Al Schurr wins Douglass . . . 2
‘Roll-tacking doesn’t pay’ . . . 3
Mid-Winters set March 3-7 . . . 5
‘Not restrictive enough’ . . . 15
Al Schurr wins Douglass regatta
McKinney, Gordon and Champman capture Adams, with Scot sailors Bowen, Glass pushing them on

Al Schurr won the fifth annual Sandy Douglass regatta sailed from the Rudder Club at Jacksonville, Florida.

The Alabama sailmaker defeated 14 other Flying Scot skippers, including Flying Scot designer and honoree, Sandy Douglass.

Floyd Davis finished second.

In opening day light winds, Schurr won the first race, with Douglass and Davis following.

Sandy Douglass came back to win the second race, with Schurr taking second. But in the third race, Schurr moved into command, helped by a restart taken by Douglass.

In other season-ending national regattas, Flying Scots were used for both Mallory and Adams championships.

Judy McKinney and her Bay Waveland crew of Charlotte Gordon and Amy Chapman won the U.S. Women's Sailing Championship sailed at New Orleans in late August.

Not reported was the fourth place finish of Dallas Flying Scot skipper Ross Bowen. Florence Glass, who crews for former Commodore Ted Glass, crewed on the third-place Springfield, Illinois, team, which won the last two races in heavier winds.

Yachting magazine reported (November issue) that "The McKinney crew was the only contingent to droop-hike around the course—by entwining their legs in the weather jibs sheets—which appeared to run contrary to the Scot's original family-style intent, but still seemed to place the team on a more even stance with their heavier counterparts."

The Men's Sailing Championships—also sailed in Flying Scots—went to Dave Ullman of Newport Beach, California. Ullman also won the Thistle championships and the Champion of Champion series this year.


Flying Scot & Windsurfing Specialists

In Stock: New Gordon Douglass SCOTS with our custom outhaul, cunningham, vang, and jib sheeting; adjustable universal hiking stick. You can add our WACO 360° vang and centerboard control along with our custom spinnaker gear for a superb race equipped FLYING SCOT. We will supply HOOD (M & N), NORTH, or SHORE sails.

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

Parts and Equipment In Stock: WACO 360° trunk mounted swivel cleats for vang and centerboard, HARKEN and SAILSPEED blocks, adjustable universal tiller extensions, rudder-blade hold-down pins, shrouds and halyards, hiking aids, shroud covers, custom cockpit covers, winch replacements, sailcloth centerboard gaskets, cranks, HAWK windvanes. Do-it-yourself instructions with photos.

Check your Gooseneck! We have all the parts to repair the STAR MARINE/KENYON gooseneck. Only T-J SALES has an uncollapsible stainless universal part to replace the inadequate universal which appeared beginning about 1971! $5.50.

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

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

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

Scots n' Water
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Sandy observes roll-tacking Scots ‘did more harm than good’ at Mallory

By Gordon K. “Sandy” Douglass

The 1980 Mallory Cup Series will be remembered for its cliff-hanger finish of the last, and deciding, race. At the start of the race, Dellenbaugh of Connecticut and Ullman of California staged their own private start, complete with tailing in the fashion of the America’s Cup Twelves. They were so close in points that whichever one beat the other would win the series, and far enough ahead of the rest of the fleet as to be almost unbeatable. In this starting duel Ullman came out ahead.

The wind was light, variable and dropping. As they came up the last beat to the finish of the Olympic course, it seemed doubtful that they could finish within the time limit. A quarter mile yet to go, with only minutes remaining and the wind down to a whisper. Would it hold? Could the first boat make it? From the flying bridge of the swap boat we had a clear view of the leading boats. We could see the little cats’ paws here and there.

But for the disqualification of contestant in one race, which moved Ullman up one place, Dellenbaugh would have been first in points, but now he and Ullman were even, and the outcome of the series depended on the finish of this race. As they neared the finish line with only minutes left to go, could they make it in time? Ullman, on port tack, appeared to have a slight lead, but to our left a starboard tack boat was closing in, and Dellenbaugh also on port, a little behind but a little to weather, had picked up a breeze and was closing rapidly. Would any one of them reach the line in time?

Ullman finished first, winning the Mallory, with only three minutes to spare. Dellenbaugh, after having lost it once as a result of the disqualification of another contestant, lost it a second time by coming in just seconds behind Ullman. What a shame it was after having come that close to winning.

Eric Ammann and I were most fortunate in having been invited to the regatta as honored guests and observers. [Eric, of course, had the responsibility of supplying the boats—which had been used as well for the Adams Cup.] In addition to our enjoying the marvelous hospitality of the Bay-Waveland Yacht Club and the members, we also were privileged in having our grandstand seats on the flying bridge which gave us an unusually good chance to study the tactics and boat handling of the Mallory skippers.

It has been my feeling all along that roll tacking is undesirable. In the first place, I’m not in favor of roll tacking, sculling, ooching, pumping and other such forms of propulsion. Secondly, while roll tacking may perhaps be effective with smaller and lighter boats, I’ve questioned its effectiveness in a boat as heavy and stable as the Scot. I think we have had our answer. All of us, including our skipper, Bob Breeden, and other experience sailors, all agreed that, more times than not, the roll tacking we saw did more harm than good. All of the Mallory crews were doing it—after all, isn’t it the latest thing? All too often, after the tacking the boat ended up dead in the water, having killed its way by spinning too fast.

I thought the boats could have been handled more carefully by their crews. Doesn’t it seem right that when a boat is lent, the lender should expect it to be returned in as good condition as when it was lent? Shouldn’t the borrower be even more careful with a borrowed boat than he would with his own? The swap system used for the back-to-back races was excellent. The boats were called to the swap boat by posted numbers, two at a time, and held apart by a rubber dinghy trailing astern of the swap boat. I don’t know how it could have been done better. But I was not happy about the careless manner in which some of the crews treated the boats at the club. For example, many couldn’t be bothered with using the boom crotch but dropped the boom down onto the deck, with the result that most of these new boats ended up with scratches and gouges. One crew hoisted jib and mainsail before they went to the club for breakfast, leaving the jib to flog and beat against the mast. I asked permission of the Race Committee to lower it. And these are supposed to be some of our best sailors? Have they no appreciation for what is being done for them?
'Bama 'Red Baron' takes
David Wagon to first
in Georgia championship

A visiting skipper from Birmingham, Alabama,
invaded neighboring territory at the sixth annual Bare-
foot Open Regatta in October and captured the Georgia
State Flying Scot Championship. With his father
crewing, David Wagon sailed the Red Baron (FS 1784)
to three first places, dropping back to fourth position
only in the third of four races.

Weather conditions on Lake Lanier varied. Two races
on Saturday saw bright sun, cool temperatures and
winds at 6-10 m.p.h. On Sunday the temperature
dropped and winds jumped to 15-20 m.p.h., challenging
all skippers to a different racing than they had seen the
day before.

Second position in the Flying Scot fleet went to Peter
Condo and third to John Henderson, both of Barefoot
Sailing Club.

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
410 29th Street
Newport Beach, CA
(714) 675-6970

Ullman Sails South
309 N. Oakland
Dallas, TX
(214) 741-2364
Mid-Winters will sail March 3-7, Warm-ups scheduled for Feb. 28

by Betty Smith

March 3-7. That's the date set for the 1981 Flying Scot Mid-Winter championships. Place: Panama City, Florida.

The Mid-Winter Warm-Up race will be sailed the weekend before, Feb. 28-March 1, at Ft. Walton Beach, Florida.

St. Andrews Bay Yacht Club and Fleet 75 will host the Championship and Challenger Mid-Winter races starting March 3.

This year there will be only two divisions in the Mid-Winters: Championship and Challenger. (The scheduled third division, a Commodore division, drew only two entries in 1980. Consequently, the Mid-Winter committee moved back to the two division series.) Each participant selects his own division to sail in.

There will be NO elimination races.

The Mid-Winter Regatta will consist of six races, head to head, with one throw-out race if all six races are sailed.

Bubby Eagan of Bay Waveland and New Orleans will be the defending champion. In 1980, Eagan defeated Ken Kleinschrodt by two points in a six-race series. Eagan threw out a 26th place finish, which left him with a first, three seconds, and a tenth.

Trohphies will be awarded to first seven places in each division and the winning skipper and crew of each individual race.

All sails will be measured. 1980 NAC and 1980 GYA Lipton stamps will be accepted. All boats must be registered, and skipper have his 1981 dues paid. FSSA secretary will be present to accept dues.

Entrance fee: $35.00 ($30.00 if pre-registered by March 1st).

Local motels readily available to the club are:

Howard Johnson 4601 West Hwy. 98 Panama City, Fla. 32401 Tel: 904-785-2222
Holiday Inn Bayside 711 West Beach Drive Panama City, Fla. 32401 Tel: 904-785-4622
Ramada Inn 3001 West 10th St. Panama City, Fla. 32401 Tel: 904-785-0661

Mid-Winter schedule looks like this:

Tue., March 3: Registration and sail measurement
                  Board of Governors Meeting

Wed., March 4: Registration and sail measurement
                  First race
                  Raw oyster bar and beer 1730-1900 hrs.

Thurs., March 5: Second and third race
                  Cocktail party 1830-2000 hrs.

Fri., March 6: Fourth and fifth race
                  Dance 2000-2400 hrs.

Sat., March 7: Sixth race
                  Trophy presentation

REGISTRATION FORM

1981 Flying Scot Mid-Winter Regatta
Panama City, Fla.
March 3-7, 1981

<table>
<thead>
<tr>
<th>Skipper</th>
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<table>
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<th>Sail No.</th>
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</thead>
<tbody>
<tr>
<td></td>
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</tbody>
</table>

Division

Registration Fee: $35.00 ($30.00 if you pre-register by March 1)

Make check payable to:
Mid-Winter Regatta Fund

Mail check to:
Mrs. Betty Smith
P.O. Box 406
Panama City, Fla. 32401

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GO FAST
Super Schreck Sails

Fast Flying Scot Sails, sails that make a difference, are now available at Paul Schreck & Co., Sailmakers. After years of testing, Paul Schreck has developed a suit of truly fast sails. Even racers who haven’t quite mastered the fine points of tuning and trim have begun to win with these sails.

The sails are just plain fast. In 1979 and 1980 Super Schreck Sails have produced these results:

Bruce and Arlys Bjorke won three of three races to capture the Fleet 123 Championship at the Weekend Regatta, Lake Melegoshe, North Dakota.

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.

Paul Schreck won the 1979 GYA Championship “Cock of the Walk” Series.

And many more.

Get the edge over your competition now with your own set of Super Schreck Sails.
10% Fall Discount 9/1 – 12/31. Call about our Special Yacht Club Fleet discounts.

Please ship ______ Suits, Scot # ______ Color # ______

Average wind speed _______ to _______ mph.

☐ I prefer the all weather suit.

☐ I am enclosing payment in full. You pay the freight.

☐ I am enclosing references and a 50% deposit. I will pay the balance in ten days.

Please Charge ☐ Visa ☐ Mastercard
Card # ___________________________ Exp. Date __________

Name __________________________________________________________
Address _______________________________________________________________________
City __________________ State _______ Zip _______________
Phone ___________________________

Signature ___________________________________________________________________

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

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Sailmakers
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205/962-2570
Caveat Emptor


FS 2237—Douglas, white hull, light blue deck, red boot top, Sterling trailer, Sea-Gull cockpit cover, boom tent, two suits of sails (fast), spinnaker, anchor, life jacket, compass, some new standing and running rigging and centerboard gaskets (Dacron). Harkers. $5975. Dr. William B. Adams, P.O. Box 1201, Sanford, NC 27330. After 5:30 (919) 776-5662.


COLUMBIA, S. C.

EXHIBIT B

STATEMENT OF INCOME AND CHANGES IN FUND BALANCE

AUGUST 31, 1980

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<td>3,235.20</td>
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</tbody>
</table>

Many used and prototype mains and jibs for sale. Also one used dynas spinnaker for sale. Some still very competitive. Prices start at $50. Call Greg or Patti at Shore Sails (814) 221-2410 or home (814) 299-3426.


FS 2140—Douglas. Two sail suits, two spinnakers, anchor, paddle, Harken blocks, boom tent, Seagull motor, Sterling trailer w/Elect. Winch, etc. $4,100. Call (919) 682-0496 8-5 Mon.-Fri.

BATTENs—New Floatar-unbreakable tapered floating flexible, 1" wide smooth butylate cover, glass rod core—set for main $11.00 delivered. Wood, same quality you’ve always received, sanded $4.75, varnished $7.50 delivered. Send check to Don Blythe, Battaens, 894 Euclid Ave., Jackson, MS 39202. If you can’t find our batten at your favorite sailboat dealer.

STAINLESS Halyard CRANK—Hardwood roller handle is fitted on a machined 3/8 sq. drive crank. Used successfully by hundreds of Scot and Thistle sailors. $8.00 postpaid. Send check to Curt Meissner, St. Rt. 1, Box 207, Fence, Wis. 54120.

Sailing Flat—Skipper Hopkins and crew sit to weather to trim FS 3337 on a close reach. Wilda Audeman photo.
Randy Blome wins Hoosier-Wolverine

by James R. Horein

Randy Blome, with father, George, and sister, Jib, as crew, through consistent sailing, captured first in the Hoosier-Wolverine Hot Scot.
The regatta brought 26 boats out for 5 races on Clear Lake, Fremont, Indiana, with host Fleet 34. Every type of wind, short of heavy, was offered with skies ranging from clear to rainy over the two days.
While Blome held a nice lead on Saturday evening as the sailors were enjoying a full buffet dinner, all finishing positions were determined in the last race.
The younger sailors made their presence felt as Pete Thomassen, age 17, finished 4th, Jeff Horein, age 16, finished 5th (and the only sailor to win 2 races) and Julie Scherer, age 17, finished 6th.

Sailing 'skills' tested at turning mark in light airs.
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Spinnakers parade at 13th annual Hoosier-Wolverine Hot Scot Regatta.

Photos by Kim Gazella
Courtesy of Steuben Republican
Joe McFadden wins Dixie Sailing regatta as high winds encourage 3-crew strategies

Precise timing of a fall frontal passage brought coastal sailing conditions to the Dixie Sailing Club's annual Flying Scot regatta, Oct. 25-26, on Lake Martin near Montgomery, Ala.

Visitors from the coast took two of the top three spots as 20-knot winds, gusting near 30, sent long rollers curling across the inland water and caused local skippers to consolidate their weight on fewer boats.

Joe McFadden of Dixie Sailing Club won first place, but barely nosed out Paul Strauley of Fairhope, Ala., with his featherweight crew, T. Galloney. Third was the veteran and imperturbable Floyd Davis with Linna Landgraf from Panama City, Fla. Crewing with McFadden were Marianne McFadden and Lister Hill.

At the end of two races Saturday afternoon, the first four finishers in each race were identical. Light air Sunday morning finally scrambled the standings slightly. Patrick Ferguson of the Tuscaloosa Sailing Club with Wayne Townsend as his single crew moved up to finish just behind Davis' first place.

Four Montgomery boats dropped from the registration as their skippers became crews on remaining boats. All races were in bright sunshine. Final standings:

<table>
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Pat Barry beats Scots, Thistle

by Duncan Gardiner

"It’s the prettiest lake we’ve sailed," said one participant. Cave Run Lake near Morehead, Kentucky, halfway between Lexington and Ashland, is the 8200-acre site of the Cave Run Sailing Association’s Grand Annual Regatta, held the first weekend of October.

Thirty boats gathered in October for the three-race event. Two Olympic courses and the traditional ten-mile Down-the-Lake Race were held in winds of 8-15 MPH.

Skipper Pat Barry (FS 3421) and crew Tom Ehman, Sr. were awarded the Best-in—Regatta cup, donated by Michelob Beer. Barry swept the Scot class with three very convincing firsts and won the overall title on corrected time over Thistle 3397.

Seven Scots from Kentucky, Ohio, Tennessee and Michigan were on the starting line. Other class starts included seven Thistles and two handicap classes, centerboarders and cruisers. Complete results for the Flying Scots:

<table>
<thead>
<tr>
<th>Place</th>
<th>Fleet #</th>
<th>Sail #</th>
<th>Skipper</th>
<th>Points</th>
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<td>1</td>
<td>20</td>
<td>3421</td>
<td>Pat Barry</td>
<td>2 1/2</td>
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<td>1</td>
<td>2835</td>
<td>Chuck Hoffman</td>
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<td>3019</td>
<td>Doug Anderson</td>
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<td>127</td>
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<td>Jim Morrison</td>
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<td>127</td>
<td>1728</td>
<td>Duncan Gardiner</td>
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<td>Charles Byers</td>
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<td>7</td>
<td>127</td>
<td>3298</td>
<td>Bill Dones</td>
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Letters to the Editor

‘Freak’ description not beneficial

Dear Editor,

I have withheld comments regarding the various proposals effecting rigging philosophy because Tommy and I have been the source of many of the accepted innovations which are beginning to prevail on the Scot racing circuit.

However, Larry Taggart’s comments in the September-October Scots n’ Water do prompt these comments. First, I don’t see how the description “freak contrivance” by a class officer in a class publication to characterize someone else’s approach to a rigging problem (or philosophy) can be beneficial to the class. The flip-flop action by the Measurement Committee and Board at Lake Carlyle and following, plus the lag in reporting because of the seasonal publication of S & W, have caused enough confusion among Scot owners, especially new ones, without adding this inflammatory dimension.

Second, hull and centerboard weight and mast balancing problems were mentioned. I find it incredible that these items are measured by the Class when each purchaser gets a measurement certificate issued by FSSA (signed by the builder) certifying the Scot to “all—requirements and specifications of the FSSA”. If the purchaser cannot rely on this statement, the certification scheme should be abandoned. If not abandoned, maybe the certification should omit sails and running rigging so the purchaser is somewhat forewarned. Some items of a Scot cannot be conveniently double-checked by the purchaser. And why should they have to?

Tom Ehman (the elder)
Pinckney, MI

Time for Scot class to decide true desire

FSSA:
The Flying Scot is now entering a new potential era in its growth and popularity with the addition of a new builder serving a large potential market. It is now important for the class to set down once and for all its true desire for the rigging rules. This is important to both new and old builders and buyers. The importance of any new rules is that they can be used for guidelines as well as limitations. I’m not sure of the difference between “optional” and “limitless” or “no rules” but it’s time for the class as a whole to decide.

Paul Nickerson, FS 511

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Builders of the FLYING SCOT®
Editorial

Robert B. Hanna, former Editor, dies

Robert B. Hanna, the previous editor of Scots n' Water, died October 30.

Mr. Hanna owned Flying Scot 396. He lived at Freemont, Indiana. He was the eight of nine editors of this magazine, and served in that capacity until 1973 when he resigned because of a vision disability.

In the November/December issue of 1969, eleven years ago, Mr. Hanna observed that membership neared 1700 Flying Scot owners, and that "The designer, builders, dealers, FSSA officers and members have all played a part." His 1969 editorial, now reprinted on the last page of the Scots n' Water Highlights concluded with these two paragraphs:

The FSSA was organized to promote Flying Scot class racing under uniform rules, and to maintain rigidly the one-design feature of the Flying Scot sloop. It is the Association's policy, to keep the cost and upkeep of Flying Scots within modest means, and at the same time, insist on high standards of performance and seaworthiness. The Association strives to, and does, promote a one-design class in which racing shall be to determine the skill of skipper and crew by ensuring competition in boats of essentially identical design.

The Association will continue to meet the objectives and remain a strong force by maintaining a roster composed of a high percentage of the Flying Scot class. The fleet is the basic territorial unit. Each Flying Scot Fleet Secretary has the responsibility to collect the annual Association dues, and to extend to new Scot owners an invitation to join the Association. We can help the Fleet Secretaries by our enthusiastic support of the Association. Then we will, as Jack Beierwaltes suggested ten years ago, make new friends, have fun, excitement and stimulating experiences. At the same time, we will be protecting a total class investment of well over four million dollars—and that's worth protecting.

Robert B. Hanna, former Editor of Scots n' Water, played a significant part in the Flying Scot Sailing Association. We regret his death.

Welcome New Fleet

The Executive Committee approved the application of Fleet 147, Pisceco Lake, Piseco, New York. Fleet Captain is Clarence R. Jones (1770), and Secretary is Edith L. Jones. Other charter members are Dr. Jerome Urban (1886), George Brownlow (2458), Tom Harrison (944), John C. May (2067), George Smith (2181), and George Ramage (362). Welcome Fleet 147 to FSSA!
Fickle airs favor
Dallas’ Brad Davis
at Texas Wurstfest

by Bob Killian

The airs were light and very fickle for 15 Flying Scots sailing the Lake Canyon Wurstfest Regatta north of San Antonio.

But the winner, Brad Davis of Dallas, enlivened the proceedings by arriving with an extremely large yellow cowboy hat. Maybe that’s what prevented Kelso Elam from pulling off a hat trick. (A “hat trick” refers to three goals scored by one skater in an ice hockey match.) Maybe Elam was doomed when he misspelled “Flying Scott” on his entry.

At the end of the Saturday races, Elam had two firsts. Davis and Bill Berry of Houston had split second and thirds.

But the Sunday drifter was fickle to Elam, who finished fifth, and fortunate to Davis in first and Berry in second.

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<th>Total</th>
<th>1. Brad Davis 2 3 1 — 5 ¾</th>
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<td>2. Kelso Elam 1 1 5 — 6 ½</td>
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<td>3. Bill Berry 3 2 2 — 7</td>
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<td>5. R. Robinson 4 4 9 — 17</td>
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<td>6. K. Strader 10 7 3 — 20</td>
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Regatta Schedule

February 28-March 1—Warm-Up regatta for Mid-Winters. Fort Walton Beach, Florida.

March 3-7—Mid-Winter Championships. St. Andrews Bay Yacht Club, Panama City, Florida. (Registration, sail measurement March 3. First race March 4. Last race, Saturday, March 7.)

March 3—Board of Governor’s meeting. Panama City, Florida.

August 1—Beginning date of North American Flying Scot Championship. Lake Norman, North Carolina.

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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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Rules ‘not restrictive enough’ reply 23 of 29 to questionnaire

By Ed Eubanks

Responses to a survey in Scots n’ Water about “class rules concerning rigging” shows sentiment is about four to one that the rules are “not restrictive enough.” In fact, 23 said “Not restrictive enough”, six said “About right”, and no one replied “Too restrictive.”

Twenty-nine responses is not what you would call a good response, but the questionnaire from the Measurement Committee which went out with statements are now coming in at a much better rate. We’ll keep you posted on this.

Opinions have been edited by Scots n’ Water to reflect cross-section of replies without running all letters and comments in toto. Some responses were not signed.

“AABOUT RIGHT”
“The present rules have stopped some of my good ideas, but I would never want them any more liberal than they are.”—FS 1950
“… A member should have some freedom in setting up running rigging—vang, cunningham and centerboard sheeting—to his own personal desires…”—Larry N. Lewis, Fleet 108
“… Present rules governing rigging… specifically define the Scot as a one-design, well removed from a development boat, and yet the rules are sufficiently liberal to allow those alterations that are necessary to enable the boat to be raced by various crews.”—Peter M. Vogel, FS 537
“I would like to see absolute prohibition of any further relaxation of present restrictions—a ‘strict Constitutional interpretation’.”—Rufus Allen, FS 37
“I am against long hand lines and internal spinnaker sheets.”—(unsigned)
“Additional restrictions, such as those suggested by Sandy are rather inane. They do not affect boat speed. Remember the argument over the length of jib track leads!”—Phil Sturtevenat, Fleet 37

“NOT RESTRICTIVE ENOUGH”
“Keep the boat SIMPLE.”—(unsigned)
“Let’s keep it sailing skills—not how much junk can be added to the boat.”—Jerry Brown, FS 625

“The Flying Scot, in its present form, has, in my opinion been developed to an optimum level. Any further change (improvement?) to the running rigging would not add that much to the safety, speed, or enjoyment of the boat. I wanted to avoid being involved with a class where I would have to engage in a never-ending search for the ‘hot set-up.’”—Richard G. Cooke, FS 1271

“Please preserve Strict one-design!”—(unsigned)
“Because of my limited experience, I have been confused over the rigging controversy. Recently, however, I saw some boats which were both foreign to my fleet and, seemingly, to the Flying Scot class. Many have made changes, but those who have lived by the rules should be protected by (the rules).”—Jim Morey, FS 3277, Fleet 6

“My philosophy agrees with Sandy Douglass. Keep the Scot simple.”—(unsigned)
“Let’s go strictly one-design—all boats the same. Why not one-design for sails, too?”—A.W. Gallagher, FS 3085, Fleet 53
“I support Sandy Douglass 100%.”—W. Scott Peterson, FS 3433
“As the Scot today is ‘about right’, a specifications amendment to make running rigging NOT optional is urgently needed.”—Cynthia Rea
“Let’s not lose what we have.”—B. Lawson, FS 2879
“I do not care for the complexity of the rigging on many of the Scots I see, and I think we should stop it before it is completely out of hand.”—(unsigned)
“Running rigging should be controlled. Internal spinnaker sheets prohibited.”—Bob Vance, FS 2700
“One of the primary reasons I got my Scot was the purported strict class rules.”—(unsigned)
“Let us not become a development class. We don’t want our boat—FS 667—to become outclassed by rigging or less weight.”
“One-design—not allow changes.”—(unsigned)
“I’m with Sandy!”—Doyle Cougler, FS 1587
“I would like to see NO changes made or allowed once a boat is delivered from the factory, and that all (Scots) be rigged just like boat Number 1.”—K.R. Donner
“Let the only variable be the sailing ability of the helmsman.”—M. Davis, FS 434

NOVEMBER-DECEMBER 1980
JIBING—Skipper S. Hopkins jibes Flying Scot 3337, while Mike Douglas (FS 2279) holds high. Mike Johnson, Jr., follows in FS 1432. Photo by Wilda Audleman.