Scots n' Water

Nov.-Dec., 1981
Volume XXIII
Number 8

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Richard Wade and crew Kelsom Elam test chute before race at 1981 NAC
Warren Minnus, FS 2418 invents Chesapeake Bay sea nettle escape ladder.

In the Jan.-Feb. 1978 issue of Scots n' Water, Mr. Nudd described a boarding ladder mount that used the jib sheet winches as an anchor point. Although Mr. Nudd attested to the sturdiness of his design, which had survived ten years of rapid egresses from the frigid waters of Casco Bay, Maine, it didn't work for me in escaping from the sea nettles of Chesapeake Bay, possibly because my Scot has Harken turning blocks for the jib sheets. Shown is a boarding ladder that hooks onto the seat back and holds the ladder quite rigidly. My design uses the same inexpensive ($15-$20) folding ladder with aluminum tube side pieces and plastic steps and standoffs. The wooden hooks are bolted to each side piece with stainless bolts and nuts and rest against the seat back and deck. The hooks increase the rigidity of the ladder while opposing both the outward and downward forces of a swimmer climbing the ladder. A wooden spacer with two holes slips onto the ladder standoffs to prevent them from folding up and slipping on the hull. I mount my ladder amidships between the jib block track and the spinnaker sheet cleat; dimensions of the hooks are custom fitted to this location. A cardboard cut by trial and error to fit can be used as a pattern for the wooden hooks. It's an evening's project that gives many days of use.

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Sailing to Win

1st in a series of articles
for Scots n’ Water
by two-time Midwinter Champ, Bubby Eagan

For the past few months, many members of our class have been caught up in the running rigging issue. Much of our class magazine reflects this. It is truly a shame; it reminds me of the guy who would prefer to debate with the race committee as to whether he had been over the line early, rather than to accept his premature start, restart, and get back into the race.

I hope most of us can do just that—get back into sailing. And possibly go one step further, and sail to win! Why don’t we set a goal of trying to put ourselves into the winner’s circle, or at least in that neighborhood? Let us begin to make a serious effort to better our sailing. This is something about which we could proudly write for Scots n’ Water.

There are certain basic ingredients that are a part of the winning combination. All these factors contribute, but some count for more than others. Ranking them in importance:

1. Desire to win.
2. Crew ability and practice.
4. Rigging.
5. Boat.

The only secret to winning is that there is not a single answer. It is the combination of these factors appropriately applied.

You have to start somewhere. The best place to start is with yourself. Face yourself, determine the things you wish to achieve, and write them down in the order in which you wish to tackle them. By doing this, your wishes become goals. Without a firm written goal, your thinking will be nothing but wishing—not clear, concise, or attainable.

A good goal is to start winning your club races, and then perhaps your districts. Build into yourself a desire to win. Otherwise, you will never have the motivation to develop the pyramid of pieces of sailing know how.

Once motivated to attain your goal, start with crew ability. The objective is to develop a hard working, motivated and dedicated skipper/crew combination. Corky Hadden and I have been routinely sailing together for over five years. We have constantly been learning to work together, and to handle most of the situations which develop on the race course. I plan to continue learning with Corky if I can persuade him that sailing is more fun than golf and fraternity parties.

Spending time in the boat is the only way to achieve superior speed, and when you apply good tactics, you find success.

The next factor is sails. Surely new sails are important to performance. Many races have been won with old sails, but I find it easier to win with up-to-date sails. Regardless though, you must mix the other parts together in order to consistently win.

There are many sailmakers who claim to have “the best” or “the fastest” sails. (You know, the kind that can point higher and foot faster, help you move up in the fleet or give you the racers edge.) At present there are 3 to 4 sailmakers who are good. I look to the one who can build a fast sail, give you good service and personal attention. This combination works well. However, a good sail is not enough; you must be able to set it to the varying conditions for it to work.

Rigging is next in order. The mast rake together with the side stay setting can greatly affect boat speed. These adjustments depend upon your sails and the wind/wave conditions. The running rigging primarily depends upon convenience. I have won the mid winters once in a completely stock boat direct from the factory and a second time in a conveniently rigged boat from the factory that had a 4 to 1 runnings, a 3 to 1 outhaul, and 2 Waco 360s, one for the centerboard and one for the 8 to 1 vang. (Don’t forget the internal spinnaker sheets.)

The boat, hull and foils, are pretty much standard. Boat bottoms vary from gelcoat to anti-foul. I really believe that one of the best bottoms is an anti-foul painted bottom that has been sanded down with a 600 grade sandpaper. The centerboard and rudder play a larger role than most people think; concentrate on keeping all the edges and the front 3 inches in good, smooth shape.

By taking these 5 ideas into consideration, and working on them, you will give yourself an opportunity to do well. They are all part of before the race preparation.

Let’s concentrate our efforts on sailing and its enjoyment. Prioritize goals for yourself and write them down so you can achieve at an increasing level of accomplishment. Fire up your desire and “go for it.” Remember, that there is no substitute for practice. It weighs heavy in all the champions’ books.

In conclusion, there is no way that one can motivate another. One can educate others to give them enough knowledge so that they can motivate themselves. Hopefully we can use the class magazine to this end and discontinue all the verbal blasts from ALL PARTIES.
Caveat Emptor

(If you have a Flying Scot or Scot equipment to sell, we'll be glad to advertise it in SCOTS N' WATER. The charge is $5 for each insertion, and the deadline is the 15th of the month prior to the month of publication. Send copy (max. 50 words) and check to SCOTS N' WATER, 619 Yarmouth Rd., Raleigh, NC 27607.)


FS 3079—Custom flex. Medium blue hull, white deck, white naugahyde seat cushions, Murphy and Nye sails. Harren blocks, motor bracket, boat cover, Panoa trailer with spare wheel, excellent condition—$4500. Like new Chrysler hi-thrust 7 1/2 HP motor—$500. J. W. Phebus, 3 Pennington, Urbana, IL 61801, home (217) 367-6277, office (217) 357-1480.

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SAIL FAST? Sailors and sailmakers needed to participate in non-commercial research project to develop and test sails with fast aerodynamic shapes. Sailors will measure winning sails to determine optimum shape specifications for mathematical sail design program. Sails will be carefully constructed and measured by cooperating lots and sold to sailors at normal price. Computer time will be paid by researcher. Sailor will test sails for speed in two boat racing conditions. Ted Andresen, P.O. Box 40853, St. Petersburg, FL 33743. (813) 367-1532.


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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. $9.00 postpaid. Send check to Curt Menner, Rt. 1, Box 419, Florence, Wis. 54121.

FS 2177—Customflex, 1972. All white. Schwack main, jib, and spinnaker. Panoa til trailer, boom tent cover, lifting bridle. Good condition, dry sailed. Don Meyer, 608 Fifth St., Columbus, In. 47542. $3800.00. (812) 376-3663 days.)

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1st, 1981 GYA Lipton Cup
1st and 3rd 1981 Gulf District Championship
1st 1980 Sandy Douglass Regatta

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Telephone (904) 438-9354
**Mid-Winters plan 6 races for title**

by President Allen Douglas

Six races—with a throwout if all six races are sailed—will be sailed for the Mid-Winter Championship at Panama City.

First race will be Wednesday, March 31. Registration begins on March 30. Sails will be measured, and skippers must have paid 1982 FSSA dues.

Skippers will select between the Championship and Challenger divisions.

In keeping with our 25th anniversary, we are going to give the 25th person who pre-registers a free ride. His registration will be refunded.

Entrance fee: $35.00 ($30.00 if pre-registered by March 21).

Local motels readily available to the club are:

Howard Johnson 4601 West Hwy. 98
Panama City, Fla. 32401
Tel: 904-785-0222

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: 904-785-0361

Mid-Winter schedule looks like this:

**Tue., March 30**
Registration and sail measurement
Board of Governors Meeting

**Wed., March 31**
Registration and sail measurement
First Race
Raw oyster bar and beer 1730—1900 hrs.

**Thurs., Apr. 1**
Second and third race
Cocktail party 1830-2000 hrs.

**Fri., Apr. 2**
Fourth and fifth race
Dance 2000-2400 hrs.

**Sat., Apr. 3**
Sixth race
Trophy presentation

**Registration Form**

1982 Flying Scot Mid-Winter Regatta
Panama City, Fla.
March 30-Apr. 3, 1982

Skipper

Address________________________________________

City____________________ State__________

Sail No.____________ Fleet No._____

Division__________________

Crew_____________________

Crew_____________________

Registration Fee $35.00. ($30.00 if you pre-register by March 21.)

Make check payable to:
Mid-Winter Regatta Fund

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

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**New Flying Scot owners join FSSA**

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NOVEMBER 1981
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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.

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☐ 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.
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   Card # __________________________ Exp. Date __________

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Jib—5 oz. Dacron ........................................ $136.00
Main—5 oz. Dacron ......................................... $325.00
Spinnaker—¾ oz. ........................................ $215.00
Spinnaker—½ oz. (Red, white & blue only) ............. $230.00
Spinnaker—Combination ¾ and ½ oz. ..................... $230.00
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This photograph was taken by a member of the Gulf Atlantic Yacht Club, Gainesville’s Sailing Club, who was visiting in Michigan in late fall. He tells me that the photo was taken on Lake Lansing, sometime shortly after Halloween. Explaining the photo, he says that the lake has magnificent sailing weather in the fall, but the boats have to be out of the water by the latter part of October, early November—or else. And what is the 'or else'—trying to get them out of the ice, as someone is trying to do in this photograph.

Photo sent in and caption by Jerry Bennett FS 3308

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Marion, Massachusetts
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For those of you not already aware of this event, the 1982 NAC's will return to New England waters for the first time in 18 years (Riverside, Connecticut is not really New England). As a guide to those southern boats which seemed to dominate the 1981 NAC's we are printing a map of the area and suggest that everyone start now to look ahead to their vacation schedule and mark off two weeks vacation—one week to spend in Marion, Mass., and the remainder to spend in transit and to visit the sights. Note how close Marion is to Boston (one hour) and to other famous stopping places such as Newport, Plymouth, Cape Cod and Nantucket.

Marion is a small picturesque town located on Buzzard's Bay and only 20 minutes from either New Bedford or the Cape Cod Canal, gateway to Cape Cod. Martha's Vineyard is only a 45 minute ferry from Wood's Hole, which is less than 45 minutes from Marion. And, of course, don't forget about Boston, which has had a face lift in the past 10 years, and is filled with exciting visiting spots such as the new Quincy Market area, Beacon Hill, the Waterfront, Museum of Fine Arts and the JFK Library.

In the next issue, we will give you some idea of the cost of staying at Tabor Academy, right on the harbor at Marion. It will be a bargain you cannot afford to overlook.
Flying Scot Fleets and Districts

MIDWESTERN DISTRICT
Governor: David J. Worel, 437 Highland Rd.
Des Moines, IA, 50312

District Champion: Paul Maretz, PS 3510

2—LAFAYETTE, IL—Lake Freeman
3—WILMINGTON, IL—Lake Michigan
9—STURGIS, MI—Kalamazoo Lake
25—NEW Aux, WI—Lake Michigan
29—MUNCIE, IN—Prairie Creek Reservoir
35—CARBONDALE, IL—Coal Creek Lake
46—EPIRUS, WI—Eagle Harbor, Green Bay
69—CHICAGO, IL—Burnham Harbor, Lake Michigan
88—MADISON, WI—Lake Monona
70—ROCHESTER, MN—Comity Lake
83—CAREY, IL—Lake Calumet
88—IOWA CITY, IA—Lake MacBride
99—MINEAPOLIS, MN—Lake Minnetonka
107—NEENAH, WI—Lake Winnebago
116—ROCHESTER, MN—Lake Pepin
118—LAKE DELAVAN, WI—Delavan Lake
119—RACINE, WI—Lake Michigan
120—OSHKOSH, WI—Lake Winnebago
121—BOTTINHAU, ND—Lake Mergosha
155—CHAMPAIGN, IL—Clinton Lake
140—ST. PAUL, MN—White Bear Lake

PRAIRIE DISTRICT
Governor: John Glines
1290 West St.
Emporia, KS, 66801

District Champion: Jim Colver, PS 1728
10—PORT KOYE, OK—Grand Lake of the Cherokees
20—TULSA, OK—Lake Texoma
29—TOPEKA, KS—Lake Perry
106—NORTH PLATTE, NE—Lake Maloney
110—PORT ARTHUR, TX—Lake Sabine
67—SAN ANTONIO, TX—Canyon Lake
69—AUSTIN, TX—Lake Travis
132—AREKINE, TX—Prairie View Hill Lake
138—SEABROOK, TX—Galveston Bay

TEXAS DISTRICT
Governor: Bill Berry
210 W. Shannon
Deer Park, Texas 77536

District Champion: James Ueda, PS 245
23—DALLAS, TX—White Rock Lake
33—HOUSTON, TX—Lake Conroe
61—PORT ARTHUR, TX—Lake Sabine
76—SAN ANTONIO, TX—Canyon Lake
62—AUSTIN, TX—Lake Travis
132—AREKINE, TX—Prairie View Hill Lake
138—SEABROOK, TX—Galveston Bay

PACIFIC DISTRICT
Governor: Tim McCarthy, PS 2683
Box 614
Eldorado Springs, CO, 80304

District Champion: James Sawa, PS 2257
10—AUBURN, WA—Lake Samish
25—PORTLAND, OR—Columbia River
36—PORTLAND, OR—Lake Oswego
41—PORTLAND, OR—Columbia River
52—LAKE MARY, FL—Lake Mary
113—TRAVELESE CITY, MI—Lake Traverse
129—URCHARD LAKE, MI—Cattaraugus Lakes
148—MCCPHERSON'S LANDINGS, MI—Stony Lake

OHIO DISTRICT
Governor: William S. Ziegler
3544 Lee Rd.
New Kensington, PA, 15068

District Champion: Paul Blakely, PS 2445
1—WILLIAMSPORT, OH—Coward Lake
4—MANSFIELD, OH—Coward Lake
12—CLEVELAND, OH—Edgewater YC—Lake Erie
14—SPRINGFIELD, OH—Lake Monroe
20—TOLEDO, OH—Maumee River
21—RAY, IN—Crawford Lake
25—WERTHERSVILLE, OH—Hoover Reservoir
65—DELLOW, OH—Arrow Lake
80—FREMINGHAM, PA—Lake Arthur
141—ANDOVER, OH—Pymatuning Lake

GULF DISTRICT
Governor: Ken Kleinschmidt
PS 1812
9 Rock Avenue
Mobile, Alabama 36606

16—PORT WALTHAM BEACH, FL—Chocowinity Sound
18—MOBILE, AL—Mobile Bay
45—JACKSON, MS—Bayou St. John Reservoir
47—MOBILE, AL—Mobile Bay
75—PANAMA CITY, FL—St Andrews Bay
79—DEPOT, MI—Shawnee River
83—MONTROSE, MI—Lake Michigan
87—PERHAM, FL—Perham Bay
93—NEW ORLEANS, LA—Crawfish Bayou
95—BAY ST. LOUIS, MS—Bay St. Louis
99—NEW ORLEANS, LA—Lake Pontchartrain
102—FAIRHOPE, AL—Fairhope Bay
111—ATLANTA, GA—Lake Lanier
153—JACKSONVILLE, FL—St. Johns River
158—PASSEY, MS—Mississippi Sound
186—ORLANDO, FL—Lake Conway

NORTHEAST DISTRICT
Governor: Chuck Wisneski
15 Rolling Lane
Doyle, MN, 55321

District Champion: Bill Basley, PS 1616
11—ROCKPORT, MA—Sand Bay
59—HARWICH PORT, MA—Nantucket Sound
68—WOLLASTON, MA—Boston Harbor
76—SHARON, MA—Lake Massapoag
77—MENAHANT, MA—Nantucket Sound
100—COHASSET, MA—Cohasset Harbor
136—MANSFIELD, NH—Lake Massabesic
124—DUXBURY, MA—Duxbury Bay
149—KITTERY POINT, ME—Penobscot River

GREAT NEW YORK DISTRICT
Governor: Lawrence McCarthy
67 Great Hill Rd.
Middleton, CT, 06457

District Champion: Harry Carper, PS 5601
6—OAKLAND, MD—Deep Creek Lake
42—WASHINGTON, DC—Potomac River
43—VIRGINIA, MD—Susquehanna River
64—BALTIMORE, MD—Middle River
81—WRIGHTSTOWN, PA—Lake Lackwaxen
82—FAIRFAX, VA—Lake Ossipee
85—LEOLA, PA—Lake Lackawaxen
86—WRIGHTSTOWN, PA—Lake Lackawaxen
97—MERRILLDALE, PA—Lake Honeoye
137—RICHMOND, VA—Deep Creek Reservoir
155—HAMPSTEAD, PA—Lake Harwood
146—RODICK, PA—Chesapeake Bay

CAROLINAS DISTRICT
Governor: Debbie Peterson, PS 3849
1940 N. (Hop) Cove Rd.
Plano, TX, 75074

District Champion: Paul Newton, PS 2836
27—HENDERSON, NC—Lake Norman
48—CHARLOTTE, NC—Lake Norman
71—KANNAPOLIS, NC—Smith Mountain Lake
78—KANNAPOLIS, NC—Lake Altamaha
80—SOUTHBEND, NC—Lake Harris Reservoir
134—RUTHERFORD, AL—Sissick Head Reservoir
126—GREENBROOK, NC—Lake Towaliga

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Sandy discusses the Flying Scot small inside cockpit cover

by Gordon (Sandy) K. Douglass

The Flying Scot small inside-cockpit cover is a delightfully handy and efficient device which saves a great deal of time, effort and perspiration as compared with the large over-the-boom type, and a lot of bailing if it is installed right. Especially for boats on moorings it makes boarding and leaving so very much easier, and when it is properly installed it sheds the rain as well as any. But there's the rub. As I go around I find that many owners do not understand how to install the cover. Some even make a project of what should be a very simple operation, some do it backward and end up with the cover bucketing rain into the boat.

Here is how to install the cover for best results—and for simplicity of description, let's start with the cover in use, installed in the cockpit. Note that the ridge-line is taut and is supported in the middle by the little support line. Note, too, that the battens are underneath the cover, not on the top of it. The steps for removing the cover are simple and few: first, on boarding the Scot on the starboard side, unhook the little support line which keeps the ridge from sagging. Next, flip the starboard side of the cover up and over onto the port side. Untie the ridge line from around the boom, then loosely roll the cover forward until you reach the forward end, unhook the ridge line, then stow the cover under the port bow deck.

The steps in installing the cover are merely the reverse of this, with a few caveats: first lay the rolled-up cover in place on the port side, resting on the port seat and the trunk. Pass the ridge line around the mast at deck level and hook it onto itself. Unroll the cover toward the stern. Now pass the ridge line up through the deck strap, give it a turn over the boom and sweat it up taut, because for proper operation the cover depends on a taut ridge line. Wrap the line around the boom, crossing over itself, then take another turn around, again crossing over itself, to prevent any slipping, then tie it off with a couple of half-hitches. As you leave the boat, flip the starboard side of the cover over and into place, then hook the little support line into the sail groove of the boom. The support line should be set so that it holds the ridge line in a straight line.

There will be a small gap at each end of the cockpit through which a little rain may fall into the boat, but these same gaps provide needed ventilation, and the chances are that the water soon will evaporate.
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SCOTS N' WATER
Peter Beam wears Regatta Crown, but Bill Bazley retains Northeast District Championship

by Chuck Winans, Northeast District Governor

The North East District Regatta was held on August 7-10 at the Beverly Yacht Club in Marion, Mass. 27 District Flying Scots were joined by 4 out of district Scots from Connecticut, New Jersey, and New York to make up a starting fleet of 31 for the 5 race series. The District Regatta was held in conjunction with the Buzzards Bay Regatta which brought together 17 one design classes plus cruising boats on five separate starting circles in Buzzards Bay. Except for the single handed boats such as Lasers and Windsurfers, the Flying Scots were the largest single one design class which was a remarkable feat in itself seeing as there is not a single Scot domiciled within 40 miles of Marion, Mass. The drawing card for such large participation was a chance to test the waters of the site of the 1982 North American Championships and to look over the facilities of Tabor Academy which will be the headquarters of the 1982 event. Tabor Academy can house up to 350 on double rooms plus has eating facilities for 400, along with excellent parking space, docks, two electric hoists, gym, tennis courts, and a superb view of the harbor. The feeling was unanimous that the physical facilities are outstanding.

The first race on Friday with 31 Scots on the starting line began in light variable northerly winds which occasionally dropped to zero. Ken Wright from Rockport led the pack with the ultimate leaders, Peter Beam and Bill Bazley 5th and 2nd respectively. By the start of the second race the wind had switched to the normal southwest prevailing direction with increasing velocity. By the end of the race the winds were up to 20 knots and Peter Beam took first place. The end of the first day’s racing was followed by an informal cookout and beer party at the Beverly Yacht Club. Saturday began with a normal southwest wind at an abnormal 6-12 knots. Peter Beam and Bill Bazley each took a first place in the two races which brought the two leaders to within 1 point of each other with one race to go, even after adjusting for an allowed throwout race. Sunday, the final day started out with zero wind. As boats drifted to the starting line we wondered if there would even be a start. However, enough of a light northerly wind came up to start the race. After the three triangle legs the wind direction shifted and the windward mark was shifted into the southwest. At this point Peter Beam and Bill Bazley were still neck and neck in their private match race with Peter holding a slim edge. After rounding the fourth mark the wind dropped leaving everyone to guess where the new wind would come from. The new wind eventually came from the southeast, resulting in the fifth leg being a beat and a shortened course. Peter Beam pulled it out again with a first, thus ending his first series in New England waters with 5 firsts and 2 fifths. Last years winner, Bill Bazley, was only 3 1/3 points behind, followed by three Harwichport boats, Joe Gallagher, Frank Pettee, and Chuck Winans in that order.

All in all the regatta was a big success. Every possible wind direction and velocity was experienced except for the extra strong south westerlies for which this area is noted. The races were well run, and the Beverly Yacht Club was an excellent host. The general feeling among the Scoters was that the location and physical facilities are perfect for the 1982 NAC.

<table>
<thead>
<tr>
<th>Overall</th>
<th>Skipper</th>
<th>Boat No.</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Peter Beam</td>
<td>3501</td>
<td>7 1/4</td>
</tr>
<tr>
<td>2</td>
<td>Bill Bazley</td>
<td>1636</td>
<td>10 3/4</td>
</tr>
<tr>
<td>3</td>
<td>Joe Gallagher</td>
<td>3295</td>
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</tr>
<tr>
<td>4</td>
<td>Frank Pettee</td>
<td>2339</td>
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<tr>
<td>5</td>
<td>Chuck Winans</td>
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<td>Neil Smitt</td>
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<td>Bob Schneider</td>
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<td>8</td>
<td>Jeff Morgan</td>
<td>1444</td>
<td>27</td>
</tr>
</tbody>
</table>

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NOVEMBER 1981
Group shot of the 42 skippers and their crews who participated in the 1981 Capitol District Championships. The Deep Creek Lake Sailing Club clubhouse is in the background.

Many long-time Flying Scot sailors know the name Boston and remember when Boston sails were dominant in the class. Times changed and Boston faded from the scene.

Times have changed again. This past spring, Boston spent many long hours on the water and in the loft analyzing and testing the currently available sails, designing and redesigning until we had a set that tested faster than any other.

This new design has been used in two regattas this summer. At the Michigan districts, Bostons were 1st and 2nd. And at the 1981 NAC’s, a Boston equipped Scot topped the fleet, showing superior speed in all conditions.

The sails and their performance are not an accident. They are a product of logical testing and long sailmaking experience.

For details on these NAC winning sails, call or write Larry Klein.
Harry Carpenter successfully defends his title to the Capitol District Championship

Fleet 6 hosted the 1981 Capitol District Championship in conjunction with the annual Maryland State Championship on July 25 and 26, 1981. Deep Creek Lake provided unusually good winds for the 42 boats which competed in two divisions. Harry Carpenter, 3601, won the championship with a consistent 2-1-2 score. Dough MacMillan, 594, Rick Baugher, 2862, and Sandy Douglass, 3000, finished second, third and fourth respectively. In the challenger division, Tom Graham, 1296, sailed to a first while Dave Morey, 3277, and Tom Schruger, 2682, finished second and third.

Jim Harris wins “Whale” ...

by Berrie Knight, Fleet 83

The Carltile Sailing Association celebrated its 10th anniversary by hosting the 21st “Whale of a Sail” September 19 and 20 at L. Carltile, Ill. The fete attracted 280 boats in 20 fleets, and it was sailed on three separate race courses. In that number were 11 erstwhile Flying Scots, including Clark Ashby (FS #4) from Crab Orchard Lake and Susan Clay (FS 3605) from Clinton Lake. All others stemmed from the host fleet headquartered in the St. Louis area.

Saturday saw a chilly SW breeze of 15 knots, with gusts to 20—a la Mid-Winterson—with a 2 foot chop under cloudless skies. Jim Harris, with help of two athletic young ladies, got out front early and sailed a very impressive pair of bullets on Saturday. All the action was behind him as Bernie and Barbara Knight, one of only two boats dazing a spinnaker, surfed from behind to close a half a leg gap on one leg and to open a similar gap on the ensuing leg. The afternoon race, which several of us felt was a little fresher than the morning race, was a repeat performance. However, places behind Harris changed on each leg and Paul Moore III in a borrowed boat managed to get Curt Elmer in between himself and Knight on the last 100 yards just long enough to nick a second. Paul Moore, Jr.—the Paul Moore, current F.S. Class Treasurer, lost his novice crew overboard back there somewhere while repairing a slipped outhaul. (He had to take a DSQ when an unkind samaranor rescued the hapless crew despite Paul’s remonstrations.) Other than being out front all day, Jim Harris’ biggest thrill of the day was when a windsurfer got an inside overlap on him at the jibe mark, with neither of them much in control.

Sunday started with 6-8 knots to open, but dropping to 3 as it warmed up. Dave Wyatt managed to give Harris some trouble until the second beat when we sailed through a very large Sunfish fleet that had just started. Knight came from behind again by overstading and sailing around a tight log jam at the weather mark on the first beat. Shortly thereafter a 30° veer galvanized positions for the rest of the parade. Curt and Carol Elmer managed to salvage a 5th place despite two re-roundings of the windward mark where a strong shift caused group confusion on rounding.

Overall 1st and 2nd finishes were self evident with Harris and Knight ahead by far. The Elmers captured the 3rd place trophy—all of which were carved foot-long wooden whales—by making a few less mistakes than other contenders.

<table>
<thead>
<tr>
<th>Overall</th>
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<th>Race No.</th>
<th>Total Points</th>
</tr>
</thead>
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<tr>
<td>1</td>
<td>Jim Harris, 1520</td>
<td>1</td>
<td>2 1/4</td>
</tr>
<tr>
<td>2</td>
<td>Bernie Knight, 3076</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>3</td>
<td>Curt Elmer, 409</td>
<td>4</td>
<td>5 13</td>
</tr>
<tr>
<td>4</td>
<td>Paul Moore III, 3520</td>
<td>6</td>
<td>2 7 15</td>
</tr>
<tr>
<td>5</td>
<td>Clark Ashby, 4</td>
<td>7</td>
<td>6 5 17</td>
</tr>
</tbody>
</table>
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