Bubby Eagan wins Mid-Winters again

With ‘able assistance’ of crew Corky Hadden, Cindy Steiffe1

by Gordon K. Douglass

The 1980 Mid-Winters was perhaps the best ever, with warm sunny days, with 10-12 mile wind for the first race, very light for the second, a dying wind with fog rolling in—necessitating a shortened course—for the third, a heavy 25-30 mile wind for the fourth, and a fresh 15-22 mile wind for the fifth and sixth, back-to-back, races.

The three-division plan did not work out that way. The only two skippers choosing the Commodore division were put into the Challengers, making a total of 16 boats. All of the rest, 33 boats, sailed in the Championship Division, although it became evident that a number of these would more properly have sailed as Commodores or Challengers.

The racing was very close at the top of the Championship division, each race being won by a different skipper, these being Dave Bolyard, John Potts, Marc Eagan, Bubby Eagan, Doug Sansom and Ken Klein- schrodt. Owing to the fact that each contestant would have a throw-out race, until the end it was next to impossible to know who might be the eventual winner. And owing to another fact, that your reporter-subbing for Dick Elam—was for most of the racing stationed on the Committee Boat or a mark boat, most of the time too far away to be able to tell what was going on, my account of the action must be more than a little sketchy.

In the Challengers Division the winners were not so spread, with Mike Johnson taking the 3rd, 4th and 5th races, John Ludlow the 1st and 6th, and Jack Stewart the 2nd.

When the dust had settled it was found that Bubby Eagan had taken the series with 10, 2, 1, 2, 2, for 16½ points. With the exception of a very poor 26th in the 3rd race, his throw-out, Bubby sailed an excellent series with the very able assistance of his slumphiking, fighting-all-the-way crew of Corky Hadden and Cindy Steiffe1. Each of the six race-winners finished in the money; and Paul Blonski, without winning a race, finished in 5th place with a very consistent 3, 4, 7, 4, 10 for 28 points.

In the heavy winds of the 4th, 5th and 6th races there were a number of capsizes. Several skilful crews were able to right their boat and continue. Several boats turned over and filled. The skipper of one of these, for example, had raised his centerboard all the way for the run, with the result that he had inadequate control of the boat and then, after the capsize, found no centerboard on which to stand to right the boat.

Charlie Wesley and his rescue crew did a great job. After some trial and error they got the hang of using their rescue bridge with good results. Inexperience and ineptitude complicated the rescues, on the part of the rescuers, indicating that every club should make a point of holding practice sessions, including capsizing and filling boats, in order for all to know what to do when the emergency arises.

Last, but not least, we all owe our thanks to the officers, committees, members and personnel of the St. Andrews Bay Yacht club for making the regatta such a success and our visit such a pleasant one.

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Mid-Winter Championship Race results

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Challenger Standings

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MARCH-APRIL 1980
Double-ended vangs, cunninghams now ruled ‘legal’ because of ‘optional running rigging’ classification

It has been decided that since double-ended leads on vangs, cunninghams and mainsheets come under the heading of “optional running rigging,” and since these arrangements are neither “freak contrivances” nor additional control lines, such rigging is legal. These arrangements had originally been ruled illegal at the August 1979 Board Meeting. Further, no action has been taken against internal spinnaker sheet leads. They remain “legal” so long as the installation is proper. Any action against such running riggings as the above must be initiated by a fleet proposal as outlined in our Handbook.

— Larry Taggart

Measurer names ‘cross-section’ committee; Chief Measurer Rulings defined, published

By Larry Taggart

Several of you have written concerning the “limitations on running rigging” discussions. Some letters were published in S&W, and I have received many more. Let me assure you that your comments, suggestions and criticisms have not gone without notice. This is a topic which has been under consideration for several years and which now seems to be reaching a decision point. Your Officers and Governors want to do what is best for the Class as a whole while at the same time fulfilling the desires of the majority of FSSA members. Considerable study and effort will be expended before a final conclusion is reached.

Interest in the Association is exhibited by the many calls and letters I have received—a sure sign of a live and healthy Class. Though it is impossible to respond individually to each of you, I sincerely appreciate your input. To all FSSA members: please keep your District Governor informed as to your own opinions so that your district may be best represented at Board meetings.

The Measurement Committee has been selected and approved by the Executive Committee. They were selected because they represent a reasonable cross-section of Scot sailors and are knowledgeable in FSSA regulations. All recommendations of this committee must be funneled through the Governing Board. Committee Members are as follows:

Eric Ammann—Builder—Oakland, Maryland
Bill Berry—Deer Park, Texas
Sandy Douglass—Designer—Oakland, Maryland
Kent Hassell—Marietta, Georgia
Paul Schreck—Sailmaker—Lillian, Alabama
Jack Stewart—Alliance, Ohio
Ed Theisen—Detroit, Michigan

There has been some question as to exactly what is meant by a “Chief Measurer’s Ruling” and when such rulings become binding. Article 10, Section I-f of the Constitution of the Flying Scot Sailing Association, appearing on page 15 of the April 1978 Handbook, defines two related but slightly different functions of the Chief Measurer.

Interpretations: “He shall interpret the rules and regulations concerning construction, sail plan, rigging, and equipment ...” Interpretations of existing rules and regulations do not need to be published in Scots n’ Water.

Rulings: He ... shall make rulings on matters not specifically covered in the Official Plan and Specifications. Such rulings shall be subject to the approval of the Governing Board and shall be published in the first issue of Scots n’ Water following such approval. All rulings by the Chief Measurer so approved and published shall be binding as if set forth in the Official Plan and Specifications."

I intend to issue Chief Measurer’s Rulings (CMR’s) whenever appropriate. I also hope to publish any interpretations of general interest and any significant undertakings of your Measurement Committee in future issues of Scots n’ Water. Listed on page 5 are CMR’s—some made by my predecessor and some by me—which have been approved by the Governing Board and which may not yet have been published in their entirety.

Let’s keep the Flying Scot and the FSSA the best in the country. Good sailing!
Recent rulings by Chief Measurer

1. Only one mast and only one boom may be measured and used for each boat registered in a sanctioned event. The use of a spare mast or boom may be allowed by the Judges if, in their opinion, the use of such spare is necessitated due to the accidental damage of the original equipment. 1979.

2. It is illegal to attach any device (line, cable, etc.) to centerboard to facilitate pulling it aft. 1979.

3. The use of "head foils" on the forestay is illegal. 1979.

4. It is illegal to run the forestay through the seam of the jib luff. 1979.

5. The use of a continuous cloth (or otherwise) hank to attach the jib to the forestay is illegal. 1979.

6. The use of 0, 1 or 2 hand lines as described in the "Specifications" are legal. 1979.

7. There is no limit on the diameter of line used for hand lines. 1979.

8. The length of a hand line is determined after it is tied and includes the knot diameter. 1979.

9. There is no limit on the size of a hand line knot, providing the line length requirement is met. 1979.

10. The use of a doubled nylon tape (or rope) as a hand line is illegal, as it terminates in a loop. 1979.

11. Hand grips of any size, shape or make attached to or through the deck or hull to aid in hiking are illegal. 1979.

12. The outboard end of a hand line may not be cleated, tied or otherwise secured. 1979.

13. All "freak contrivances" are illegal. 1979.


15. There may be only attachment eye (or other device) for jib sheet attachment, and that must be at the clew of the sail. 1979.

16. Wedges or other devices used to control the lateral movement of the centerboard are illegal. 1979.

‘Tried my best to convince Board . . . without controls will develop racing machine’

By Gordon K. Douglass

There now is essentially no control, no limitation, over the way you can rig your Scot. At the recent meeting the Governing Board voted to reverse the rulings, made last summer by Chief Measurer Larry Taggart, which ruled out double-ended vangs, cunninghams, etc., basing the decision on the fact that Specifications Article S-III-5 states that running rigging is optional. With this decision there now are no limits.

I tried my best to convince the other members of the Board that without controls the Flying Scot soon will develop into a racing machine, just as have, for example, the Thistle and Lightning.

Twenty-five years ago, when the Thistle still was a friendly, simply-rigged boat, I talked in this fashion to the Thistle Class, but to no avail. Time has borne out my contention. Now the Flying Scot faces the same situation.

If this is what the members of the FSSA want, so be it. I am through. I have tried my best. I regretfully told the Board that, since they do not believe what I say and obviously do not value my opinion, I have no choice but to remain silent.

If you, the members and owners, if you, the fleets, really want to maintain the Scot as the simple one-design she has been, it is up to you to have your fleets propose amendments to the Constitution and Specifications which will correct this situation. The matter is urgent.

MARCH-APRIL 1980
Finally, super championship sails

A real suit of horizons 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 ¼ & 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

1979 Flying Scot Results

GYA Events
GYA Opening—1st
GYA Spring—1st
GYA Candle Regatta—1st
GYA Race Week—2nd and 3rd
GYA Maiga Regatta—1st and 2nd
GYA Championship—three Firsts

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

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

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SCOTS N' WATER
Letter to the editor laments rigging alibis

It seems as though the controversy over the Scot's rigging never dies. Back in 1969 when I bought mine, and the other 15 members of Fleet 63 wrote in (as did Fleet 95 in the last issue—Hooray!) opposing changes. Back then we had two active fleets in Havre de Grace, Md., Scots and Lightnings. After the races the Scot crews were always comparing tactics, but the Lightning crew discussions invariably went like this:

- Well, I must have had my jumper struts too loose.
- I had my backstay set for that heavy air, and when it lightened up on that last leg I guess I didn't loosen it enough.
- I probably made a mistake with the Barber haulers.
- My crew wasn't used to my layout.

And on!!

Now as Fleet 114 is getting more active, it's interesting to see how many scow sailors look over the Scot and remark how clean she is. "That looks like just what I've been looking for," etc.

Why don't these few people—we all know who they are—get into Lightnings or 505's or 470's, etc. where everybody would be better off?

—John H. Fassnacht
Lake Forest, Ill.
Ted Tolson, USYRU appeals judge, tells how he applies rules to newcomers, burdened yachts, port tackers

By Ted Tolson

Your Editor sent me the following:

“Who is the greater sportsman and Corinthian sailor:

a) The skipper who protests every infraction?

Or,

b) The skipper who gives a free foul to the newcomer and ignores the foul when a protest wouldn’t change the standings . . .

the no hurt, no foul philosophy used to ignore some fouls in basketball?

“How about the starting line strategy that suggests ‘when in doubt hit the windward boat’ or the starboard-port crossing situation that suggests ‘nick his rudder rather than move the helm to avoid the port tacker?’”

Dick went on to say, “I didn’t choose these topics randomly. These questions represent practice in our class.”

My initial reaction was that the questions were loaded. Later, I commenced to recognize that these could be problems in a growing class, and I should try to respond.

I’ll start with (b) the “free foul” of the first question. This question has two parts.

To give “a free foul to a newcomer” might be an act of sportsmanship providing the giver seeks out the recipient after the race and explains the rule which was infringed and the action that could have been taken to avoid it. This would benefit both the “newcomer” and the class. If this is not done, it would have been better to protest so the “newcomer” could learn the application of the rule by the protest.

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When to protest?

process. Such experiences could also encourage the “newcomer” to learn the applications and interpretations of the rules by reading the Appeal Decisions.

The skipper who “ignores a foul when a protest wouldn’t change the standings” is not a sportman. This is the sort of thinking that a person who is only concerned with his or her standing would indulge in. Any rule infraction that is upheld is bound to affect the standing of some competitors in the race and the series. One of the purposes of rule 68.3(a) which requires the display of a protest signal is to discourage, in so far as possible, ignoring a rule infraction if the yacht fouled finishes ahead of the yacht which fouled her.

Question (a) is more difficult because it bears upon human feelings and philosophies. Obviously, a few people enjoy the role of referee or policeman; a few enjoy exhibiting their knowledge of the rules; and some may sincerely believe they are contributing to the orderly conduct of the sport by protesting every rules infraction. I do not wish to judge their respective motives. When I was racing, I tried to recognize that at starting lines and when rounding marks the conditions were often congested and tensions were high. I tended to overlook minor infractions that did not cause damage or a change in positions. On the other hand, when an infraction was flagrant, unavoidable, caused damage, or a loss of position, I would protest.

Human nature being what it is, I doubt that there will ever be a uniform code on the matter of when or when not to protest. Yacht racing is a self-policing sport and those enjoying it cannot be expected to act in a like manner with respect to this feature of the sport. Some skippers dislike the time and trouble of attending protest hearings and others consider this as a normal and essential part of the sport.

Let’s modify the first part of the second set of questions to include any situation where a yacht is in close proximity to a burdened and a privileged yacht. The burdened yacht must stay clear of your yacht, and you must stay clear of the privileged yacht. If the burdened yacht does not provide room for your yacht to fulfill its obligation to stay clear of the privileged yacht and contact becomes inevitable, your obligation still remains to stay clear of the privileged yacht, and you should fulfill this obligation to the extent of your ability even if it results in contact with the burdened yacht.

It is not a matter of deliberately hitting the burdened vessel, but rather a matter of fulfilling your obligation under the yacht racing rules. If you act accordingly, this places you in a defensible position providing you protest the burdened yacht. Rule 33.2 is becoming more frequently invoked by competitors; so, whenever contact does occur between yachts one or the other had better protest or both may be penalized.

In port-starboard situations the starboard yacht shall not so alter course as to prevent the port tack yacht from keeping clear. When rule 36 is involved, rule 35 is generally interpreted to mean that when the yachts are within a critical distance of each other the starboard yacht shall hold its compass course so as not to mislead the port tack yacht—see Appeal 203. This does not mean that the starboard yacht should nick the port tack’s rudder rather than move its helm to avoid contact. To avoid contact in such a situation might result in a violation of rule 32. In any event, it would not be good seamanship. Most importantly, it would not be necessary to prove an infraction of rule 36.

There are twenty-one appeal decisions on the applications of rule 36. All yacht racing skippers should at least read Appeal 32 which sets forth the basic interpretation and application of this rule.

Some who may read this may have other thoughts on how the questions might have been answered. If you have a different opinion, write to Scots n’ Water, and, if so inclined, send me a copy of your letter (105-25th Ave. N.E., St. Petersburg, Fla. 33704).

Skipper who ‘ignores a foul when a protest wouldn’t change the standings’ is not a sportman
Letters

‘Proprietors’ praised for determination, ability

I have read with interest the running arguments about rigging and rules. I confess to a far greater interest in the philosophies implied by the correspondents than in the specifications themselves.

In fact, I'm a natural failure at racing. Although my competitive experiences (with the Wollaston Fleet several years ago) have left me with vivid and often enjoyed memories, there are properly no trophies on my shelves. So I’ve felt neither will nor right to engage in the rigging disputes. But I do feel a bit guilty now, realizing that more is involved. I’ve left Sandy to say it for me as he does so often and clearly.

The particular impulse that drives this letter is an incredible note in your first 1980 issue, wherein it is said that there exists an “ultimate goal” of making the Scot “proprietary rather than ‘one-design’” and that “a rapid increase in price” is a coordinate result.

Now wait a minute!

Jean and I have known Sandy and Eric and the Scots since 1957—through all too rare conversations and communications, mostly in Scots n’ Water. In my view, these folks do indeed have a proprietary interest, but a proprietary interest in something that any of us is free to share—a sailor’s abiding love of the enduring values in art and craft. These “proprietors” have represented, for me, a sparkingly pure and successful example of what clearheaded determination and ability can do when confronted with the confusion of various other more specific desires.

For the record, when we bought a Scot from its only builder in 1957, Sandy offered us a better bargain than what we had hoped for. The same was true when we traded with Eric in 1975, when there were several builders. It was Sandy who initiated licensing of other builders instead of enlarging his own operations. My world would be significantly improved if there were two more Sandys and Erics in it.

May the intense interest in (and resulting disputes about) the Scot continue at ever nobler levels. May the values that gave birth to the Scot and its class be held higher and higher. And may we seek an ever greater sense of proportion and necessitate fewer rules about it.

With appreciation for your editorial work,

—R.I. Rossbacher
Fredericksburg, Virginia
Tears forgets competition from similar daysailers

It is obvious that Mr. Tears does not know Mary and Eric Ammann. If he did he would never have written the letter that appeared in the Jan.-Feb. issue of Scots n' Water.

The cancellation of the license of the Customflex Boat Co. to build the Flying Scot was not done lightly or on a whim.

As to the statement that the price of the boat can now be jacked up as they want to, Mr. Tears appears to have forgotten that there is such a thing as competition in the market place with other competing daysailers of similar size, etc. Eric and Mary bend over backwards in their efforts to maintain quality and still keep the price as low as possible. I have never seen two people more conscientious than they are. In terms of purchasing power of the dollar, the Scot is no more expensive now than it was in 1961.

If Mr. Tears is so disenchanted with the Flying Scot I suggest he sell his boat and sever all ties with the rest of us who recognize what we have... an ex-

Ill Berry (FS 1327) points to windward while Hap Crowe (FS 2720) looks alert.

cellent boat and a superior class organization made up of top flight people. —Paul Wells, Raleigh

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‘Thar she blows’
‘Out of five Scots, only one knew what to do with towing bridle’

By Charles V. Wesley
Fleet 75

I was a member of a rescue boat at the 1980 Flying Scot Mid-Winter Championship. Hopefully, my brief comments will be of some help to other Scot Fleets.

On the two days that the Scots capsized, the wind was 15 knots or better with much higher gusts. The waves were one to two and a half feet with the water temperature in the low sixties.

Out of all the people on the five Scots we towed, only one person knew what to do with the towing bridle. On two of the other four Scots, we were unable to make them understand how to attach the bridle to the Scot.

It became immediately apparent with the first Scot we attempted to tow, that the towing lifting bridle needs to be fastened to the Scot so it will not rotate around the hull. The tow line is most effective when it is kept directly under the keel of the Scot. Our immediate “fix” was to tie the bridle with a short piece of line to the lifting bolt.

Sandy Douglass’ drawing shows how to affix “lifting” bridle behind shrouds and under hull.
that goes through the tabernacle.

The amount of buoyancy in the bow of a Flying Scot is distressingly inadequate. As a person creeps forward on the fore deck of a water filled Scot to pass the towing bridle forward of the fore stay and bow, the bow of the Scot goes down and the stern comes up. The wind and waves get under the stern and lift it further and over you go again. Without additional buoyancy in the bow of the Scot, the quickest way to get the towing bridle forward of the bow is to swim it around.

Towing a Flying Scot filled with water that does not have transom ports, will only reduce the water level inside of the Scot to a little below the top of the centerboard trunk. This is not enough to let him proceed on his own as the boat is still unstable. With transom ports open, a few minutes of towing will clear the water from the Scot, and he can proceed on his own, releasing the rescue boat to go to the aid of other Scots in distress.

The last comment, a member of the rescue boat brought his wet suit along so, if, necessary, he could get into the cold water and help. It was necessary.
# New skippers join Flying Scot

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Mid-Winter Start—Flying Scots start on St. Andrews Bay. Left to right: Doug Sansom (3400), Hep Crowe (2720), Hunter Riddle (2062), John Aras (1010), Bill Berry (1327), Bruce Goldsmith (3120), Paul Newton (2836), Dwight Le Blanc (2096), Dave Bolyard (2395), and Michael Hartman (3327).

The Fleet’s In:
Fleet 127 spans Tennessee and Kentucky

By Duncan Gardiner
Fleet 127

Flying Scots from Tennessee and Kentucky travelled several hundred miles to the Grand Annual Cave Run Regatta in eastern Kentucky last October. Sounds like a regional championship; but it wasn’t.

It was part of the Fleet 127, Kentucky-Tennessee Scots, race schedule. Members of Fleet 127 belong to three different clubs, located in eastern Kentucky, south-central Kentucky, and north-central Tennessee. All of us sail in the handicap races at our own clubs but get together for five or six regattas each season to enjoy each other’s company and some good racing.

Fleet 127 has nine members, two in the Cave Run Sailing Association (Cave Run Lake, near Morehead, KY), three in the Port Oliver Yacht Club (Barren River Lake, near Bowling Green, KY) and four in the Percy Priest Yacht Club (Percy Priest Lake, Nashville, TN). Kentucky and Tennessee have few natural lakes. All three of our clubs sail on lakes created by the US Army Corps of Engineers.

We compete for the fleet championship and that competition makes for good racing, but any rivalries are friendly. We enjoy each other’s company and feel a special kind of camaraderie that comes from a common interest in increasing the number of Scots at our own clubs. This enthusiasm accounts for the 300 percent increase in Fleet 127 membership during the past two years.

At the Oktoberfest Regatta banquet, outgoing Captain Jim Morrison presented the 1979 Fleet 127 Championship trophy to newly-elected Captain Doug Anderson (FS3019). This was a big year for Doug: he was second place winner in the Percy Priest Yacht Club championship and has been nominated 1980 Vice-Commodore of the PPYC.

Look at the cover of your 1980 Roster. Pictured are Flying Scots 3299, 2689, and 3010 at the Tennessean Regatta last June. Denes, Morrison, and Anderson of the Kentucky-Tennessee Flying Scots.

Other champions across the country follow:

Fleet 127, Edgewater Yacht Club, Cleveland—Champion of A Fleet, Sunday-Holiday Series: David Solomon followed by Murphy, Selfrick, Cieslewicz; Champion of B Fleet: Mahoney followed by McCarthy, Osgrach; Champion Wednesday series: Schaffner, followed by Robinson, Murphy. Solomon also won the Glimmerglass Regatta, and Selfrick won both the Atwood Lake and Berlin Lake regattas.

Fleet 114—Delavan Yacht Club, Wisconsin—Season champion: Tom Langer FS738, followed by Roger Sekera, FS1143, and Harvey Turner and John Lovejoy, co-owners of FS2730.

Fleet 30—Crab Orchard Lake—Spring champion: Peischl; Summer champion: Glass; Fall champion: Templemeyer. Other winners, by regattas, were Hambletonian: Shoemaker; October Cup: Shoemaker.


Fleet 131—Jacksonville, Fla.—Fall series final standings: Mike O’Brien, 14 1/4 points; Scot Parsons, 21 1/2; Bob Thatcher, 31 3/4; Ewell Menger 29 3/4.
Pioneer Scot owner (FS 49) recalls founding, how 'Scots n' Water' magazine got the name

By Robert Meese
CLU, Mansfield, Ohio

Dave Upham, one of our local Flying Scot (No. 59) skippers, has shared with me the issue of Scots n' Water, including the picture taken upon the occasion of the Flying Scot Sailing Association Organization Meeting in Mansfield, Ohio, in February, 1959. I would like to suggest that the gentleman with the glasses, standing next to Dick Peake, is Charles Silsbee from the Wilmette Fleet, rather than the other individual's name.

Seeing the picture of the Organizational Meeting, brought back many fond memories of the year 1959. At the Organizational Meeting in Mansfield, Tru Clark was elected President, and I was elected Secretary. Nine of us in Mansfield had talked Sandy Douglass into selling us nine Flying Scots all at one time. The original Fleet included:

No. 49—Bob Meese, No. 50—Paul Tappan, No. 51—Dick Tappan, No. 52—Hank Huber, No. 53—Warren Rupp, No. 54—Dan Meckley and Paul Berno, No. 55—Tru Clark, No. 56—Gil Dobson, and No. 57—Bill McGraw.

Tru and I, accompanied by our wives, spent many pleasant evenings around my dining room table writing a monthly newsletter to all registered Flying Scot owners, responding to many inquiries of one variety or another, promoting membership in the FSSA at five dollars a pop, and promoting attendance at the first International Flying Scot Regatta, which was held in August of 1959 on Clearfork Reservoir in Mansfield.

We conducted a contest to name the publication Scots n' Water which was very unfair. We named it Scots n' Water because we wanted to all along.

Among the many individuals who helped us promote our efforts were: Crec Stewart and John Thierman of the Columbus, Ohio, Fleet; Jack Bierwaltes, and Charles Silsbee and Bob Schneider of the Wilmette Fleet; Bob Greening of the Edison Boat Club, Detroit; Dick Peake and John Melville of the Cowan Lake Fleet; Don Hott and Sandy Douglass of the Keyser Lake Fleet; and Ken Perkins of Edgewater in Cleveland. I am sure there were many others who helped tremendously.

As for me, the 24 hour or 48 hour stands required in most of the Lake Erie Off Shore Races have become almost too demanding. The obvious answer is to return to small boat racing locally, which I may do someday.

It is almost unbelievable that those early beginnings since 1959 have developed into a three-thousand plus boat class. My congratulations to all of those, including the present leadership, who have contributed so much to help it along the way.

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60. CHICAGO, IL – Burnham Harbor, Lake Michigan
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70. ROCHESTER, MN – Cotton Lake
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89. OWOSO, WI – Lake Monominee
95. MINNEAPOLIS, MN – Lake Minnetonka
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110. ROCHESTER, MN – Lake Zumbro
114. JANESVILLE, WI – Delavan Lake
115. RACINE, WI – Lake Michigan
120. OSHKOSH, WI – Lake Winnebago
123. BOTTINEAU, ND – Lake McLeod
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143. ST. PAUL, MN – White Bear Lake

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63. HAVER DE GRACE, MD – Susquehanna River
94. OXON HILL, MD – Anacostia River
81. WRIGHTSVILLE, PA – Lake Charlestown
82. PRINCE GALLITZIN STATE PARK, PA – Lake George
96. BALTIMORE, MD – Patapsco River
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139. MANHATTAN, PA – Lake Marburg

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Pensacola entrants urged to reserve motels early for North American Championships July 26

Flying Scot crews planning to attend the North American Championship at Pensacola Yacht Club, July 26 through August 1, are urged to make motel accommodations early.

Rodeway Inn Motel will be Regatta Headquarters. Location is 710 N. Palafox St., Pensacola, FL 32502. 1-904-438-4922. #18 on map.

Please call or write them before July 1, 1980, to make reservations. Rates: 1 person, 22.00; 2 persons, 26.00; each additional person, 4.00.

When calling or writing for reservations, you must indicate that you are with The Flying Scot Sailing Association or Pensacola Yacht Club.

July 1 is the deadline for reservations at the Rodeway Inn.

Anyone interested in staying on Pensacola Beach, the following motels are available:

Holiday Inn Gulf Breeze, So. U.S. 98, Gulf Breeze, FL 32561. 1-904-932-2214. #23 on the map. Rates: 1 person, 39.00 poolside, 42.00; 2 persons, 43.00, poolside, 46.00; each additional person, 4.00, poolside, 4.00.

Holiday Inn Pensacola Beach, 165 Ft. Pickens Rd., Pensacola Beach, FL 32561. 1-904-932-5361. #26 on the map. Rates: 1 or 2 persons, poolside, 48.00, gulfside, 58.00; each additional person, poolside, 4.00, gulfside, 4.00.

Howard Johnson Motor Lodge, 14 Via Deluna Drive, Pensacola Beach, FL 32561. 1-904-932-5331. #28 on the map. Rates: 1 or 2 persons, 44.00, gulfside, 48.00; each additional person, 5.00, gulfside, 5.00.

Pensacola is a summer tourist resort and you should make your reservations early.

MARCH-APRIL 1980
Halyard paint spot marks top

How many times have you sailed past another Scot only to hear someone tell you that your main was not up to the top of the mast? How many times have you raised your main, then walked down the dock to see if it was all the way up—or too far up? Look no more, the Scot Flyer has the solution.

Just above the boom gooseneck on the mast is an open area, where there is no sail track for the main. This area, above the boom, is the area where you insert the luff rope of the main. (It's harder to explain than it is to demonstrate.) In this area, one can easily see the main halyard as it comes down to the winch. With the sail raised to its proper position, put a drop of paint on the halyard just at the bottom of the slot. Then, by looking at the paint mark you can be sure that the sail is raised to the correct height.

When I marked mine, I tied a spinnaker line to the main halyard and raised it without the sail, then used some old epoxy paint I had. I let it dry overnight in the raised position to avoid having the paint mark the sail. The only thing I don't know yet is how long it will last, but it has worked like a charm so far.

(Reprinted from 'Scot Flyer' Publication of Fleet 131, Jacksonville, Fla.)

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**Advertising rates for Scots n' Water**

CAVET EMPTOR (Maximum 50 words)—$5  
Send written copy and payment to:  
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YOU SPECIALIZE IN SAILBOAT COVERAGE  
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2. Every Trailer is insured for actual cash value up to $400.  
3. Hull, spars, sails, covers and all miscellaneous equipment is included except personal effects.  
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5. Reimbursement for loss is "New for Old" with a $100 deductible. No depreciation taken even on sail and covers.  
6. Medical payments provided up to $2,000.  
7. Your Homeowners liability automatically provides bodily injury and property damage liability.  
8. This policy is available in most states where Flying Scots are sailed.

PLEASE PREPARE MY POLICY —  
HERE'S THE INFORMATION

Are You a Class Member? ___________ Hull or Sail No. ___________  
Trailer Mfg. & Model ___________ Year ___________  
Home Port ___________ Is Boat Dry Sailed or Moored? ___________  
Describe losses past 3 Years ___________ Social Security No. ___________  
Date of Birth ___________  
Skipper's Experience ___________ Previous Ins. Co. ___________  
Is Boat age over 10 Years? ___________ If yes, send detailed information on condition, betterments, etc. and photos.  

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Caveat Emptor

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

FS 1271—Customflex, North sails with windows, dry sailed, winter stored, Harken blocks, outboard mount, lift bridle, trailer, rigged for racing, white hull and deck. Price: $3,500. Call Don Polacheck (414) 352-6676, Milwaukee, WI.

FS 1272—Customflex, red hull, white deck, two suits of sails, spinnaker, outboard mount, Gator Tilt trailer. Price: $2,500. Don Thiel, Ann Arbor, MI. (313) 663-0292.

FS 1688—Douglas, two suits of sails, spinnaker, Harken blocks, lifting bridle, spinnaker pole, motor bracket, trailer and extra wheel. Price: $2950. Ralph Bennett, 125 Buckley Lane, Battle Creek, MI. 49017. (816) 968-4830.


Wanted: Used Flying Scots. Call (315) 665-7558, 10 a.m.-6 p.m., Mon.-Sat., or write Dick Besse, Sailboat Shop, Skaneateles, NY. 13152.


SAILS: Paul Schreck main & jib—$170.00. Click Schreck main & jib—$140.00. Radical spinnaker—$50.00. All in good condition. Larry Taggart, 504-482-7358 (home) or 504-586-1505 (office).


Goodbye, My Love

by Susan Hanes ©

She was my first, now she must leave.
At any parting, I tend to grieve.
I watch her go with a tear in my eye.
Treat well your new love, I say with a sigh.

I remember well her eager spirit.
With the slightest wind, you could almost hear it.
Her laughter, her song, in the open air.
All of the things she was eager to share.

With the wind at her back and running free,
She showed me her world with little girl glee.
When the wind blew in trouble, she stood straight and tall.
Showing courage and strength for one so small.

So now she goes to her new found friend.
I wish them well. It's not the end.
I'll remember her grace like a soaring dove
That lifted my heart to the skies above.

She taught me to sail and to love the sea
So the rest of my life I can now be free.
Goodbye, little sloop, you were my pet.
Goodbye, Yellow Bird, I'll never forget.

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

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FS 3059—Douglas built. Schreck main and jib, North multi colored tri-radial spinnaker, all gear and pole. 4 hp Evinrude motor with bracket, full tent cover, white yacht crib, compass, paddle, horn, anchor 8 lines, harkens, soft white deck, white hull with orange boot stripe, used seldom and in excellent condition. Price: $4,595. George Carey, Ft. Myers Beach, FLA. (813) 463-5728.


MARCH-APRIL 1980
Scot skippers to organize cruise off Honduras, 12 sloops to sail from Roatan in March next year

by Bob Vance, Commodore

In March of 1981, 36 Flying Scot couples will sail the Bay Islands off Honduras for a full week on 12 CSY 44s. These are the same comfortable 44 foot center cockpit boats that were used for the FSSA cruise in the Grenadines two years ago. There are two full cabins forward and one cabin aft.

Six boats will leave Roatan on Sunday, March 22 and six boats the following day. This timing gives the finest sailing in the Bay Islands and still allows plenty of time to go to the Midwinter's as well as on this cruise.

Although charter rates are going up next season, FSSA has been able to hold this year's costs. That means that the cost will be $303.33 per person with six people on board for seven days including full provisions. Liquor and soft drinks are extra. Air fare from New Orleans is $204.00 per person, round trip.

If you are interested in making this very exciting trip and would like to receive a brochure on the boat and the Bay Islands, please fill out the following coupon and return it to Bob Vance at once. Because of the success of the previous cruises, these boats are going to go fast. If you already know your complete crew of six, please include this information. If you do not have a full crew, send us the information you have and we will team you with other compatible Flying Scot couples.

After we receive your reservation form, we will forward it to Caribbean Sailing Yachts and they will send you information on the boat.

Dick Sylvester at Putnam Travel, Greenwich CT, who has managed two previous FSSA group trips, will be handling all arrangements. He has already booked the key air reservations. It's necessary for our FSSA members to travel together to get the maximum air savings. We can fly to Roatan from New Orleans or Miami.

All skippers will receive a personal resume—questionnaire from Carribean Sailing Yachts asking for "blue water skipper" qualifications. At least one "blue water skipper" is required on each CSY 44. However, because of so many sailing on previous FSSA cruises, there are plenty of qualified skippers available.

I have just returned from sailing a CSY 44 in the Bay Islands and recommend this area highly. I have also

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

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
Gulf Districts, Montgomery 1st, 3rd
Mid-Winter (1980), 1st, 2nd, 5th, 6th; (1979), 1st
Chandler — Open Scot Regatta,
Panama City, 1st, 3rd

Send orders to: 490 South L Street, Pensacola, Fla. 32501 (904) 438-9354
been able to arrange for an extra week for any FSSA members who are certified scuba divers (or want to become one). The reef off Roatan is the world's third largest and is one of the finest diving areas in the western hemisphere. FSSA members will get a special diving package at a rate that is not available to the general public. The exact costs haven't been tied down yet, but the cottage plus all meals plus all diving for a week should be very close to $400.00 per person per week.

Anthony's Key Resort would be our headquarters in Roatan. The hotel is a cluster of 30 Tahitian-style huts with private baths, scattered on Anthony's Key, a small island and on a hillside overlooking the sunset. Although Honduras is a Spanish country, Roatan has retained the English and Indian cultures of its past and English is the language of the natives.

All FSSA members participating in the diving week must be certified scuba divers. If you are not certified and always wanted to be a scuba diver, now is the chance to sign up for this trip and arrange to take a course and get your certification before we leave.

Fill in the coupon today and reserve the CSY 44 plus the optional week at Anthony's Key Resort if you are a scuba diver. Even if your spouse or loved one is not a diver, there is plenty to do at Anthony's Key Resort.

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

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

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

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

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

My name and address is: ________________________________
Regatta Schedule

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

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


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

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


July 28—North American Junior Championships, Pensacola Yacht Club. Also begin registration, measurement for NAC.

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


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

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

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

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

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

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

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

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