one at each end. Drill a hole directly above each of these holes in the side lip of the seats. Feed the shock cord through these holes, beginning at one of the side-

seat holes going down through the adjacent hole on the basket and then along the underside of the basket lip and up through the other hole. Then feed through the backside of the other sideseat hole and out the front. Now, to fasten the baskets securely in place, pull the shock tight and Cinch-it. The basket will be pulled snug up under the sideseat, resting on the inside seat lip.

As some splash from bilge water is going to get inside the baskets, it's a good idea to drill drain holes in the bottom of each basket, particularly along the back edge which rests on the floor of the boat. If you will use plastic garbage bags to protect items like sleeping bags, duffelbags, backpacking pads, etc., these items will remain dry. Other things such as boat gear, foulweather gear, and spare lines need not be covered.

This method has worked well on overnight cruises to Cape Lookout and on Kerr Lake, as well as day sailing trips down the Neuse River in North Carolina, where the waters can be quite choppy. The baskets can be left in place during racing, but the hotshot sailor in a championship regatta can easily remove them.



Naturally, this is a patented invention; and those of you who insist on copying it will feel obliged to send a royalty of \$5.00 per boat to help defray the cost of further research and development. Mail your check payable to Hap Crowe and annotate it for CROWE'S NESTS to CROWE'S NEST ENTERPRISES, 3509 Arrowwood Drive, Raleigh, N. C. 27604.

## Flying Scot & Windsurfing Specialists

**In Stock:** New SCOTS with our custom outhaul, cunningham, vang, and jib sheeting; adjustable universal hiking stick. You can add our WACO 360° centerboard control along with our custom spinnaker gear for a superb, race equipped SCOT. T-J SALES rigged boats won the '82 NACs and three previous NACs (and everybody knows it's the boat and not the crew or sails!).

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

**Parts and Equipment in Stock:** All the parts for DOUGLASS or CUSTOMFLEX boats and also WACO 360° cleats, hiking aid, shroud covers, custom cockpit covers, stainless or aluminum cranks, sailcloth centerboard gaskets, HAWK windvanes. Do-it-yourself instructions and photos for all our kits.

**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, \$6.00.

**Accessories:** AIGLE boots, absolutely the best wet sailing dinghy boot, CHUCK ROAST jackets and jumpsuits, ATLANTIS foul weather gear and PVDs, racing timers, LASER compasses, and much more. Catalogue available.

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

**T-J Sales Co.**



**8390 Dexter Pinckney Road**  
Office: (313) 426-4155

**Pinckney, Michigan 48169**  
Tom Ehman, Owner

# THE FLEET'S IN

## Irvin Wins Ohio Districts

The 1983 Ohio District Championships attracted a field of 34 Flying Scots to Lake Cowan for a four race series on June 25 and 26, 1983. Rick Baugher of Fleet 19 led the series after Saturday's three races, but local favorite John Irvine took the championship with a fine second place finish in Sunday's lone race. Competition in the event was unusually close, with four different winners in the four races. George Fisher of Shore Sails, 1982 Ohio District champ Jack Stewart, Jack Leipper of Fleet 19, and the Gordon Douglass Boat Company's Harry Carpenter finished in third through sixth places respectively, each having one poor finish in the shifty light air conditions. Only Irvine and Baugher were able to finish in the top 10 in all four races.

At the annual District Business Meeting, Paul Nickerson of Cleveland's Fleet 12 was elected Ohio District Governor for a two year term, and the host fleet sponsored another internationally famous Fleet One pig roast on Saturday night. *Sandy Eustis*

Skipper	Fleet #	Race 1	Race 2	Race 3	Race 4	Total
J. Irvine	1	3/4	2	7	2	11 3/4
R. Baugher	19	4	4	3/4	4	12 3/4
G. Fisher	37	2	7	12	3/4	21 3/4
J. Stewart	65	8	3	2	13	26
J. Leipper	19	5	3/4	5	17	27 3/4
H. Carpenter	80	3	5	17	3	28
G. Saul	1	10	8	8	8	34
J. Starr	80	7	6	10	12	35
P. Nickerson	12	12	11	3	16	42
B. Kobel	19	9	14	21	5	49



John Irvin on a spinnaker trim.

## Southern Yacht Club Retains Junior Lipton Trophy

Sailing under the usual Gulf Yachting Association interclub procedure of a different skipper for each race, Southern Yacht Club skippers Christian Gambel, Johnny Lovell and Flurry Normann repeated SYC team wins of 1981 and 1982 by capturing the 1983 GYA Junior Lipton Championship. This prestigious GYA event, sailed in club-

owned Flying Scots, is emblematic of the Junior Championship of the Gulf Yachting Association and was hosted by Southern Yacht Club in New Orleans on the weekend of July 16-17. A record 15 GYA clubs were represented by over 100 junior sailors in this thirty-seventh annual sailing for the Junior Lipton Trophy.

Going into the final race of the series, Bay-Waveland, Pass Christian

and Southern Yacht Clubs were each within one point of the lead. SYC Team Captain Johnny Lovell captured the lead early in that race and held on for the win while closely covering Bay-Waveland rival skipper Peter Merrifield.

Over 30 of the juniors also participated in a dockside and on-the-water Flying Scot Racing Clinic on the Friday preceding the regatta.

Flying Scot Class Chief Measurer — and Regatta Chairman — Larry Taggart conducted the clinic with the assistance of SYC Race Committee Chairman Al Grevemberg. The juniors were treated to a pool-side party Friday evening and a dance on Saturday night. *Larry Taggart*

Yacht Club	Skipper	1	2	1	Total Points
Southern Yacht Club	F. Normann	1	4	1	5.50
	C. Gambel				
	J. Lovell				
Bay-Waveland Yacht Club	M. Steiffel	5	1	2	7.75
	T. Allen				
	P. Merrifield				
Pass Christian Yacht Club	J. Anne Gooch	3	2	4	9
	M. Doyle				
	C. Yarborough				
New Orleans Yacht Club	G. MacLachlan	2	6	5	13
	T. Halbert				
	S. Schulze				
Gulfport Yacht Club	B. Kennedy	10	3	3	16
	A. White				
	T. Moore				

## Bay-Waveland Takes Chapman Regatta.

Biloxi Yacht Club hosted the Chapman Regatta on June 11 and 12, 1983.

This regatta was started about 1950 in the Mississippi Coast Yachting Association by Wallace Chapman and his brother Henry Chapman. They donated a trophy for a series which was held each Spring and all Coast clubs participated. It was a round robin with each club taking a turn hosting the event.

Each club sailed one Fish Boat in a three-race series. Later, a round robin including the entire Fish Boat fleet with 24 boats sailing four races on Saturday and four races on Sunday was held.

It has become a race to promote team racing with four Flying Scots being sailed by 16 skippers in a four race series. We are extremely proud that the Mississippi Coast Yachting Association has grown to seven clubs and for the first time we had 100 percent participation with 28 boats and 112 skippers.

Bay-Waveland Yacht Club took top honors with a low score of 101 points followed by Gulfport Yacht Club, 146 points; Pass Christian Yacht Club, 184 points; Biloxi Yacht Club, 227 points; Ocean Springs Yacht Club, 297 points; Singing River Yacht Club (Pascagoula), 327 points; and Long Beach Yacht Club, 360 points. *Sharon Neiryneck*

# THE STARTING LINE

**October 8, 9** — Gulf District Championships, Lake Martin in Central Alabama. Sponsor: Fleet 85. Contact: Walter L. Mills, P. O. Box 21, Selma, AL 36702, (205) 874-9648 and (205) 874-4060.

**October 8-9** — Octoberfest Regatta, Percy Priest Yacht Club, Hamilton Creek Sailing Center, Nashville, TN. Contact: Doug Anderson, 4014 Coleridge Dr., Antioch, TN 37013, (615) 834-0005.

**October 8, 9** — 1st Flying Scot South Carolina Championship Regatta. Sponsored by Fleet 134 and the Yacht Club of Hilton Head Island. Write or call Tom Caldwell, P. O. Box 3171, Hilton Head Island, SC 29928, (803) 671-6740.

**October 15-16** — Eufaula Sailing Club, Indian Summer Regatta, Contact Andy Callaway, (205) 687-4722 or 3062.

**December 10-11** — Orlando Yacht Club hosts Citrus Bowl Regatta for all classes Flying Scot Start. Contact: Clinton Smith, 649 Sandpiper Lane, Casselberry, FL 32707, (305) 831-3871.

*The following regatta is an open regatta to be held in the Carolinas District in 1983. For further information contact District Governor Dr. Richard Schultz, 2109 Meadowbrook Terrace, Reidsville, NC 27320, (919) 349-8867.*

**October 8-9** — Hilton Head Island Regatta, Hilton Head, SC (tentative)

*The following are open regattas for Flying Scots that will take place on Chesapeake Bay and its tributaries during 1983. All events are sanctioned for high point competition by the Chesapeake Bay Yacht Racing Association. Scot 'n' Water readers should contact the host fleets as shown in parentheses for further details regarding accommodations, times, entry fees, etc. Capital District Governor Harry Carpenter (204 N. 11th St., Oakland, MD 21550) or CBYRA representative John Barnes (7710 Chatham Rd., Chevy Chase, MD 20815) can also provide further information.*

**Oct. 1** — Yorktown Day — Virginia Sailing Assn, Yorktown, Va. (Fleet 137).

**Oct. 15-16** — Pumpkin Patch Regatta — West River Sailing Club, Galesville, Md. (Fleet 97).

# CAVEAT EMPTOR

**FS 489** — All sails & Mercury motor, white with red bottom. Gater trailer. Excellent condition. Has bridle & cover. E. S. Spring, 45 Grande Lake Drive, Port Clinton, Ohio 43452, (419) 734-1022.

**FS 2549** — Customflex, gold hull and white deck. Race equipped, Harkin blocks. Two suits of sails (one with reefing eyes), spinnaker. Newly painted trailer, cover, anchor, paddle. New anti-fauling paint on bottom. Indoor winter storage, \$5,000. Donn Colbrunn, 360 Boston Mills Road, Hudson, Ohio 44236, (216) 653-9421.

**FS 3640** — Douglass, orange hull, ivory deck and boot top. Schurr sails, spinnaker (red/yellow/orange). All normal top line equipment, plus some goldplating — all mint condition. Storage cover, Tee-Nee trailer w/mounted spare & extra hub. \$6900. Ben C. Murph, 1875 Marlette Avenue, Reno, Nevada 89503, (702) 747-6216.

**FS 297** — Owner of 20 years wishes to sell. Red hull, white deck. \$1800 — \$2200, George Ronan, 674 Prospect Avenue, Winnetka, Illinois 60093, (312) 446-0597.

**FS 710** — White/white w/blue stripe. Boston sails w/spinnaker and new Schurr jib — motor bracket — boom tent and tangerine bracket for mast & boom. Trailer like new — very pretty boat and race equipped, sails well. Call/write Tep Kaperonis, 221 McAlway Road, Charlotte, North Carolina 28211, (704) 366-8262, \$3500.



# NEW FSSA MEMBERS

F/S #	Dist.	Fleet	Name	Address	City	State	Zip
3679	Greater New York		Jeffrey Conrad	Mary Austin Pl.	Norwalk	Ct.	06850
2913	Ohio		Ralph M. Keenan	39 Oregon Trail	Bethel Park	PA	15102
2256	Ohio		Mary F.L. Rodstrom	1605 New Gambier Rd.	Mount Vernon	OH	43050
3775	Ohio		Robert F. Keppel	2 Druim Moir Lane	Philadelphia	PA	19118
3545	Capitol		Fred Koch	182 Franwil Ct.	Severna Park	MD	21146
3780	Capitol		George L. Weidig Jr.	28 Edgelawn Drive	Harrisonburg	VA	22801
0919	Capitol		James R. Johnson	5731 Hillview Drive	Mechanicsville	VA	23111
2793	Capitol	97	Robert J. Neff	3040 Drury Lane	Dunkirk	MD	20754
3801	Carolinas	27	Mary A. Kreul-Starr	1608 Pong Run Road	Raleigh	NC	27609
3823	Carolinas	27	John Paulson	6913 Rainwater Road	Raleigh	NC	27609
3859	Carolinas	27	Karl Kleeman	1435 Huntley Ct.	Cary	NC	27511
3819	Carolinas	27	Bradley K. Nelson	8701 Juliette Low Lane	Charlotte	NC	28212
2195	Carolinas	134	John E. Toth	15 Wax Myrtle Lane	Moss Creek H/H	SC	29928
2844	Carolinas		Sandie B. Blackley	105 Knollwood Dr.	Elkin	NC	28621
1198	Texas	138	Peter M. Kroopnick	4974 Valkeith Street	Houston	TX	77096
3839	Greater N.Y.	31	P.E. Jurczak	55 Douglas Drive	Towaco	NJ	07082
3023	North East		Richard Horn	61 Highland Drive	Cohasset	MA	02025
3472	Michigan-Ontario		S.A. Mettler	Rt. 1, Box 175	Marebisco	MI	49947
1208	Greater New York	24	Nicholas W. Payne	Apt. 4D, 28 George St.	Danbury	CT	06810
3186	Greater New York		Paul D. Hearn	PO Box 388	Old Greenwich	CT	06870
2901	Capitol		Robert E. Atherton	2227 N. Robert Bruce Dr.	Bon Air	VA	23235
3760	Capitol		John F. Miller III	1429 Valley St.	Harrisonburg	VA	22801
3731	Capitol	97	G. Ernest Mertens	3918 Blackburn Rd. #32	Burtonsville	MD	20866
3843	Capitol		Frederick L. Webber	7105 Masters Drive	Potomac	MD	20854
1029	Prairie	59	Guy D. Payne	Lot 45-Vance Trailer Ct.	Enid	OK	73701
1540	Michigan-Ontario		Gloria Frazier	1323 North Lawn	Birmingham	MI	48009
2713	Carolinas	27	James D. Grenfell	800 Knight Drive	Durham	NC	27712
3845	Carolinas		M. Bane Shaw	411 Chadmore Drive	Matthews	NC	28105
1808	Ohio		Arthur H. Bernstein	4914 East 94th St.	Garfield Hts	Ohio	44125
490	Ohio	37	Don and Tommie Miller	172 Walnut Ridge Lane	Westerville	Ohio	43281
3642	Ohio	1	Girts Kruze	6320 Stirrup Rd.	Cincinnati	Ohio	45244
3809	Ohio		Robert V. Larson	93 Lambeth Dr.	Pittsburgh	PA	15317
3842	Ohio	37	Edward & Melinda Sadar	265 South Parkview Avenue	Columbus	OH	43209
5853	sustaining		Donna Wynne	8440 Farm Pond Lane	Maineville	OH	45039
5854	sustaining		John M. Denholm	252 Streetsboro St.	Hudson	OH	44236
3883	Ohio	80	Dr. Thomas P. Hohler	356 Vanadium Rd.	Pittsburgh	PA	15243
2611	Gulf	83	Lynn Cook	2515 Delmar	Granite City	FL	62040
2615	Gulf		Chris Larson	2105 Venetia	Mobile	AL	36605
2282	Gulf		Jane Allen	300 2nd Court	Panama City	FL	32401
3620	Gulf		Bill Pope	3849 Flintwood Rd.	Pensacola	FL	32504
2281	Gulf		Ramirez Dennis	1025 W. 19th St.	Panama City	FL	32405
3599	Gulf		Bobby Eagan	2240 Magazine	New Orleans	LA	70130
2280	Gulf		Lester Brock	801 E. 2nd St.	Panama City	FL	32401
3019	Gulf	127	Dan Brown	141 Windsor Dr.	Nashville	TN	37205
1500	Gulf		John E. Montgomery	403 East 4th St.	Long Beach	MS	39560

MY ADDRESS LABEL IS NOT CORRECT

Send Form 3579 to:  
P.O. Box 11187

Second Class Postage Paid  
at Columbia, SC 29201

My correct name and address follows:

2714 A-023  
Name RICHARD T. WADE  
Street 8723 BACARDI  
City DALLAS TX 75238  
State, Zip \_\_\_\_\_

Change is:  Temporary  Permanent

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