Sam Hopkins wins Junior Championship . . . page 2
Strength techniques on downwind leg . . . page 4
Sam Hopkins captures 1979 Junior title:  
Dive Bolyard wins Ft. Walton ‘warm-up’

By Mike Johnson

Sam Hopkins from Gulf Port, Mississippi, beat six other juniors to win the 1979 Junior North American Championships sailed at Ft. Walton Yacht Club.

David Bolyard of New Orleans won the Flying Scot Mid-Winter Warm-ups, defeating 23 other entries, including the fifth-place skipper, Bubby Eagan, who won the Mid-Winters at Panama City the next week.

Races were sailed March 1, and since that's 1980, you may wonder why Sam Hopkins won the 1979 junior championships. That's because the races had not been sailed the summer before at Lake Carlyle.

And when temperatures drop 25 degrees while on the course, maybe you shouldn't call it a "warm-up." But despite a "norther" that blew through the second race, a wind that cancelled the Sunday race, two races were completed on Saturday, and the skippers moved on to St. Andrews Bay and weather warmer than the "warm-ups."

The Mid-Winter warm-ups saw 24 entries in the senior division and seven in the junior division. We planned a three-race series, with two races on Saturday sailed back to back. The first race, a modified Gold Cup, took place in winds from the northeast, 8 to 10 knots.

The second race began with similar wind. After the boats had sailed one triangle, the wind went dead and filled in from the north, blowing approximately 20 to 25 knots, with an immediate drop of about 25 degrees in temperature.

The boats had completed the first triangle, and it was an impossibility to cancel the race at that point. We did, however, see many boats reach over and immediately noticed that we had four boats with broken or down masts. I had instructed the participants that in the event such a frontal system moved through, our recommended procedure was to drop the main and sail back to the club on the jib, which the majority did. We had ten boats drop out of the second race, and the balance finished. Our real concern was for the junior North Americans; however, even the juniors had four out of their seven finish.

It was impossible to sail on Sunday, due to the extremely high winds and adverse weather conditions.

| Flying Scot Mid-Winter Warm-ups, Ft. Walton Yacht Club |
|-----------------------------|--------------------------|-----------------------------|
| Place | Fleet # | Name | City | Race | Total |
| 1 | 99 | David Bolyard | New Orleans, LA | 2 | 2 | 4 |
| 2 | 26 | Mike Johnson, Jr. | Ft. Walton, FL | 4 | 3 | 4 3/4 |
| 3 | 98 | Mark Eagan | Ft. Walton, FL | 1 | 10 | 10 1/4 |
| 4 | 12 | Paul Ronski | Cleveland, Ohio | 8 | 4 | 12 |
| 5 | 98 | Bubby Eagan | Bay St. Louis, MS | 5 | 7 | 12 |

1979 Junior NAC

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Measurer to draw specifications, report in July

By Larry Taggart

At the Mid-Winter Board Meeting several specification proposals and potential problem areas were referred to the Measurement Committee for study and recommendation. The FSSA Handbook provides that the "Measurement Committee shall review all matters referred to it by the Chief Measurer and report thereon to the Governing Board with their recommendation. If so instructed by the Governing Board, the Committee shall draft appropriate amendments to the Specifications for ratification by the Governing Board." The topics presently under consideration by the Measurement Committee include:

1. The draft of a Specification amendment which would require adequately fastened longitudinal webbing to further secure under deck flotation.
2. The preparation of draft Specifications for the tiller-rudder arrangement, including such things as rudder length and blade angle.
3. Whether or not the present FSSA limitation of one new suit of sails per Scot each twelve months is enforceable.
4. Improved procedures for the centerline measurement on spinnakers.
5. The pros and cons on the use of Flying Scot sails constructed of "mylar."
6. Recommendations on a Texas District proposal to establish specifications in detail, outlining the physical dimensions of all measurements pertaining to the layout of a Flying Scot, probably through the use of a hired marine architect.

As you can see, the Committee's task is not an easy one. A report on the findings will be given at the Annual Meeting in Pensacola this summer. If you have any strong feelings one way or the other on the above subject, please feel free to address your comments to my attention.

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MAY 1980
Gurnie Lee leads a close reach to Mid-Winter leeward mark . . . Photo by Al Audleman.

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How crew can maximize strength explained by 1979 NAC Champion

By Bruce Goldsmith

More big championships are won with sound downwind crew work than any other single factor. When sailing in this league, you often find the top competition is fairly even at the start and on upwind work. Very seldom do you find a winner who has not picked up a bundle of boats on the downwind legs.

The following discusses techniques and thinking necessary for better downwind performance on a three-man boat carrying a spinnaker.

Each crew should understand how to use his strength with the spinnaker flying; this is obvious when the wind is blowing hard, but is also amazing how hard a spinnaker will pull in eight miles of breeze on a very close reach. Set up the boat so that your legs and back can be used to help trim spinnaker lines rather than just pulling with hands and arms. A little thought will reduce the need for extra mechanical advantage in the sheet system which only slows the trimming process. Ratchet blocks are a wonder item because ratchet blocks can be turned on when the holding power is needed and shut off to free running blocks when the stresses are not great. Winches are awkward for spinnaker sheets and should be avoided unless the pressures are just so great that a crew — using some of the tricks we're about to mention — still can't trim the spinnaker.

For instance, probably twenty times every race the guy must be pulled back to trim the spinnaker more to windward. Usually, this is a small adjustment because the wind has gone further aft or for some reason, we need to head slightly more to leeward. This guy trimming is a tough job in most cases; however, the experienced crew will make it look easy by first overtrimming the leeward sheet slightly. The crew will then ease the leeward sheet and trim the guy at the same moment. This slight sheet overtrim, of course, allows the spinnaker to be eased without it collapsing and greatly relieves the pressure on the spinnaker so that the guy can be trimmed. This technique is particularly effective on smaller boats where a little release in pressure is just enough to make both sides of the spinnaker manageable to a single crew.

Another technique for getting the guy back is to have the forward crew push or pull or hike into the guy perpendicular to its line of trim. Pushing or pulling on the line in this direction gives a great deal of mechanical advantage and is a good way of getting a small amount of guy trim. Of course, the second must then take up the slack as the push or pull is released quickly. Usually, in this case, you try to push or pull too much and let the middle crew decide how much trim he needs.

Another operation that must take place in almost every race is that the spinnaker must be jibed, and, of course, the pole must go from one side of the forestay to the other. If the forward crew gets right up on deck, faces forward with his back against the mast and his feet spread, he will be making use of his strength as well as possible. Again, you are using the legs, back, and arms to make that move that everyone has trouble with, which is to get that pole pushed forward hard enough and onto the ring on the mast. Having the jaws opening up on the spinnaker pole fitting seems to make it easier with lots of pressure because you can then use the legs and back to slide up the mast from a slightly crouched position after the pole has been jammed into the mast just below the ring. Note that never do you have any limbs flying free and always a lot of contact with the mast with the back in case of unexpected waves or gyrations of the whole boat. A crew is no good in the water, and this is what can happen if you stand on the foredeck facing aft and holding on to nothing but the pole.

Using the above strength techniques in all wind conditions tend to make them go much smoother in the heavy winds, and will pull you through many a tight spot.
Governors consider reimbursement plan, 1982 NAC proposal

Board of Governors, meeting at the Mid-Winter Championship, instructed the Budget Committee to present a plan in July that would consider reimbursing Governors for expenses at meetings.

The Governors meet at the Mid-Winters and at the North American Championships.

Ed Eubanks, Executive Secretary, suggested that the Handbook could be printed in looseleaf form to be placed in a binder. Such a printing would allow revisions without reprinting the entire book. No decision was taken.

Northeast District proposed to sponsor the 1982 North American Championship on Buzzard's Bay near Boston. Facilities of the Tabor Academy, Marion, Mass., would be used under the proposal. The proposal will next be considered, and decided, by the Executive Committee.

A cruise, developed by Commodore Bob Vance, to islands off Honduras, was announced. (See inquiry form this page).

The Board referred the question of North American Championship trophies to the NAC Committee.

This referral followed presentation by Buddy Pollak who "noted that they had requested and the Executive Committee had agreed to change the awarding of trophies so as to eliminate the first place trophies for each race, except in the event where an individual might win one race and not place in the top ten . . ."

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MAY 1980
Gene McCarthy records Scots' mast-pole dance

Gene McCarthy of Panama City kept his camera clicking during this Mid-Winter championship mast-pole dance.

Past Commodore Bill Singletary, FS 2110, approaches the windward mark, as Bill Lytle, FS 3201, takes a knockdown.

Crew members Mae Singletary and Hallam Walker reported that the mast on their boat fell "rather gently."

The dismastig and subsequent turnover came in the fifth race of the six-race Mid-Winter series. The recovery was pictured in last month's picture essay entitled 'Thar she blow.'

Eugene McCarthy shot these photographs from his stake boat position.

Rounding ice floe adds new tactical skill to Detroit Yacht

By Ed Jaquet

March 22 dawned grey with a 33 degree drizzle as Detroit Yacht Club sailors stood on 8-inch thick ice to fasten stern lines to pilings in the sailboat lagoon. Scots were launched, and soon enough ice was chopped to allow half the fleet to be moored.

The following Saturday the Detroit Sailing Season opened with frostbite races at both Fleet 16 (DYC) and Fleet 8 (Edison Boat Club).

New tactical skills were quickly learned: you had to round not only marks, but also all ice floes.

Several skippers found that the flat water where gulls could stand were huge submerged ice sheets coming down from Lake St. Clair on a 3-knot current. Aggressive port or starboard tacking onto the ice gave crunching halts. "Reading" the course was challenging as large floes rearranged the marks unnoticed between starts.
Bob frostbite skippers

DYC’s winning skippers for the opening day’s four races were: Ted Everingham (FS 3385), Bob Cowles (FS 2287), Ann Marie Jambor (CFS 3367), and Ed Bousquet (FS 2657).

Edison Boat Club welcomed the season with their race being skippered by current members of the board of Directors. Vice Commodore Fred Kuspa took the gun! Past Commodore Reton Kelly dominated the balance of the opening series with 3 firsts. Bob Berry squeaked out a win by inches and Vice Commodore Kuspa capped the day by winning the final race.

After the day’s racing in damp 40 degree weather the "ice bergs" were re-rounded many times as Scot sailors warmed up in both club grills. Can spring be far behind?

(Dear Editor: I thought your southern readers might enjoy this account of opening the Great Lakes sailing season.)
Attachment prevents losing main halyard crank


Procedure:
1. Select straight piece of wire about 3/16" diameter. Either soft steel or copper may be used.
2. Cut a groove in crank about one-half the diameter of the wire. Do not over-cut!
3. Bend wire at right angles. Form bent part to go around the crank in the groove. Work wire bend into groove so that it will turn smoothly. Bend small loop in other end of wire to take cord or 1/8" shock cord.
4. Solder at points shown. The soldering may be done with a weller (radio) soldering iron provided that all points to be soldered are tinned.
5. The cord may be attached to any convenient place below the winch. I have found the small cleat just above the deck most convenient.

“Tools needed are simple—a pair of wire-curring pliers and weller soldering iron. Mr. Kromer says since he 'has used the gadget, he hasn't lost one winch handle,'” the Scot Flyer reported.

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1978 GYA Regatta 1,2,3, and 4th
1977 North Americans 1st and 3rd

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

Annual costs are as follows:

Area 1: $81.00 per year. Inland lakes and rivers of the U.S. including the Great Lakes and Chesapeake Bay.
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Launching area at Pensacola Yacht Club—scene of North American Championships. Photo by Al Audleman.

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

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Accessories: WETS KINS weathergear, ATLANTIS and STEARNS flotation vests with pockets, CHRONOSPORT racing timers; and AIGLE boots, absolutely the best foul weather footwear for the racing sailor.

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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.

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1979 Flying Scot Results

GYA Events
- GYA Opening — 1st
- GYA Spring — 1st
- GYA Candler Regatta — 1st
- GYA Race Week — 2nd and 3rd
- GYA Meigs Regatta — 1st and 2nd
- GYA Championship — three Firsts

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

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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.
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Address __________________________
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Super Schreck Sails—Suit. $497.00
Suit—5 oz. Dacron 447.00
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Main—5 oz. Dacron 325.00
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*includes royalty tag
Quick reef 30.00
Windows each 10.00
Brummeils set 7.00

SCOTS M'WATER
Regatta Schedule

May 17-18—Buckeye Regatta, Hoover Yacht Club, Westerville, OH. (Contact Bill Holley, 424 S. Harding Rd., Columbus, OH 43209.)

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.)

May 31-June 1—Invitational Regatta, Skaneateles Sailing Club (Contact Cynthia Rea, 924 Nottingham Rd. Jamesville, N.Y. 13078, or phone 315-445-0194).

June 7-8—Berlin Yacht Club Annual Regatta, Berlin Yacht Club, Canfield, Ohio. (Contact John Busch, 3242 Kirk Rd., Youngstown, OH 44511, or Bill Kobel, 118 Skyline, Canfield, OH 44406, or phone 216-533-3169).

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 21-22—Gulf District Championships, Fleet 55, Buccaneer Yacht Club, Mobile, AL. (Contact Bill Davis, P.O. Box 463, Mobile, AL, phone 205-342-0401).

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


July 12-13—Great Scot Regatta, Edgewater Yacht Club, Cleveland, OH (Contact Ted Mahoney, 2655 South Belboir, University Heights, OH 44118).

July 19-20—Midwestern District Championships, Lake Winnebago, Neenah Nodaway Yacht Club, Neenah, WI. (Contact John Anderla, 118 Lynn Drive, Appleton, WI 54911, Phone 414-739-0264).

July 19-20—Deep Creek Invitational, Deep Creek Lake, MD. (Contact Willie Rissell, Cumberland, MD.).

July 26—North American Junior Championships, Pensacola Yacht Club. Also begin registration, measurement for NAC.

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

July 26-27—Prairie District Regatta, Fleet 59, Windycrest Sailing Club, Lake Keystone, Tulsa, Oklahoma. (Contact Peter M. Vogel, 212 E. 25th St., Tulsa, OK 74114, or phone 918-743-0871).


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

August 16-17—Flying Scot Districts, Chautauqua Lake Yacht Club, Lakewood, NY (Contact Cynthia Rea, Jamesville, NY).

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 Morein, 7034 Melody Lane, Ft. Wayne, Ind. 46804, Home Phone 219/432-3209, Office 219/424-5421.

Sept. 6-7—Fleet One Regatta, Cowan Lake Sailing Association, Wilmington, OH. (Contact Sandy Eustis, 931 Paradrome St., Cincinnati, OH 45202. Phone 513-579-0818).

Sept. 13-14—Glimmerglass Regatta, Otsego Sailing Club, Cooperstown, NY. (Contact Cynthia Rea, Jamesville NY).

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

Sept. 28-29—Autumn Regatta, Skaneateles Sailing Club. (Contact Cynthia Rea, Jamesville, NY).

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

October 11—Third Annual Last Chance Regatta, Swift Creek Reservoir, Richmond, VA (Contact Bill Gles, 9514 Beckham Drive, Richmond, VA 23235, Phone (Home) 804-272-4952, (Office) 804-266-7523.

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).
As fog rolled across the Gulf during the Mid-Winter championships at St. Andrews Bay Yacht Club, Al Audierman captured the beauty of sailing in fog—see picture—on the cover, and above.

The fog also reminded skippers that a whistle or horn should be standard equipment, just in case.

Turnovers during the Saturday race taught another lesson: a lifting bridle helps power boat, drain Scotts, and Scot skippers need to practice using the lifting bridles and rescue operations—before the race capsizes.

A press boat skipper observed that some Flying Scot skippers didn’t know you were not allowed to tie to a government buoy marker.

The anchor man for these Mid-Winter sailing hints is Charles V. Wesley, Fleet 75, telephone 904-673-5597, who expects one visitor to Panama City wants to contact him. Charles writes:

"Some visiting Flying Scot skipper left on the Club lawn his anchor, 3 feet of very rusty chain and about 90 feet of good 1/4 inch line. So far no Mid-Winter skipper has contacted the Club about his missing anchor. Must be someone who has not unpacked his boat and does not realize it is missing. An 8-pound Danford lists for about $45 now. Good half-inch line is not cheap either. If the owner will contact me, I will ship him his anchor."

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