Scots n' water

September-October 1980
Volume XXII
Number 7

Judy McKinney wins Adams Cup...23

Districts pick champions:
Nathan Dreyer—New York Lake...13
Ray Flajole—Michigan-Ontario...20
Jim Calber—Prairie...2
Bill Bazely—Northeast...24

Danny Killeen sails to 1980 title...2,3
Danny Killeen wins championship

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

by Kelson Elam

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

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

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

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

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

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

Elimination Series

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

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

First Race

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

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

Second Race

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

Killeen finished fifth and Elam dropped to eighth at a tight finish.

Third Race

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

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

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

Fourth Race

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

Killeen won the race followed by Hermann and Sansom.
Championship division scores

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Fifth Race

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

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

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

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

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

Killeen rounded the weather mark well back in the fleet, and it looked as though McKinney, sailing in fifth place, could win the series. Killeen kept his cool and worked back through the fleet, finishing 11th. McKinney dropped to 12th, which not only took away a chance to win the championship, but dropped her to fourth in the series. Johnson was passed by Bill Berry on the last leg, but held on to fourth and second in the series. The first-place finish moved Elam to third, and the second place allowed Marc Eagan to finish in the top-five after a slow start.

Wrap Up

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

Danny Killeen sailed well, stayed cool, won two firsts, but his winning total of 24 1/2 points—an average finish of fifth in five races—can only be credit to the high-level of competition he enjoyed in this tough fleet.
Past commodore reports days at NAC races where Gulf Coast skippers dominate top 10

by William Singletary
Immediate Past Commodore

July 26
Registration and measuring Saturday (and Sunday) went very smoothly under watchful eyes of chief measurer, Larry Taggart. Mike Johnson and Doug Sansom were in charge. (The two largest men at the regatta, they had no problems at all enforcing anything that needed enforcing.) No freak contrivances were found this year.

July 27
The warm-up race Sunday afternoon was cancelled due to thunderstorms.

July 28
Monday dawned under cloudy skies and with thunderstorms moving in from the southwest frequently, the first race was postponed.
President Don Hott, took advantage of the delay in the first race, called the Annual Meeting of F.S.S.A. with great attendance, and promptly took care of the business of the organization. Brad Davis of the Texas District brought forth his newest freak contrivance: ‘tiller pin puller’ with three Harken blocks and 20 feet of line as integral parts of the system.

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

July 29
Tuesday dawned with some clouds and light winds. 2½ hours after leaving the docks, all boats returned to await wind, which finally set in about 2 p.m. with the first race. Each Division sailed under good steady 8-12 knot winds. The second race sailed in 12-18 knot winds with some planing conditions.

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

July 30
Wednesday was bright and clear but with light and variable winds delaying the start of the races, allowing time for much profitable discussion with expert Sailors and Judges.

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July 31

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

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

August 1

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

A full series with very fair races was concluded.

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

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

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

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

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

Committees that hosted 1980 Pensacola NAC

Regatta Chairman
Lewis B. Pollak Sr. &
Michael S. Johnson, Sr.

Judges
Evans Harrell,
USYRU Area D Chief Judge
Jack Dane,
Chairman GYA Appeals
Committee
Robert K. Boyle,
Pensacola Yacht Club
Charles Dees,
Fairhope Yacht Club
Allen M. Douglas,
1st Vice President, FSSA

International
Race Committee
Lewis B. Pollak, Mike Johnson,
Larry Taggart, Tom Ehman,
Don Hott, Bill Davis

Race Committee
Michael S. Johnson, Sr., Chairman
John Chappell,
Commodore Pensacola
Yacht Club
Tom Berry, S.R.Y.C.
Cliff Roitsch,
Pensacola Yacht Club
Lewis B. Pollak,
Pensacola Yacht Club

Registration/Reception
Brenda Pollak
Billie Chappell
Peggy Roitsch (Chief Scorer)
Lynn Johnson
Dottie Boyle

On-Shore Coordinator
Maxine Sansom

Measurement
1) Boat—Larry Taggart, Chairman
2) Sail—John Mason, Chairman
Doug Sansom
Hunter Riddle

Parking/Launching
Paul Gatterdam

Publicity
Maxine Sansom

Trophies/Awards
Lewis B. Pollak, Sr.
Michael S. Johnson
Cliff Roitsch

Spectator Boats
C. Dan Stitt

Stake Boats
Marshall Black

Photographer
Al & Wilda Audleman
Santa Cruz wins
NAC Challenger

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Randy Santa Cruz, FS 3327 and GYA 93, with Bay Waveland crew of Rod Stieffel and Douglas Gambel, dominated Challenger division with five firsts.

Photo by Wilda Audleman.

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SCOTS N’ WATER
Measurer reports no ‘freak’ rigs, survey will ask about rule changes

by Larry Taggart

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

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

There were some problems with sails measuring in, primarily jibs. Several sailmakers are cutting jibs to the very maximum allowable, particularly along the foot roach measurement. The sail measurers on occasion had to “struggle” to get a foot roach to measure in. Sail measurers should not have to do this in future events. (See the letter to sailmakers elsewhere in this issue.)

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

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

Sailmakers told to check jib roaches, labels, date marks, and use of ‘mylar’

An Open Letter to All Makers of Flying Scot Sails:

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

• Scots—in particular, jibs—are being cut to the maximum possible dimensions. Jib foot roaches seem to present a particular problem. “Extreme” sails cause delays in the measuring process, as fractions of inches are often determining the “legality” of a sail. Maxi-sails require very careful and time-consuming measuring, while most often adding no real speed potential to a boat.

• Flying Scot “Royalty Paid” tags are not affixed to sails.

• The date of manufacture is not indelibly marked on the clew of each sail.

Naturally, not all sail manufacturers are “guilty” of the above offenses. However, I do feel that everyone should be made aware that potential problems exist. I would not want a new sail owner to become upset with our sail measurers if a sail is rejected for failure to conform to FSSA standards. And I am equally sure that sailmakers don’t want dissatisfied customers!

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

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

Larry Taggart
Measurer
Floyd Davis receives Scot promotion award

Floyd Davis of Panama City won the Executive Secretary’s award for 1980.
The following citation was read at the North American Championships.
“This award, given to the class by Ed Eubanks, our Executive Secretary, is awarded to an individual, who, in the infinite wisdom of a secret committee, has done most to promote the class.
“This year the committee reported their infinite wisdom had several excellent choices, but there is one young man, and I emphasize young because his spirit, strength and enthusiasm is one of youth. He has sail raced more years than most of the people in this room have been here.
“He travels and attends innumerable Scot invitational regattas. It is a rare NAC or Mid—Winter that he has missed, most after winning silver. He constantly expounds the virtues of the Scot. He probably has instructed more young sailors than any of us here. He always brings young crews to regattas and encourages youth in their sailing.
“He is an Ambassador extraordinary and pleni-

Floyd Davis

potentiary for the Flying Scot. He is a great guy and friend to us all.
“Stand up Floyd Davis. Let’s all stand and give him a big one!”
The audience responded with long applause.

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118 Lynn Drive
Aplington, Wisconsin 54911
2—LAFAYETTE, IN—Lake Freeman
3—WILMOTT, IL—Lake Michigan
9—STURGIS, MI—Klinger Lake
26—MILWAUKEE, WI—Lake Michigan
29—MUNCIE, IN—Prairie Creek Reservoir
30—CARBONDALE, IL—Carp Orchard Lake
44—EPHRATA, WI—Eagle Harbor, Green Bay
60—CHICAGO, IL—Burnham Harbor, Lake Michigan.
66—MADISON, WI—Lake Monona
70—ROCHESTER, MN—Cotton Lake
83—CARVILLE, LA—Lake Carlyle
86—IOWA CITY, IA—Lake MacBride
95—MINNEAPOLIS, MN—Lake Minnetonka
107—NEENAH, WI—Lake Winnebago
110—ROCHESTER, MN—Lake Pepin
114—JANESVILLE, WI—Delavan Lake
115—RACINE, WI—Lake Michigan
120—OSHKOSH, WI—Lake Winnebago
123—BOTTINEAU, ND—Lake Mille Lacs
135—CHAMPAIGN, IL—Lake Michigan
140—ST. PAUL, MN—White Bear Lake

PRAIRIE DISTRICT
Governor: Peter Vogel FS 537
5902 S. 46th East Ave
Tulsa, Oklahoma 74145
District Champion: Jim Catlett
28—PORT GROVE, OK—Grand Lake of the Cherokee
50—OKLAHOMA CITY, OK—Lake Hefner
58—TULSA, OK—Keystone Lake
86—TOPKA, KS—Lake Perry
106—NORTH PLATTE, NE—Lake Maloney
123—HAYES, KS—Cedar Bluff Reservoir
141—NORTHERN COLORADO, CO—Boyd Lake

TEXAS DISTRICT
Governor: Bill Berry FS 1327
2301 West Shattuck
Deer Park, Texas 77536
District Champion: Fred Tanks
23—DALLAS, TX—White Rock Lake
33—HOUSTON, TX—Galveston Bay
66—PORT ARTHUR, TX—Lake Sabine
67—SAN ANTONIO, TX—Canyon Lake
69—AUSTIN, TX—Lake Travis
132—ABILENE, TX—Phantom Hill Lake
136—SEABROOK, TX—Galveston Bay

PACIFIC DISTRICT
Governor: Tim Mccarn, FS 2583
Box 347
Placerville, California 95667
40—INVERNESS, CA—Tahoe Bay
100—SEATTLE, WA—Lake Washington

MICHIGAN—ONTARIO DISTRICT
Governor: Howard T. Seltehuis, FS #087
4600 Ninth Street
Ed Thelven, Jr., FS #0304
Oakman, Michigan 48864
Detroit, Michigan 48203
District Champion: Ray Paglione
8—DETROIT, MI—Edison, BC—Lake St. Clair
15—KALAMAZOO, MI—Gull Lake
16—DETROIT, MI—Detroit, BC—Lake St. Clair
18—DETROIT, MI—Detroit, BC—Lake St. Clair
20—PICKNEY, MI—Portage Lake
41—CRYSTAL, MI—Crystal Lake
52—LAKE ORION, MI—Lake Orion
113—TRAPPE, MI—Elk Lake
128—PETOSKEY, MI—Walloon Lake, Lake Charlevoix
129—ORCHARD LAKE, MI—Cass & Elizabeth Lakes

OHIO DISTRICT
Governor: Jack Stewart FS #1042
38 Overlook Drive
Alliance, Ohio

District Champion: Jerry Hartman
1—WILLIAMSTOWN, OH—Coward Lake
4—MANSFIELD, OH—Clear Fork Lake
12—CLEVELAND, OH—Cuyahoga River, Lake Erie
14—SPRINGFIELD, OH—Kiser Lake
19—CANTERBURY, OH—Bartin Lake
23—TOLEDO, OH—Maumee River
34—RIVIERA, OH—Crawford Lake
37—WESTERVILLE, OH—Hocking River
65—DEERFIELD, OH—Aradale Lake
83—PITTSBURGH, PA—Lake Arthur
143—ANDOVER, OH—Pyramid Lake

GULF DISTRICT
Governor: Ken Klemanski FS #1812
5 Rose Avenue
Mobile, Alabama 36608

District Champion: Hoagie Harman
29—PORT WALTON BEACH, FL—Chocowinchee Bay
40—JACKSON, MS—Ross Barnett Reservoir
55—MOBILE, AL (BAY)—Mobile Bay
75—PANAMA CITY, FL—St. Andrews Bay
76—GULFPORT, MS—Mississippi Sound
85—MONTGOMERY, AL—Lake Martin
87—PENSACOLA, FL—Pensacola Bay
90—MIAMI, FL—Biscayne Bay
92—PASCAGOUA, MS—Mississippi Sound
96—NEW ORLEANS, LA—Lake Pontchartrain
98—BAY ST. LOUIS, MS—Bay St. Louis
99—NEW ORLEANS, LA—NOYAC—Lake Pontchartrain
102—PAINT-ORE, AL—Cotton Bay
111—ATLANTA, GA—Lake Lanier
112—RIVER CITY SAILING ASSO.—Arkabutla Lake, MS
118—BIRKINHAM, AL—Lake Logan Mogan
121—TUSCALOOSA, AL—Lake Tuscaloosa
127—NASHVILLE, TN—Percy Priest Lake, Baren River Reservoir
130—JACKSONVILLE, FL—St. John’s River
131—LITTLE ROCK, AR—Grande Maumelle Lake
141—PASS CHRISTIAN, MS

NEW YORK LAKES DISTRICT
Governor: Cynthia Rul, FS #1875
924 Beach Street
Jamestown, New York

District Champion: Nathan D. Dwyer, Jr.
35—CHAUTAUQUA, NY—Chautauqua Lake
43—SYRACUSE, NY—Skaneateles Lake
53—WHITE POINT, NY—Whitney Pt. Reservoir
104—OLD FORGE, NY—Fourth Lake
105—COOPERSTOWN, NY—Otsego Lake
130—LAKEWOOD, NY—Chautauqua Lake
145—SENECA FALLS, NY—Cayuga Lake

NORTHEAST DISTRICT
Governor: Charles Byers, FS #355
3 Winston Road
Norton, MA 02356
District Champion: Bill Baxter
11—ROCKPORT, MA—Sandy Bay
57—HARWICH PORT, MA—Nantucket Sound
58—WOLLASTON, MA—Roxbury Harbor
59—SHARON, MA—Lake Masasoip
77—MENAULTA, MA—Vineyard Sound
105—COHASSET, MA—Cohasset Harbor
116—MANCHESTER, NH—Lake Massabesic
117—SHELBOURN, VT—Lake Champlain
124—DUXBURY, MA—Duxbury Bay

GREAT NEW YORK DISTRICT
Governor: Robert Holleman, FS #1498
21 Shoa Pt. Lane
Riverside, Connecticut 06878
District Champion: Jack Orr FS #1497
7—RIVERSIDE, CT—Long Island Sound
10—MONROES, NY—Monroe Bay
21—LOVELADIES, HARBOR, NY—Barnegat Bay
22—SPRAY BEACH, NJ—Little Egg Harbor
24—NEW FAIRFIELD, CT—Candlewood Lake
31—SHORE ACRES, NY—Upper Barnegat Bay
48—SAND PARK, NJ—Hempstead Bay
79—AMITYVILLE, NY—Great South Bay
79—PERM BAY, NY—Raritan Bay
125—LYNNINGTON, NJ—Lake Hopatcong
142—NORWALK, CT—Long Island Sound

CAPITOL DISTRICT
Governor: Dennis C. Morris, FS #206
7412 Elgar Street
Springfield, VA 22151
District Champion: Harry Carpenter
6—OAKLAND, MD—Deep Creek Lake
42—WASHINGTON, DC—Potomac River
63—HAYRE DE GRACE, MD—Susquehanna River
64—BALTIMORE, MD—Middle River
81—WRIGHTSVILLE, PA—Cedar Cliff Lake
82—PRINCE GALLITZIN STATE PARK, PA—Lake Ganna
86—BALTIMORE, MD—Magothy River
97—BETHESDA, MD—Chesapeake Bay
127—FREMONT, VA—Deep Creek Reservoir
130—HANOVER, PA—Lake Marburg
146—POCKICKY, MD—Chesapeake Bay

CAROLINAS DISTRICT
Governor: Debbie Peterson, FS #1849
N.C. (Hap) Crowe, FS #2720
3504 Clemmson Street
Raleigh, NC 27609
District Champion: Richard Schultz, FS #1885
27—MENDENHALL, NC—Kent Lake Reservoir
48—CHARLOTTE, NC—Lake Norman
71—ROANOKE, VA—Smith Mountain Lake
72—MOPHEN, NC—Roanoke Sound
108—SOUTHCOTT, NC—High Rock Lake
134—HILTON HEAD, SC—Hilton Head Island
126—GREENSBORO, NC—Lake Townsend

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‘Let’s sail, not rig,’
writes new class member

Dear Editor:

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

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

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

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

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

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

Let’s make owning a Scot “fun sailing” not “moving blocks.”

— Ben Hillberry, FS 3126, West Lafayette, IN
Dear Editor:

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

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

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

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

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

Open Letter to Sandy Douglass:

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

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

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

—James W. Reeves, FS 3420, Klinger Lake, IL
HOW TO START Lesson—as taught by Eugene Walet, two-
times Mallory Cup Champion—begins with Walet's FS 2623 on
the starting line, to windward of leeward boats, and to
windward of Judy McKinney, FS 3118.

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

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

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

Photo by Wilda Audleman.
Nathan Dreyer rules New York Lakes, but Harry Carpenter wears regatta crown

By Jim Roman

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

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

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

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

In second place were Nathan T. Dreyer, Jr. (FS 3512) and his crew David Chall from Chautauqua Yacht Club with finishes of 2, 4, 2, 6 for a total of 14 points.

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

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

Other leading finishes in the District event were:

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

Other leading finishes in the Open event were:

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

City: ____________________ County ________ State ________ Zip ________

Builder ___________________________________________________________

Year Built __________________________

Hull Material _______________ Mast Material _______________ Mast Age ______

Class ___________________________ Length ____________________________

Are You a Class Member? _______ Hull or Sail No. _________________________

Trailer Mfg. & Model ___________________________ Year ___________________

Home Port ___________________________ Is Boat Dry Sailed or Moored? ______

Describe losses past 3 Years __________________________

Date of Birth ______________________ Social Security No. _________________

Skipper’s Experience ___________________________ Previous Ins. Co. __________

Is Boat age over 10 Years? _______ If yes, send detailed information on condition, betterments, etc. and photos.

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Annual meeting
hears budget,
measurements,
new roster form

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

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

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

Flotation, rudder, sails
standards proposed

Larry Taggart, Chief Measurer, presented the following report:

1. Regarding flotation, an amendment, to be proposed by a fleet, will be drafted by the Committee requiring a longitudinal strap at least 1 1/2 inches wide for securing the flotation.

2. Regarding the tiller and rudder measurement, no maximum length on the rudder blade was to be recommended; the width would be 12 inches plus or minus 1/4 inch. There would be no weight restriction. The rudder head width should have no specifications and the 15 per cent angle for rudder while sailing is unenforceable.

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

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

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

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

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

\[\text{Assets reach $23,637, no dues increase seen}\]

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

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

\[\text{Fleet 27, Carolina, named fleet-of-year}\]

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

President Don Hott called attention to the excellent financial condition, and that because we have a reserve we will not have to increase dues this year. The Association will undertake at great expense to provide binders. Copies of the Handbook and the Roster will henceforth be printed in loose-leaf form.

\[\text{'81 NAC starts Aug. 1, Marion hosts '82 NAC}\]

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

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

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

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

Douglass waives vote to change tax status

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

Hott noted that individual members of the Flying Scot Association, who are members of fleets, must vote through their fleets and do not have an individual vote at the annual meeting. The purpose of this is to eliminate the control of the class by the relatively few who attend the annual meeting to the detriment of those many thousands of members who are not able to attend. Therefore, he noted that the fleets must vote and determine their position on issues.
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The sails are just plain fast. In 1979 and 1980 Super Schreck Sails have produced these results:

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Harry Carpenter and Eric Ammann won the Great 48 Regatta, Lake Norman, North Carolina
Harry Carpenter won the Egyptian Cup Regatta on Crab Orchard Lake, Illinois.
Tony Krug won the 1980 (Greater) New York District Championship.
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Phone _______ / _______
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Swaging—covers—rope to wire splicing.

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---

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FS 3068—Douglass Yellow Hull, Murphy & Nye sails spinnaker plus main and jib with windows, race equipped, cockpit cover, dry sailed, indoor winter storage, leak trim, Sterling Heavy Duty Tilt Trailer with extra wheel. $4800. Lee S. Carroll, 16 Brisbane Hill Drive, Colts Neck, NJ 07722. (201) 741-8665.


FS 392—New set of Schreck sails, trailer, anchor, compass, spinnaker, etc. $2700. Stella Zeigler, 4535 Grover Drive Youngstown, Ohio 44512 or call (216) 782-6400 after 6 pm.


FS 1005—Douglass, main and jib (hard), spinnaker (Sobstad), tilt trailer, saltwater sailed, not raced, fair to good condition. $2800. For more details (203) 269-0438 Yalesville, Connecticut.

FS 111—Douglass, good race record. Harken blocks, 2 sets, Spinnaker, one set new with windows and light air raced only twice, spinnaker, tilt trailer, extra wheel, motor and anchor. $2995. R.E. Purcell, 708 Corn Tassel Trl., Martinsville, Va. 24112. (703) 638-8500.


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(517) 547-5920
SECOND AROUND IN PHOTO SEQUENCE is Mike Johnson, FS 1432. Champion Danny Killean, FS 2036, takes down spinnaker, still reaching toward the leeward mark on starboard tack.

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

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

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

Turn to page 21 to view the next sequence photo by Wills Audieaman.

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

By Harry Carpenter

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

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

Championship Division

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Challenger Division

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<td>Bill Tingle</td>
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Ray Flajole wins Michigan-Ontario as Fleet 52 prevails on Lake Orion

By Earl Stevens

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

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

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

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

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

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Hood Sailmakers
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Rubin Center, Industrial Pk.
Clearwater, Fla. 33750
(813) 576-4450

Hood Sailmakers
Little Harborway
Marblehead, MA 01945
(617) 631-8000

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THIRD AROUND THE MARK In sequence of photos is Champion Danny Killeen, FS 2036. Killeen trims jib sail. Forward crew gathers in spinnaker dropped on deck.
Marc Eagan, (only "27" showing) follows Killeen.
Mike Johnson, Jr., FS 1432, heads upwind, sailing on port tack. Because Johnson is leeward boat, he forces Nelson Elam (only an 8 showing on sail) to jibe from port run to starboard.

Mike Douglas, FS 2278, completes jibe onto starboard, commanding right-of-way over unidentified Scot with numbers hidden and sailing to port run.
Turn to page 23 to see the finish of Wilma Audleman's sequence of leeward mark photographs.

Regatta Schedule

October 11—Third Annual Last Chance Regatta, Swift Creek Reservoir, Richmond, VA (Contact Bill Giles, 9514 Beckham Drive, Richmond, VA 23235, Phone (Home) 804-272-4952, (Office) 804-266-7623.)

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

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

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

AND THE WINNER IS—David Mayfield of Jacksonville, Fla., presents the winning trophy to Gordon K. Douglass, the winner of the third annual Sandy Douglass regatta. The fourth annual regatta winner was beautiful weather, but no wind. The fifth annual regatta will be sailed on Nov. 15 and 16 this year.
Jim Calvert family wins Prairie title
as Kansans outsail Oklahoma hosts

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

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

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

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

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<td>Tulsa, Okla.</td>
<td>9</td>
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<td>Bob Schulz</td>
<td>Olathe, Kan.</td>
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Ullman Sails introduces a Championship-caliber
Flying Scot suit of Sails

Ullman Sails enjoys a reputation for World Championship 470 sails as well as winning sails in the Snipe and other one-design classes. Now the Ullman Sail company—both in Newport Beach, California, and in Dallas, Texas—introduces a Championship-quality Flying Scot suit of sails.

The Ullman loft developed a prototype suit of Flying Scot sails to compete in Mid-Winter Championships of 1978. The prototype version sailed well, bringing home a second place in the Mid-Winters that year.

The Ullman Sail loft reworked the first pattern.

Ullman Sails South
309 N. Oakland
Dallas, TX
(214) 741-2364

Ullman Sails
410 29th Street
Newport Beach, CA
(714) 675-6970
FOURTH AROUND THE MARK is Marc Egan, FS 3327. Mike Douglas (number 279 showing behind Egan) forces right-of-way for inside at the mark on unidentified Flying Scot.

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

30th Harvest Moon shines on Terry Bell
By H.E. Forrest

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

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

1. Terry Bell 2995 CYC 4 2 1 6 3/4
2. R. Baugher 2862 BYC 2 3 2 7
3. D. Cornish 3096 AYC 1 7 3 10 3/4
4. J. Leipper 1658 BYC 3 1 8 11 3/4
5. J. Stewart 1342 AYC 6 4 5 15

McKinney wins women’s title
Judy McKinney of Bay Waveland won the Adams Cup, the North American Women’s Sailing Championship.
Judy finished fourth in the 1980 North American Flying Scot Championships, but was a contender for the title until the final race.
Details will follow in the next issue of Scots n’ Water.
Bill Bazely captures Northeast districts, but Bob Hallendale wins Rockport battle

By Mike Kelly
Bob Hallendale from out-of-district Riverside Yacht Club, Conn., won the regatta, but the 1980 Northeast Championship went to second-place, Duxbury Yacht Club skipper, Bill Bazely.

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

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

Bob Hallendale (FS 3214) dominated in the light air. Bill Bazely (FS 1636) from Duxbury Yacht Club, Massachusetts was very close and took the 2nd place trophy and the Northeast District Championship trophy.

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

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