Customflex ceases building Scots, leaving Douglass Co. and Ranger

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

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

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

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

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

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

Judges sought for NAC

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

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

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

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Scots n Water

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Publication No. 882220
Mailing moves to Columbia, 1980 dues due

by Ed Eubanks

This column will be brief because Editor Dick says we don’t have the space for me to explain how to sail your Scot backwards.

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

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

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

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

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

Scot moved, not ‘stolen’

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

But after Dr. Mitchell searched the lake and visited marinas, he did fear the worse. What happened was that the Scot was moved to a fifth, unvisited marina to protect the boat against oncoming Hurricane Frederic. The marina operator didn’t know Dr. Mitchell didn’t know, until the “s.o.s.” ad appeared.
Sandy Douglass Regatta attracts 19, sunny skies, but not enough wind

By Dick Elam

Nineteen skippers won trophies. Nobody lost.
The 4th Annual Sandy Douglass Regatta at the Rudder Club in Jacksonville, Florida, lured a Skipper Michael Kiely from as far away as Boston.
Sandy Douglass came to his own party. A Barber Shop singing quartet came from nearby Winter Haven for the occasion. The quartet invited Sandy to harmonize two tunes.
Ted Tolson came from St. Petersburg to judge. Tolson is the 1978 Nathanael G. Herreshoff Trophy awardee and co-author of “USYRU Appeals Decisions.” There were no protests.
Paul Schreck came from Pensacola and Floyd Davis came from Panama City.

Fleet 131—from Captain Mike O’Brien to Jerry Bennett, who made trophies, to Elizabeth King, who recruited Barber Shop singers, to David Mayfield, who berthed skippers and spread good words to mention only a few of the friendly at the Rudder Club—came up with a check-list that should be a model.
A large high pressure came and provided immaculate weather. But little wind.
Richard and Jo Baughner came from Canton, Ohio, and led the fleet in the one, 15-minute attempt to racing in conditions where the current on St. John’s River provided more velocity than the wind.
No races, no winners, but Editor Dick Elam and crew Bill Singletary came in sixth. We won the first annual WAPE radio stuffed gorilla trophy for finishing out of the top five.

Checklist for conducting a regatta

Invitations:
- Mailed 3-4 weeks in advance? Do they include the following:
  1. complete notice of races
  2. directions and maps
  3. meals and accommodation information
  4. fees
  5. person to contact for additional information

Directions:
- Is a clear map available? Signs along the route?

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

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

Skippers’ Meeting
- Should be convened on time. Should include, but not be limited to, the following:
  1. passing out of written sailing instructions
  2. marks
  3. alternative penalties
  4. general recall procedures
  5. time limits
  6. information on tides and currents
  7. type of course
  8. time and place of protest meeting
  9. any required equipment checks
  10. any local course rules.

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

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

Social:
- Will meals be available on time? well prepared? at fair prices? You may wish to also consider:
  1. evening festivities
  2. providing baby sitters
  3. making provisions for spectators ashore or afloat

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

Scoring and Awards:
- Race results should be posted promptly and accurately. Scores should be tallied as expeditiously as possible and the award presentation concluded early so participants can have an early start home.

Other:
- What special extras will make this regatta particularly enjoyable for participants?
WHEN THE GOING GETS TOUGH, THE WINNERS GO NORTH!

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

<table>
<thead>
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<tbody>
<tr>
<td>1st</td>
<td>1st</td>
<td>1,2,3, and 4th</td>
<td>1,2,3, and 4th</td>
<td>1st and 3rd</td>
<td></td>
</tr>
</tbody>
</table>

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

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San Diego, Calif. 92106
(714) 224-2424
Tom Nute

New Orleans office: 404 S. Roadway
New Orleans, La. 70124
(504) 283-4500
Al Gooch
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Our radial spinnaker has been improved to provide you with better reaching ability than ever before.

All Purpose Main
Our already fast main has undergone some refinements to make it the fastest ever.

New Jib
Our jib design is brand new as of mid-summer. It has more power and pointing ability than anything before.

Over 40 years making the best sail your money can buy.

Write or Call Richard Stearns:
2234 N. Elston Avenue
Chicago, Ill. 60614
(312) 384-2828

Ralph Manee winsGreater NY title on Barnegat Bay
Ralph Manee won the Greater New York District championship.
The New Jersey skipper, who sails out of Toms River, won the three-day event sailed on Upper Barnegat Bay in June.
Defending champion Jack Orr gave way to Hugh Malone in second and Bob Rich in third.

<table>
<thead>
<tr>
<th>Place</th>
<th>Name</th>
<th>Boat Number</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Manee, Ralph</td>
<td>3386</td>
<td>18 ¾</td>
</tr>
<tr>
<td>2</td>
<td>Malone, Hugh</td>
<td>2427</td>
<td>25 ½</td>
</tr>
<tr>
<td>3</td>
<td>Rich, Bob</td>
<td>3229</td>
<td>25 ¾</td>
</tr>
<tr>
<td>4</td>
<td>Orr, Jack</td>
<td>3065</td>
<td>27 ¾</td>
</tr>
<tr>
<td>5</td>
<td>Breekland, Don</td>
<td>2499</td>
<td>29</td>
</tr>
<tr>
<td>6</td>
<td>Herman, Seymour</td>
<td>2662</td>
<td>32</td>
</tr>
<tr>
<td>7</td>
<td>Mitchell, Paul</td>
<td>2792</td>
<td>39</td>
</tr>
<tr>
<td>8</td>
<td>Anderton, Jack</td>
<td>2746</td>
<td>41</td>
</tr>
<tr>
<td>9</td>
<td>McCarthy, Larry</td>
<td>641</td>
<td>53</td>
</tr>
<tr>
<td>10</td>
<td>Stein, Ed</td>
<td>1621</td>
<td>55</td>
</tr>
<tr>
<td>11</td>
<td>Jansson, Al</td>
<td>2217</td>
<td>55</td>
</tr>
<tr>
<td>12</td>
<td>Alter, Joe</td>
<td>1628</td>
<td>56</td>
</tr>
<tr>
<td>13</td>
<td>Armiger, Dick</td>
<td>2735</td>
<td>59</td>
</tr>
<tr>
<td>14</td>
<td>Carroll, Lee</td>
<td>3086</td>
<td>68</td>
</tr>
<tr>
<td>15</td>
<td>Viemann, Laszlo</td>
<td>2248</td>
<td>69</td>
</tr>
<tr>
<td>16</td>
<td>Kerdock, Rich</td>
<td>1078</td>
<td>74</td>
</tr>
<tr>
<td>17</td>
<td>Jacobsen, Dave</td>
<td>1750</td>
<td>80</td>
</tr>
<tr>
<td>18</td>
<td>Young,</td>
<td>1480</td>
<td>87</td>
</tr>
<tr>
<td>19</td>
<td>Vandemeer Strait(Van)</td>
<td>3223</td>
<td>88</td>
</tr>
<tr>
<td>20</td>
<td>Harding, Frank</td>
<td>1971</td>
<td>90</td>
</tr>
</tbody>
</table>

Harvest Moon Shines on Jack Seifrick
by Frank Heimbaugh
A Friday night full moon helped latecomers from six states park trailers and step masts at the 29th annual Harvest Moon Regatta at Atwood Lake Yacht Club in Delroy, Ohio.
Jack Seifrick proved that he is still a “Scot” sailor, as he took home the first place trophy. Saturday’s good winds allowed for two long races, but Sunday found skippers searching out the whimsical breezes along a shorter course.

<table>
<thead>
<tr>
<th>Place</th>
<th>Sail #</th>
<th>Skipper</th>
<th>Race 1</th>
<th>Race 2</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>3288</td>
<td>Jack Seifrick, Mentor, Oh. Crew: Jack Seifrick, Jr.</td>
<td>5</td>
<td>1</td>
<td>6 ½</td>
</tr>
<tr>
<td>2</td>
<td>2682</td>
<td>Rick Baughner, N. Canton, Oh. Crew: Jo Baughner</td>
<td>2</td>
<td>5</td>
<td>9</td>
</tr>
<tr>
<td>3</td>
<td>1342</td>
<td>Jack Stewart, Alliance, Oh. Crew: Martha Lee Stewart</td>
<td>1</td>
<td>7</td>
<td>13 ¼</td>
</tr>
<tr>
<td>4</td>
<td>1858</td>
<td>Jack Leipper, Salam, Oh. Crew: Rosalie Leipper</td>
<td>4</td>
<td>3</td>
<td>14</td>
</tr>
</tbody>
</table>
Bredlow wins again in North Dakota; Scots initiate Devils Lake racing

By R.W. Johnson

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

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

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

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

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

By Chris Dale Bredlow

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

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

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

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

<table>
<thead>
<tr>
<th>Fleet</th>
<th>Crew</th>
<th>Boat</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>123</td>
<td>Kurt Eylands</td>
<td>FS 3283</td>
<td>58'30''</td>
</tr>
<tr>
<td>Midwest</td>
<td>Bill Bergstrom</td>
<td>FS 3282</td>
<td>06'06''</td>
</tr>
<tr>
<td>123</td>
<td>Andy Buchi</td>
<td>FS 3284</td>
<td>61'06''</td>
</tr>
<tr>
<td>Midwest</td>
<td>Bill Blain</td>
<td>FS 2649</td>
<td>67'24''</td>
</tr>
</tbody>
</table>

(Results in elapsed times)
Schultz & son win Oriental ‘Social’

by Debbie Peterson

In Oriental, the folks call it a “Sailing Social.” Oriental is a small fishing town on the Neuse River which feeds the Pamlico Sound inside the Outer Banks of North Carolina.

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

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

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

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

<table>
<thead>
<tr>
<th>Place</th>
<th>Boat#</th>
<th>Skipper</th>
<th>Race</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1885</td>
<td>Schultz, Dick</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>1402</td>
<td>Ricky Schultz</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>1991</td>
<td>Wordsworth, Al</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>1198</td>
<td>King, Jack—crew</td>
<td>6</td>
<td>4</td>
</tr>
<tr>
<td>5</td>
<td>2150</td>
<td>Lee, Bob</td>
<td>7</td>
<td>5</td>
</tr>
<tr>
<td>6</td>
<td>3133</td>
<td>Buffaloe, Becky—crew</td>
<td>8</td>
<td>13</td>
</tr>
<tr>
<td>7</td>
<td>649</td>
<td>Elam, Dick</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>2324</td>
<td>Elam, Margaret—crew</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>2942</td>
<td>Trull, Rodney</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>440</td>
<td>Trull, Joe—crew</td>
<td></td>
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</tr>
</tbody>
</table>

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

Striving sons and daring daughters match their wits on dancing waters.

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

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

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

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

A ‘Social’ Invitation

Written by Bill Myatt

T-J Sales Company

“Sailing Specialist”

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Office: (313) 426-4155

Tom Ehman, Owner

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

SCOTS N’ WATER
Stow your pole in plastic tube, says Dixie skipper

By L. Lister Hill

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

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

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

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

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

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

Then slip the pole into the pipe.

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

One caution: With some vang rigs it may be necessary to adjust (e.g., lengthen the lower vang line or bridle where rigged with wooden fairlead for the centerboard pennant) to keep the end of the pole, which will project slightly into the cockpit, from fouling the vang on a run.

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

Letter thanks Scot designer

Dear Sandy Douglass,

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

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

Most sincerely
Betty McMahon, Fleet 46
Hempstead Bay Sailing Club

Hang a check mark ✓ on the tree
Send a check to secure order

Adjustable Cap $3.50
Floating Cap $3.50
(same as Adjustable Cap)

Pocket Emblem $2

Emblem $2

Tie Tack or Lapel Pin $5
(Interchangeable)

Emblem $2

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Handbook $2

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Highlights of Scots n' Water $3

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Decorate your skipper
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P.O. Box 11187, Columbia, SC 29211

NOVEMBER-DECEMBER 1979
Caveat Emptor

(if you have a Flying Scot or Scot equipment to sell, we'll be glad to advertise it in SCOT'S N' WATER. The charge is $5 or each insertion, and the deadline is the 15th of the month prior to the month of publication. Send copy and check to Caveat Emptor, SCOT'S N' WATER, Box 8, Chapel Hill, N.C. 27514.


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

FS 1980—Excellent condition, 2 sets of sails, outboard motor bracket, anchor, paddle, cover, spinaker equipped, Sterling Trailer, white hull/blue deck. Price: $3,900. Linda Riley Fleming, 724 W. Broad St., Quakertown, Penn. 18951 or call (215) 538-0137. (Boat can be seen Long Beach Island, New Jersey.)


BATTENS—New Floater-unbreakable tapered floating flexible, 1” wide smooth butylate cover, glass rod core—set for main $11.00 delivered. Wood, same quality you’ve always received, sanded $4.75, varnished $7.50 delivered. Send check to Don Blythe, Battens, 804 Euclid Ave., Jackson, MS 39202 if you can’t find our battens at your favorite sailboat dealer.

STAINLESS HALYARD CRANK—
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Saturdays 9 a.m.-11 a.m., or write

GORDON DOUGLASS BOAT CO., Inc.
Deer Park, Maryland 21550

Builders of the
FLYING SCOT®
Paul Schreck wins
GYA Cock-of-the-Walk

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

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

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

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

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

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

by Al Audleman

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

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

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

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

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

Farther to the east at Ft. Walton Yacht Club had battened down their craft and were reasonably well. Thankfully, with memories of Hurricane 1975 still fresh in their minds, they were spared the storm’s fury.

Because of the wind direction in a hurricane, the clubhouses at the west from Singing River to Pensacola received only minor damage at the worst.
At Mobile an O'Day lies with a piling through her hull. Photos by Mike Johnson.
**Finally, super championship sails**

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

Order a suit of Super Schreck sails today. If you are in a light air area, order our super ½ & ½ which goes in everything but is super in light air.

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

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

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### 1979 Flying Scot Results

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<td>GYA Championship — three Firsts</td>
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More finishes in the top at the 1979 North American Championship
Numerous Districts all over the country

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### To: Paul Schreck & Co. Sailmakers

**S. Scenic Drive**  
**Lillian, Alabama 36549**  
**Telephone: 205-962-4345**

Please ship ________ suit(s).  
Scot # __________

Velocities where I sail most are __________ to __________.

I prefer the all-weather suit.

Please mark colors on spinnaker sketch.

I am enclosing check in full.
You will pay freight.

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

Name ____________________________
Address __________________________
City ___________________ State _______ Zip _______

Signature _________________________

**Swaging — All Hardware for Sails — Covers — Rigging — Rope to Wire Splicing.**
Owners respond to rigging rule
Fleet 95 says 'running rigging optional' and amendment needed instead of ruling

Dear Editor:
This letter was drafted at the request of the members of Flying Scot Fleet 95. A copy of the letter has been set by all members of the Fleet, and endorsed by 19 out of 20 of them.
The members of the Fleet... are concerned about the issue of one-design and feel strongly that changing equipment requirements is costly and something we wish to avoid. Mike Andert, FS 3304
An open letter to the Flying Scot Sailing Association:
While meeting to discuss the new measurement rulings Fleet 95 surfaced many questions and concerns. While not wishing to specifically debate the merits of the latest rulings, Fleet 95 would like to take issue with what we see as an undesirable trend. A number of boats in our Fleet will be forced to make rigging modifications; modifications to meet the new Flying Scot specifications.
In the FSSA Constitution, Article X, Section F, the duties of the Chief Measurer are defined by stating that he, "...shall make rulings on matters not specifically covered in the Official Plan and Specifications." FSSA Specifications, Article S-111, Number 5 clearly covers running rigging—the subject of the latest rulings. This Specification states that, "Running Rigging is optional..." and then lists four exceptions not pertinent to this discussion. If running rigging is optional, then for the Chief Measurer and the Board of Governors to rule against double-lead cunninghams, vangs and main sheets (certainly running rigging) is an Amendment to the Specifications and should have been dealt with as provided for in the FSSA Constitution.
The FSSA Constitution Article XX, Numbers 1 and 3 refer to the amendment of Specifications. It involves proposal by Fleet action and a two-thirds vote at an Annual or Special meeting. It is a procedure endorsed by Fleet 95. The Amendment section of the FSSA Constitution was written to protect the Flying Scot owner from material changes to the specifications of the boat. When measurement rulings require changes to be made to Flying Scots in order to meet new specifications, then we feel we must object.

'Stock boat more work than our rig'
By R. C. Ivey

Bruce Goldsmith's recent article on accelerating a Scot prompted this note. I agree with Bruce and feel his insights are on the mark. His article and an earlier one of mine are complementary since they apply best in different conditions.
In light to medium airs, where heeling is no problem, Bruce's technique is appropriate if not over done so as to encroach on rocking and pumping. In cases where heel is a concern, in heavier, gusty wind, I think my article is more suitable. In both cases there is sound physics to substantiate each action.
The point is, playing the sheet and the heel of your Scot is important. This is most apparent to small boat sailors, like Lasers, where you learn quickly to develop feel and techniques. I've seen Scots round windward marks, free off, or attempt to plane with cleated sheets and manhandled tillers. Image a Laser rounding with no coordination of sheet and helm! That's the mark of a good swimmer and poorer sailor. Take a Laser or small boat out for a few practice sessions in differing conditions, feel the reactions. Then sail your Scot with the same care.
The second part of Bruce's article discussed weather sheeting. This is to me a crucial part of the on-going discussions on what should be allowed on a Scot. I implore the new measurer and committee to leave us this flexibility. With ratchet blocks on the jib track and optional cleat mounting we have a simple system that allows us to shape the jib, adding or deleting twist, controlling the slot and, in proper conditions, to make the Scot a high pointing beauty. My crew is my wife and she tends our double lead jib with care, adding a cohesion to the team aspect of racing. With the standard or stock boat, she has a more difficult job and feels less involved in every way but muscle.
I can't handle a sheet led from the end of the boom without fighting a tangled jib with each tack. Furthermore, having clam cleats all around our boat is a convenience we relish. Certainly they are faster and safer than the stock cleats that require more strength and attention to handle.
So my earnest hope is we can leave the Scot regulations as they are. A stock boat is more work than our rig, and we have stayed legal. Sure, bendy mast, a traveller, a spinnaker launcher, etc., would jazz up the Scot. But I don't advocate those changes. Neither do I want a stock boat that discourages or disqualifies the majority of present owners that I know.
The idea of allowing six or so variations has been suggested. This is seemly unwise to me. Why don't we leave our rules alone? I'd like to hear others respond to this.

NOVEMBER-DECEMBER 1979 15
‘Restrictions sufficient to maintain Scot one-design class’

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

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

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

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

1. Retroactive rulings by the Measurer on previously accepted rigging without a grandfather clause and without the support of the FSSA membership. This type of ruling is quite different from outlawing extreme alterations which affect performance and defy the one-design nature of the Scot.

2. Gordon Douglass Boat Companies pulling of Customflex’s license to build Flying Scots. Customflex was (until Sept. 1979) a major supplier of Scots in our area from which a custom rigged Scot could be ordered through local dealers.

I want it to be known that there is significant dissent by owners in my area with respect to the situations I have described. As a dues paying member of FSSA I question how FSSA, Gordon Douglas and Gordon Douglas Boat Co. can justify that the best interest of the Class are being served? I appeal to you and the remaining FSSA Board members to rectify the conditions I have described. By copy to FSSA I offer this letter for publication as an expression of opposing view points to those stated in the October ’79 “Scots N’ Water” and as a source of questions which need to be answered.
‘Give some latitude for preferences that don’t effect speed…’

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

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

In Sandy Douglass’ article, which apparently serves as the battle plan for our Chief Measurer, Sandy opposes inside spinnaker leads because “I do not like the idea of cutting holes through our side deck and seat back… it involves taking out the foam… foam will not be properly installed… the deck is no longer water tight.” I think these criticisms are spurious, theoretical, and unrelated to reality. I have had inside spinnaker leads since 1974. My present boat was manufactured by the Gordon Douglass Boat Company and the inside spinnaker leads were rigged before the foam was attached so there was no possibility of weakening the flotation through manipulation. The theoretical loss of the water-tight hull is just that— theoretical. Since 1974 I have capsized in Lake Erie (where such occurrences are not uncommon) a number of times and the amount of water in the boat after righting it is negligible. And his statement that inside sheeting is a major step away from our one-design concept, sounds like something my second grade teacher would say.

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

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

O. David Solomon, MD
Fleet Captain, Fleet 12
Timing mainsheet to puffs

By Bruce Goldsmith

Mainsheet tension is very critical to the Flying Scot.

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

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

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

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

Ease too much and you lose your pointing.

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

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

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

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

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

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

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

HOOD

2243 N. Elston Avenue  Chicago, Ill 60614
(312) 384-2828
FSSA Founders identify faces in old photograph

From John A. Beierwaltes, Wilmette, Ill.

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

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

From Ken Perkins, Berea, Ohio

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

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

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

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

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

In 20 years of sailing on Lake Erie, I never capsized my Scots which I credit largely to the fact I didn't use a mainsheet jam cleat.

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

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

From Bob Schneider, Wilmette, Ill.

Fleet 3, Former District Governor

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

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

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

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

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

During 1979, Schurr Sails made their marks

At the end of the year, Schurr Sails moves to a new sail loft to prepare for 1980
Order your Schurr Sails now.

North American Championships
Lake Carlyle
2nd, Schurr spinnaker
Full suit of sails finished 4th
Main and jib finished 6th

Deep Creek Lake, Maryland, 1st
Carolina Districts, Morehead City, 1st, 2nd

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

Midwinter, Panama City, 1st
Chandler—Open Scot Regatta,
Panama City, 1st, 3rd

490 South L Street, Pensacola, Fla. 32501 (904) 438-9354
Mid-Winters set Mar. 5-8; Ft. Walton Beach hosts warm-up races Mar. 1-2

by Betty Smith

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

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

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

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

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

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

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

Local motels readily available to the club are:

Howard Johnson
4601 West Hwy. 98
Panama City, FLA 32401
Phone 904-785-0222

Ramada Inn
3001 West 10th St.
Panama City, FLA 32401
Phone 904-785-0561

Holiday Inn Bayside
711 West Beach Drive
Panama City, FLA 32401
Phone 904-783-4622

The Mid-Winter "MENU" reads:

Tuesday, March 4  
Registration and sail measurement
Board of Governors meeting and dinner
Registration and sail measurement
First race
Raw oyster bar and beer 1730-1900 hrs
Second and Third race
Cocktail party 1830-2000 hrs
Fourth and fifth race
Dance 2000-2400 hrs
Sixth race
Trophy presentation

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

Skipper __________________________
Address __________________________
City___________ State ___________
Sail No. ___________ Fleet No. _______
Division __________________________

Registration Fee: $30.00 ($25.00 if you pre-register by March 1).

Make check payable to: Mid-Winter Regatta Fund.

Mail check to:
Mrs. Betty Smith
P.O. Box 406
Panama City, Fla. 32401
Sponsored By FSSA
Wally Lineburg’s Insurance is Different!

1. Every Flying Scot is insured for $400.00 regardless of age.
2. Every trailer insured for actual cash value up to $400.
3. Hull, spars, sails, covers and all miscellaneous equipment is included except personal effects.
4. Coverage is “all risk” while racing, day sailing, trailing and ashore year round anywhere in the U.S. and Canada.
5. Reimbursement for loss is “New or Old” with a $100 deductible. No depreciation taken even on sails and covers.
6. Medical payments provided up to $2000.
7. Your Homeowners Liability automatically provides bodily injury and property damage liability.

Flying Scot Districts, Governors and Fleets

MIDWESTERN DISTRICT
Governor: John Andrus, F52513
118 Lime Drive
Appleton, Wisconsin 54911
1- - LAFAYETTE, IN — Lake Freeman
2 - WILMETTE, IL — Lake Michigan
3 - RUGER, WI — Lake Winnebago
25 — MILWAUKEE, WI — Lake Michigan
29 — MONQUE, IN — Cassie Creek Reservoir
30 — MICHIGAN City, IN — Crab Orchard Lake
31 — EPPHAIM, WI — Eagle Harbor, Green Bay
60 — CHICAGO, IL — Burnham Harbor, Lake Michigan
68 — MADISON, WI — Lake Monona
70 — ROCHESTER, MN — Cotton Lake
83 — CARLYLE, IL — Lake Carlyle
98 — CHICAGO, IL — Lake MacBride
99 — MINDEN, LA — Lake Minnetonka
107 — NEEHAN, WI — Lake Winnebago
110 — ROCHESTER, MINN — Lake Pepin
114 — JAMESVILLE, WI — Deoven Lake
115 — RACINE, WI — Lake Michigan
120 — OSSINGHOL, WI — Lake Winnebago
123 — BOTINEAU, ND — Lake Metigoshe
133 — CHAPLIN, IL — Clinton Lake
140 — ST. PAUL, MN — White Bear Lake

PACIFIC DISTRICT
Governor: Charles Reiter, F52501
115 Verrazzano Drive
Sacramento, California 95815
1- - HOUSTON, TX — Lake Conroe
20 — DETROIT, MI — Detroit, MI — Lake St. Clair
21 — JOHNSTOWN, PA — Lake Erie
22 — FORT WORTH, TX — Lake Lewisville
23 — INDIANAPOLIS, IN — White River
24 — MILWAUKEE, WI — Lake Michigan
25 — MILWAUKEE, WI — Lake Winnebago
30 — CHICAGO, IL — Burnham Harbor, Lake Michigan
31 — MICHIGAN City, IN — Crab Orchard Lake
32 — EPPHAIM, WI — Eagle Harbor, Green Bay
33 — MINDEN, LA — Lake Minnetonka
34 — NEEHAN, WI — Lake Winnebago
35 — OSSINGHOL, WI — Lake Winnebago
36 — BOTINEAU, ND — Lake Metigoshe
37 — CHAPLIN, IL — Clinton Lake
38 — ST. PAUL, MN — White Bear Lake

GULF DISTRICT
Governor: Larry Taggart, F52701
Bill Davis, JR., F52501
4000 Meshop Street
905 David Logan Drive East
New Orleans, Louisiana
Mobile, Alabama 36608

OCEAN STATE
Governor: Wayne LeBlanc III, F5292
28 — FORT WORTH, TX — Lake Lewisville
29 — INDIANAPOLIS, IN — White River
30 — CHICAGO, IL — Burnham Harbor, Lake Michigan
31 — MICHIGAN City, IN — Crab Orchard Lake
32 — EPPHAIM, WI — Eagle Harbor, Green Bay
33 — MINDEN, LA — Lake Minnetonka
34 — NEEHAN, WI — Lake Winnebago
35 — OSSINGHOL, WI — Lake Winnebago
36 — BOTINEAU, ND — Lake Metigoshe
37 — CHAPLIN, IL — Clinton Lake
38 — ST. PAUL, MN — White Bear Lake

NORTHEAST DISTRICT
Governor: Charles Eyer, F5350
3 Windrose Road
Northfield, 00606

District Champion: Mike Bailey and Chuck Winers
11 — ROCKPORT, MA — Sandy Bay
57 — HARBORPORT, MA — Harpswell Lake
58 — WOOLLASTON, MA — Boston Harbor
76 — SHAWIN, MA — Lake Superior
77 — MENEMSHA, MA — Vineyard Sound
105 — CONAHATT, MA — Cape Cod Harbor
116 — MANCHESTER, NH — Lake Massabesic
117 — SHELBOURNE, VT — Lake Champlain
124 — DUXBURY, MA — Duxbury Bay

GREAT NEW YORK DISTRICT
Governor: Robert Helmsdale, F51499
21 Shaw P. Lane
Riverville, Connecticut 06770

District Champion: Jack Os F51497
17 — RIVERSIDE, CT — Long Island Sound
16 — NORRIS, L. NY — Norwalk Bay
21 — LOVELACE HARBOR, NY — Barnegat Bay
22 — SPERRY BEACH, NJ — Little Egg Harbor
24 — NEW FAIRFIELD, CT — Candlewood Lake
31 — SHORE ACRES, IN — Upper Bay
35 — ISLAND PARK, NY — Montauk Bay
72 — AMITYVILLE, NY — Great South Bay
75 — PERI AMBIC, NJ — Hamilton Bay
152 — LIVINGSTON, NJ — Lake Hopatcong
159 — NORWALK CT — Long Island Sound

CAPITOL DISTRICT
Governor: Owen B. Morris, F51496
742 Elge Street
Springfield, VA 22751

District Champion: Karry Carpenter
6 — OAKLAND, MD — Deep Creek
24 — ROTHERHAM, DC — Patuxent River
63 — HAYE DE GANCE, MD — Severn River
64 — BALTIMORE, MD — Middle River
65 — WRIGHTSVILLE, PA — Lake Ontario
66 — HARVARD, MA — Long Pond
71 — AMITYVILLE, NY — Great South Bay
72 — AMITYVILLE, NY — Great South Bay
152 — LIVINGSTON, NJ — Lake Hopatcong
159 — NORWALK CT — Long Island Sound

CAROLINAS DISTRICT
Governor: Debbie Peterson, F51494
N.C. (Iraq) Crow, F52705
5304 Cameron Street
Reidsville, N.C. 27320

District Champion: Richard Schultz, F5185
27 — HENDERSON, NC — Lake Norman
40 — CHARLOTTE, NC — Lake Norman
71 — ROCOVA, VA — Smith Mountain Lake
109 — MORGAN HEAD, NC — Big Rock Lake
110 — SOUTHSTREAM, NC — High Rock Lake
114 — MORTON HEAD, SC — Wakulla Reservoir
128 — GREENSBORO, NC — Lake Townsend

This policy is available in most states where Flying Scots are sailed. Send name, address, home port, hull number and age of boat (10 years and older describe condition), Class member, yes or no. Select your area, home port determines premium. Attach check payable Lineburg & Company.

1979 Premiums are as follows:
Area 1: $81.00 per year. Inland lakes and rivers of the U.S. including the Great Lakes and Chesapeake Bay.
Area 2: $180.00 per year. South Atlantic Coastal and tributary inland waters below the North Carolina/South Carolina state line including the Gulf Coast.
Area 3: $119.00 per year. North Atlantic Coastal and tributary inland waters above the NCSG1 state line.
Area 4: $88.00 per year. Pacific coastal and inland waters for the states of California, Oregon, and Washington.

LINEBURGH & COMPANY
1960 Bronson Road, Fairfield, Conn. 06430 (203) 255-1571
ESTABLISHED 1866
Egyptian Cup
photo essay by Rick Leeman

Egyptian Cup sailors crowd the starting dock

19 Scots hit the starting line of the second race

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

Jerry Hartman, FS 3078, relaxes after taking three first places.
Miami invites Scot racers, cruisers

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

By Richard Russell

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

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

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

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

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

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

Coconut Grove Sailing Club's Snowbird Regatta just for Flying Scots will get underway Friday morning, February 1 after an 0900 Skipper's Meeting. The courses will be an Olympic Triangle with one mile legs, sailed in the sparkling blue waters of Biscayne Bay just east of Dinner Key. There will be two races Friday, two races Saturday. On Sunday will be the final two races, with one throw-out; a keg of beer will be provided by Fowler Sails to quench one's thirst while awaiting trophy presentation.

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

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

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

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