

# Scots n' water

SEPTEMBER-OCTOBER 1978  
VOLUME XX  
NUMBER 7



Marc      Bobby  
The Brothers Eagan

- Marc Eagan wins second NAC . . page 2**  
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# Marc Eagan repeats title

Holds off Goldsmith, then Brother Bubby;  
Riverside test Scots with varied winds

Marc Eagan repeated as North American Flying Scot champion.

Eagan held off an early challenge by Bruce Goldsmith, and a late challenge by his brother, Bubby Eagan.

And Eagan prevailed in a variety of winds on Long Island

Sound. From medium winds for races one and two, through drifting conditions in races three and four, to planing gusts in race five, 23-year-old Marc Eagan from New Orleans sailed fast.

Goldsmith and his crew Paul Adam sailed their Scot (called the "Incredible Hulk") into an early challenge with a third and a first.

But when winds dropped, Bubby Eagan and host skipper Wesby Parker threatened. Going into the last race, Bubby trailed by less than two points. But Marc Eagan won the last race by nearly a minute, and kept his title.

Tom Ehman finished third, making a 3-E finish of Eagan, Eagan and Ehman.

Harry Carpenter won the Challenger division.

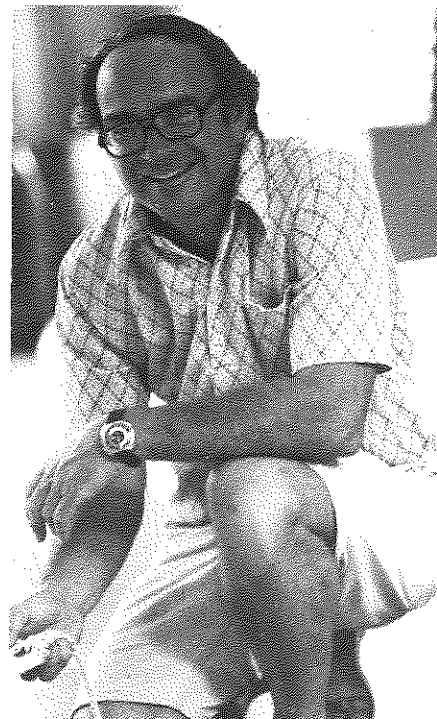
Trophy—2nd place—Bubby Eagan

George L. Foster trophy—3rd place—Tom Ehman

Ratsey & Lapthorne trophy—4th place—Larry Taggart  
5th place—Bruce Goldsmith  
Detroit Yacht Sail Club trophy



Wes Parker accepts Pollak trophy from Bob Vance.



Bruce Goldsmith

## Results, and trophies awarded:

Paul Schreck trophy for skipper with most first places in the regatta—Marc Eagan

Gordon Douglass first place trophy—Marc Eagan

Boston Yacht Sail Tea Party

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# North American Championship results

			R a c e N u m b e r					Points
			1	2	3	4	5	
1	3118	Marc Eagan	1	2	4	8	1	15.5
2	2905	Bubby Eagan	5	4	2	5	2	18
3	3020	Tom Ehman, Jr.	10	6	9	4	4	33
4	2710	Larry Taggart	2	20	1	6	6	34.75
5	3120	Bruce Goldsmith	3	1	18	9	9	39.75
6	1709	Wesby Parker	6	3	11	1	32	52.75
7	3051	Paul Schreck	7	16	10	18	8	59
8	3125	Richard Hawkins	15	8	6	14	18	61
9	1101	Ken Mockridge	8	17	16	17	3	61
10	2488	Jack Seifrick	17	5	7	12	21	62
11	1497	Jack T. Orr	9	13	26	15	5	68
12	1342	Jack Stewart	12	9	17	2	31	71
13	3030	E. William Sharp	13	14	15	11	24	77
14	3211	Dick Besse	21	11	27	10	12	81
15	3086	Ralph Manee	4	26	3	21	29	83
16	3114	Tony Krug	26	12	5	33	11	87
17	2882	Robert Rich	14	10	29	22	15	90
18	594	Allen MacMillan	28	28	12	3	20	91
19	1621	Edward Stein	24	18	24	27	16	109
20	2700	Bob Vance	30	23	33	16	7	109
21	1705	Sally Sawyer	33	7	20	37	14	111
22	1628	Joe Alter	11	15	35	20	30	111
23	2746	John Anderten	18	21	22	26	25	112
24	2828	Lew Howe	16	38	19	7	35	115
25	1499	Bob Hellendale	37	36	21	13	13	120
26	964	Joe Gulick	20	19	32	24	26	121
27	171	Hallam Walker	31	25	8	29	28	121
28	2658	Peter Haley	27	29	28	23	17	124
29	617	Ted Glass	19	33	14	25	33	124
30	2428	S. J. Herman	23	24	13	36	38	134
31	3078	Jerry Hartman	36	31	36	31	10	144
32	1200	Chris Becker	25	35	40	30	19	149
33	641	Larry McCarthy	32	30	25	38	27	152
34	3029	Donald Hott	34	22	31	28	39	154
35	1660	Barry Hoyt	38	37	37	19	23	154
36	1096	Dennis Morris	22	32	30	34	37	155
37	1110	Fritz Trask	29	27	39	DSQ	22	158
38	2657	Edwin Jacquet	35	34	23	32	34	158
39	1039	John Barnes	39	39	34	39	36	187
40	2467	Len Saari	40	40	38	35	40	193

for highest finish in club boat—Marc Eagan

Mary Douglass trophy for outstanding female participant—Leslie Ehman

## Individual races:

First race, Maxine Elam trophy—Marc Eagan

Second race, Schaffer Marine Products trophy—Bruce Goldsmith

Third race, John C. Jones trophy—Larry Taggart

Fourth race, Louise B. Pollack trophy—Wes Parker

Fifth Race, Fleet 7 trophy—Marc Eagan

## Challenger Division:

Max and Mary Doolittle trophy—1st place—Harry Carpenter

Sam Tellschow trophy—2nd place—Mario Bonaparte

## Individual trophies:

First race, Fred Crapo trophy—Peter Mitchell.

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Deadline: submit copy by 20th of month preceding month of publication.

# Marc, 23, explains why he beat brother: because Bubby, 21, 'just too young to win'

By Dick Elam

That Wednesday night—the end of the first day of championship sailing—the Riverside Yacht Club borrowed the Stamford, Ct., Yacht Club to host the annual Flying Scot meeting and banquet. Marc Eagan, leading Bruce Goldsmith by one place after two races, borrowed some trouble.

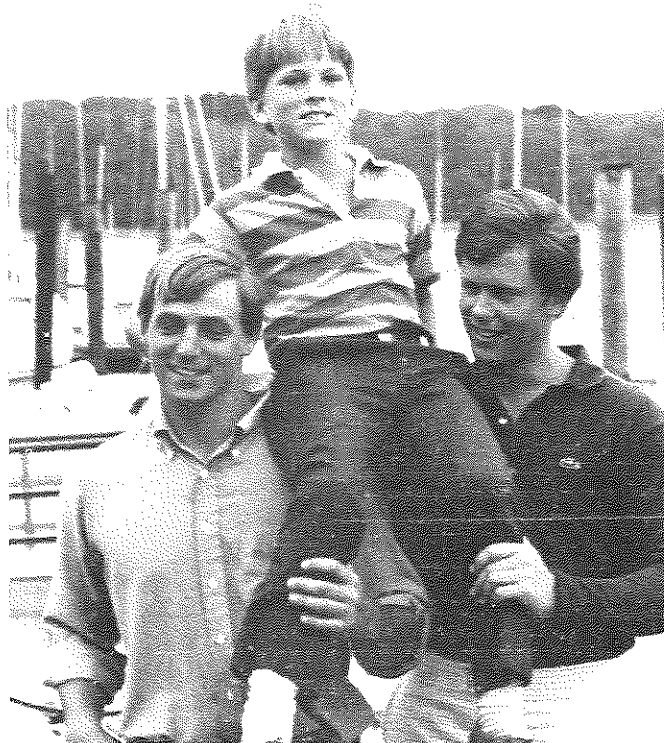
Long Island Sound would be calm on Thursday, Eagan prophesized.

Bruce Goldsmith and crew would sail lighter than Marc, Ed Turnipseed, and 10-year old Ted Trask.

Marc predicted that he needed heavier weather to beat Bruce.

At Marc's shoulder stood his younger brother, Bubby Eagan.

"And Still Champions"  
are Ed Turnipseed,  
left, Ted Trask, and  
Mark Eagan.



Bubby at 21 years lags two years behind Marc, 23. Bubby finished fifth and fourth that Wednesday and lagged behind older brother by 5¼ points. Wesby Parker of the host Greenwich Fleet 7 had finished sixth and third. Bubby and Wesby tied for third.

Thursday's race would decide Eagan vs. Goldsmith, and Eagan vs. Parker for third.

In the light airs and haze of the third race, Eagan started at the leeward end of the course, Goldsmith at the committee boat. Eagan port-tacked his way across the course to cross Goldsmith and cover. But this duel began to appear silly when winds shifted to the west. Eagan tacked away to position himself inside on the lift, only to be blanketed by two

boats. Goldsmith suffered through dead wind area. Meanwhile, Ralph Manee rounded the windward mark first. Larry Taggart rounded second followed by Tony Krug.

Bubby Eagan rounded in sixth, but brother, Marc, trailed in 13th. Marc's only consolation at this moment was that Bruce Goldsmith rounded 14th.

Taggart won the race, Bubby moved into second in the race and the regatta, and Manee finished third. Marc Eagan salvaged a fourth—and probably a North American championship—while Goldsmith finished 18th and Wesby Parker finished 11th.

Those finishes set up a new main event: Eagan vs. Eagan, brother against brother.

And younger brother Bubby ghosted faster in the fourth race. Bubby led at the first, second, and third marks. Lew Howe from the host fleet rounded second at marks one and two. And in third place at mark two sailed Bruce Goldsmith. At the second mark Marc Eagan found himself in eleventh, boxed between Bob Vance and Ken Mockridge.

Three happenings between reaching mark two and leeward mark three helped decide this championship.

First, Goldsmith in third place decided to run low on the wind while Bubby Eagan and Howe sailed high on the windward side of the rhumb line.

Second, Marc Eagan rounding in 11th decided (or was forced, a crowd had assembled where Marc sailed) to reach up.





The runner-ups, from the left: Bubby Eagan, Corky Hadden, John Kileen, Tom Ehman, Leslie Ehman and Paul Ehman.

Third, a slight breeze filled in from the Manhattan side of the course favoring the Scots sailing high. This shift caused the committee to move the windward mark to the west. Which meant that on the second windward beat boats headed upwind picked their paths through stragglers running downwind.

In the first happening, Goldsmith found himself overrun by Scots passing to windward.

Second happening: Marc Eagan caught Goldsmith.

Third happening: Wesby Parker dogged the leaders, commanded inside on Howe, and tacked unto starboard to new air, then back unto port and soon led. Howe tacked to the west to clear, and Bubby Eagan puzzled about whom to follow. Bubby took a hitch to the west, but those who followed Parker, namely Jack Steward and Allen MacMillan, finished second and third, respectively. Tom Ehman finished fourth, and Bubby settled for fifth.

In the dying wind Marc Eagan followed Taggart and Howe home for an eighth, one place ahead of Goldsmith.

Bubby Eagan had missed a high finish, but still gained three boats on big brother.

To win the Eagan vs. Eagan finale, Bubby needed to overcome one and a quarter-points. He had to beat Big Brother Marc and put a friend in between.

That Friday morning on the Sound the wind blew 18 knots.

Marc Eagan predicted correctly. Heavier weather would help him. Marc led every mark. Ken Mockridge squeezed into second at the second windward mark, but Bubby Eagan took over second at the finish followed by Mockridge.

Tom Ehman crossed fourth, luffed into the wind, and whooped happily. That fourth place put him ahead of Larry Taggart in the regatta. Taggart finished sixth in the last race. Jack Seifrick fared well in the blow, finishing fifth, as did Bob Vance who finished seventh.

'Taggart traveled too far; Ehman chose to marry'

On the second leg of the last race, Scots planed across a four-foot sea. On the photographer's boat, Ed Caroe read the Aqua Meter knot meter between 15 and 16 knots as he followed Vance down the screaming plane, spinnaker flying. Those Scot crews who flew their spinnakers indeed appeared to fly over the top of some large waves.

That Friday afternoon, under a tent on the lawn beside the Riverside Yacht Club, the hosts served chile and awarded trophies.

You would have thought Marc Eagan had never worried two days before on Wednesday. The young man from Bay Waveland, New Orleans, and planning even then for his job in London, detailed the plight of his closest competitors:

Goldsmith(fifth)—"We knew the wind had to blow sometime to overcome his light wind advantage."

Taggart (fourth)—"Larry came too far a distance, and he was tired." (Taggart won the Foremost-Lineburg trophy for traveling the greatest distance. Taggart lives two blocks beyond Marc's home.)

Ehman (third)—"Tommy got married. I told him to wait."

Bubby Eagan (second)—"What did you expect, Bubby was just too young."

Marc attributed his success to his crew: Mark Turnipseed who crewed last year's championship and to Ted Trask "because of his local knowledge." Young Trask, 10, is the son of regatta chairman, Fritz Trask of Greenwich.

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### OTHER WINS:

The Sandy Douglass regatta (65 boats); 1st, Paul Blonski; 3rd, Sandy Douglass. Paul had our old sails. Sandy had new sails. Dick Schultz won the Governor's Cup. Jeff Stamper won at Washington.

Naturally, we won most of the other districts.

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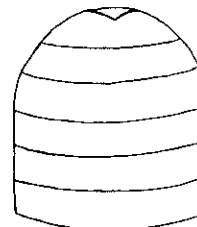
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# Sandy finds Riverside up in air can still excel as regatta host

By Gordon K. Douglass

Last night the thermometer dropped into the 40's, reminding us that another summer is on the wane; and another North American Championship has shown that while Marc Eagan is hard to beat, his kid brother, Bubby, is treading on his coat-tails.

The 1978 NAC was a great experience for us all. The Riverside Yacht Club and Race Committee were all we could have hoped for. In spite of the fact that the Riverside clubhouse was up in the air, literally, while new foundations are being built underneath the building, the club and the staff functioned without a hitch, just as though this were an every day affair. The Race Committee, under Ham Ford, did their usual excellent job under, at times, exceedingly difficult conditions of light or no winds and major shifts. The fourth race of the finals, for example, started with the wind northwest. It backed to west, southwest, and south. For the last leg the weather mark was shifted for a south wind. The early boats finished on a beat while, at the same time, later boats were coming down on a spinnaker run. Fortune smiled on us for the last race, giving us a brisk and steady northeaster with lumpy seas; just the right ending for a good series.

And Fleet 7 showed by how smoothly everything went, from measuring in to the awards ceremony, that a great deal of work had been done in preparation under the chairmanship of Fritz Trask (and, I suspect, the eagle eye of president Bob Vance.) Fritz told me that planning had started almost a year ago.

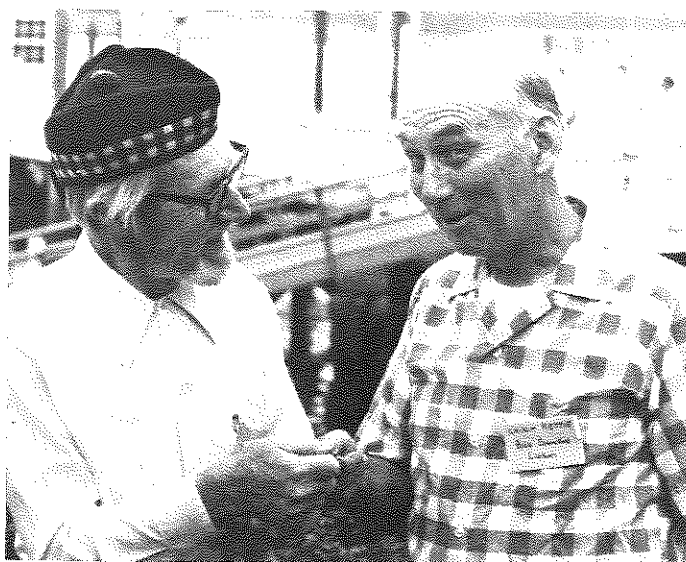
We judges sat down on the job. After watching the start it was our practice to anchor above the weather mark, right on the 50 yard line; but it was a clean series and we had little to do but agree with the Race Committee and enjoy the hospitality of Russ Varnet's beautiful Luhrs cruiser or Cliff Hipkins' lovely old PRESS ON REGARDLESS.

We saw some very fine sailing. In spite of flukey wind shifts in some of the races, the good skippers generally led the fleet around. In such a regatta it is difficult to single out individual performances, yet the precision and smoothness of boat handling by the top skippers was apparent. For example, Bruce

Goldsmith showed why he and his crew have done so well over the years. Six to seven seconds is considered to be good timing for setting spinnaker after rounding the weather mark. On one rounding to a run Bruce had his up and trimmed and drawing in three seconds.

I was very happy about the general attitude of the Class. It gives me great hope for the future. At the Governing Board Meeting, for example, I thought I sensed a change in attitude. Only a few years ago there was much opposition to any suggestion of controlling gadgeteering. This year, with our Measurer, Jack Seifrick talking of limits; and with some of our top skippers, including some of our worst offenders, talking of limits; I think there is a growing realization that we really should do something about it.

All in all, it was a most successful regatta. The Flying Scot Sailing Ass'n is in good hands and 1979, our twentieth year, should be the best ever.



Gordon "Sandy" Douglass and Chuck Retie, right, share the photographer's joke: "Look at the coin in Sandy's hand as if it was the coin you gave him 20 years ago." Could be. Retie sailed the first Flying Scot on Long Island Sound. Retie was the organizing force of Fleet 7 at the Riverside Yacht Club. Fleet 7 this year was named Fleet-of-the-Year. For the 1978 North American Championships, Retie served as race committee liason.

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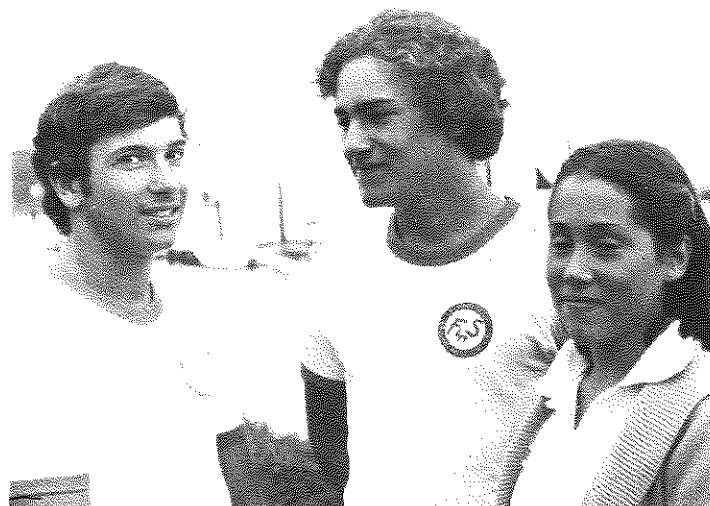
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Michael Bonaparte, Michael McNamara, and Pia Bonaparte

## Bonaparte wins last to decide tie with McCarthy

Weather doomed the Junior North American Championship to two races.

Michael Bonaparte and Mike McCarthy were tied at the end of two races on Sunday. So a third race was scheduled for Tuesday afternoon—after the seniors completed qualifying. But a storm that hit the fleet on Monday caused the seniors to sail on that Tuesday afternoon.

So officials fell back to the rule that ties are broken by awarding the championship to the winner of the second of two races.

Michael Bonaparte of Greenwich, with a second in the first race and a first in the final race, won the Junior NAC. Sister Pia Bonaparte and Michael McNamara crewed.

Michael McCarthy, Jamie Orr and Allison Klein were the second place crew.

Julie Starkweather and her crew, Claire Osgood and Dierdra McDonald, finished third with two thirds.

Tied for fourth were Fritz Caroe and Crocker Coulson.

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# Harry Carpenter wins Challenger

Mario Bonaparte edges Hugh Malone for second

Everyone who finished in the top six of the Challenger Division of the North American Championships sailed one mediocre race out of five.

But Harry Carpenter from Deep Creek, Md., sailed two winners, one runner-up, and one third-place race, and that gave Carpenter a two-and-a-half point edge over Mario Bonaparte of Riverside, Ct.

And a three-and-a-half point edge over Hugh Malone, the Greater New York District Governor. For Governor Malone, that one mediocre finish came during the last race. In the gusts and chop of a Friday morning blow,

Malone sailed to an unlucky 13th place which wiped out his 8 $\frac{3}{4}$  point lead over Carpenter.

Carpenter sailed Scot 3199, next-to-newest in the regatta. (Dick Besse, wife Janet Besse and Tommy Stackweather crewed the newest Scot, number 3211 to a 14th in the Championships.) But Carpenter carried Eric Ammann, who crewed many races for Gordon (Sandy) Douglass, as a reminder of how older Scots had sailed. Donna McMillian completed the Challenger victor's crew.

Bonaparte used two members of the winning Juniors team as crew, Michael Bonaparte and

Michael McNamara.

Another family combination appeared on the Malone Scot where Paul Malone and Howe Robin crewed.

Family sailing units prevailed for the next three finishers, also.

Richard Rettig sailed with Robert Rettig and Randy Blakeman to a fourth.

Ian Irvine sailed with wife, Christine, and Cynthia Rea to a tie for fourth, but a fifth place because Rettig beat Ian more races.

And sixth place was a complete Mitchell production: Peter Mitchell, skipper, with Jim Mitchell and Ann Mitchell crewing.

## Standings for NAC Challenger skippers

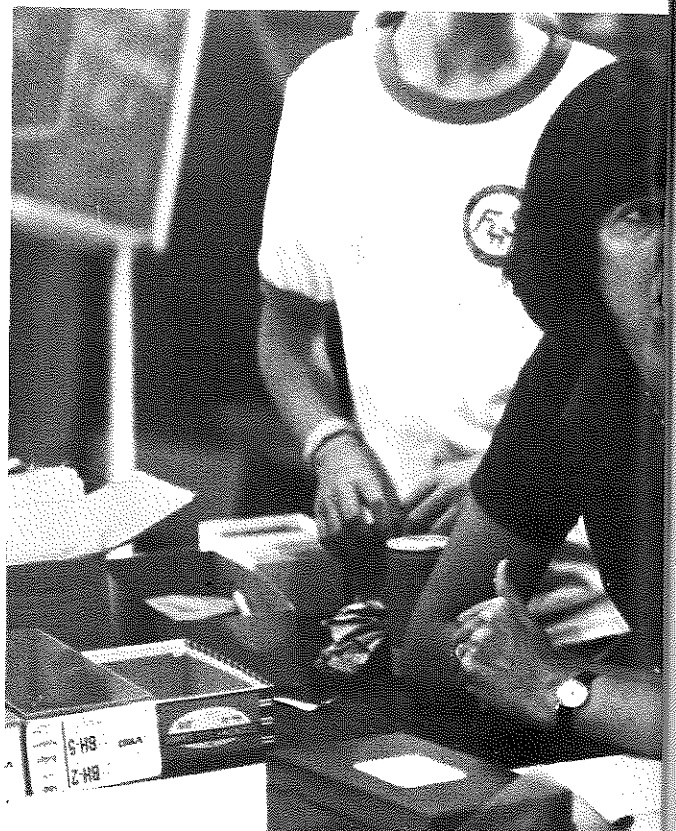
			R a c e N u m b e r					Points
			1	2	3	4	5	
1	3199	Harry Carpenter	3	1	21	2	1	27.5
2	1775	Mario Bonaparte	16	4	2	6	2	30
3	2427	Hugh Malone	2	3	6	7	13	31
4	1905	Richard Rettig	4	6	23	1	4	37.75
5	2129	Ian Irvine	19	10	1	3	5	37.75
6	2792	Peter Mitchell	1	8	11	11	9	39.75
7	2589	Dick Gregory	5	9	17	4	22	57
8	88	Bill Tingle	6	5	22	29	3	65
9	707	Phil Didriksen	20	7	9	22	8	66
10	1849	Debbie Peterson	14	26	4	8	16	68
11	3096	Bob Cornish	23	13	5	5	26	72
12	2090	Robert Kenney	22	19	8	14	10	73
13	2110	Mac Singletary	10	31	12	13	6	77
14	1936	Rich Schwartz	7	2	30	9	DSQ	82
15	2121	B. Spinneweber	30	27	3	10	12	82
16	2109	Irwin Wolin	8	11	18	26	20	83
17	709	David Renton	17	16	16	27	11	87
18	1353	Charles Bukowski	11	20	7	28	23	89
19	1078	Rich Kerdock	9	24	20	12	24	89
20	2045	John Burnside	28	25	13	20	14	100
21	2106	Lou Goldman	24	17	31	23	7	102
22	2248	Lazlo Vieman	12	30	10	33	18	103
23	1971	Lizzy Harding	25	15	15	21	28	104
24	3076	Bernard Knight	13	12	24	31	27	107
25	1771	S. C. Sanday	15	28	14	17	DNS	108
26	1514	Robert Luce	18	23	27	15	29	112
27	1449	Richard Newell	21	22	29	25	15	112
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31	388	Michel Scrivan	29	29	28	16	25	127
32	1446	Charles Fox	33	DSQ	32	24	19	142
33	355	Charles Byers	26	DSQ	19	30	DNS	143



Joni Seifrick, Jim Watson

## Checking in f

Sail measuring, registration  
for these Fleet 7 crew at



Yanna

# Lake Carlyle chosen for '79 champion

Lake Carlyle, near St. Louis, Mo., was decided as site of the 1979 North American Championships. Races will be held during early August, specific times yet to be announced.

Fleet 83 sails on Lake Carlyle. Although this regatta will be the first NAC held on Carlyle, two years ago the Champion of Champion race, won by Tom Ehman, sailed there.

Ted Glass, past commodore, presented the Lake Carlyle proposal to the board of Governors who met Aug. 6, the Sunday that opened the Riverside NAC.

Measurer Jack Seifrick ruled illegal jib sheet brackets that protruded into the cockpit. Seifrick declared metal brackets, such as those employed by Paul Blonski of Lakewood, OH, to be a safety hazard.

In an effort to minimize openings in the deck, Seifrick also ruled that "any through deck lead must be put through its proper fitting." Seifrick said the intent was to allow no larger openings around through-deck leads than needed.

The Measurer announced work

on plans to specify a rigging system as part of the Flying Scot plan. Such a plan would allow alternatives, but specify optional plans. Seifrick and Eric Amman, president of Gordon Douglass Boat Co., were named by the Board to form a group to continue study on flotation.

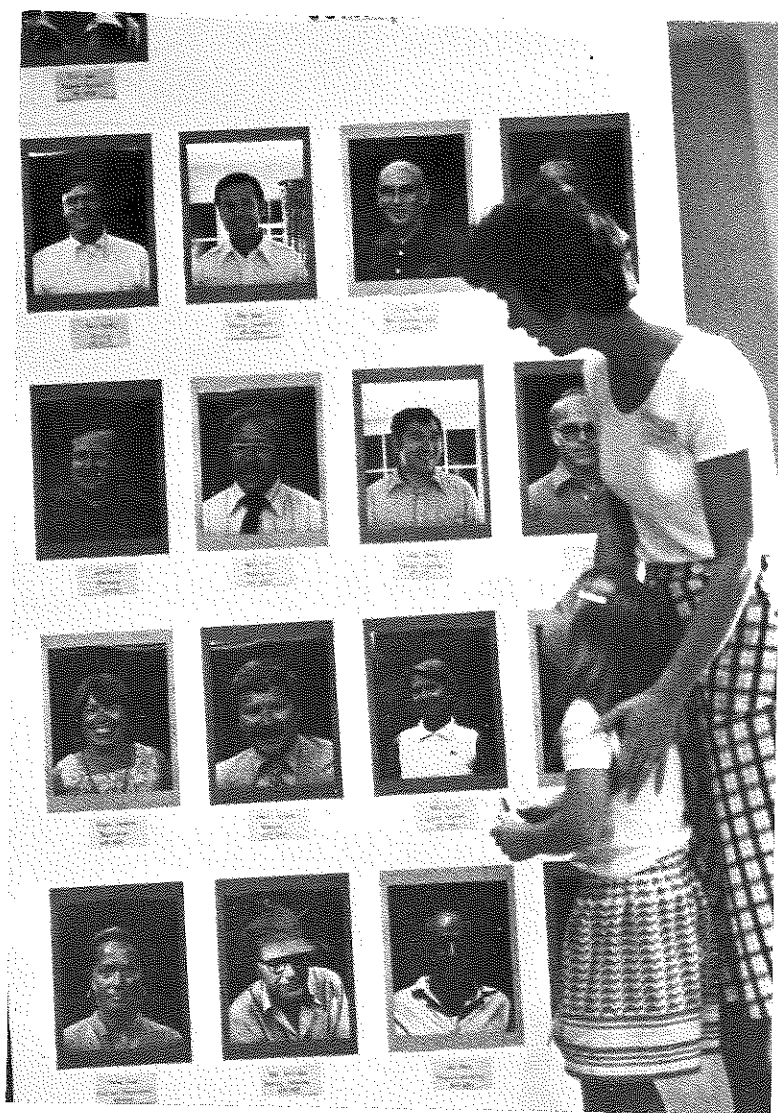
Treasurer Mike Johnson reported a profit at the end of 11 months and estimated a profit at the end of the fiscal year. Total assets as of Aug. 31, 1977 were \$17,652. An audit before transferring accounts from Pensacola to

# he champions

, staffing moves smoothly  
Riverside Championship



ari, Joan Denne



Mitzi Scrivan and daughter, Katie

## hips; Measurer outlaws brackets

Columbia, SC, was requested by the new executive secretary, and approved. Johnson proposed a 1979 budget that projected \$48,990 in income and \$47,450 in expenses for an estimated profit of \$1,540. (A copy of the financial statement and 1979 budget will be printed in following issue of Scots n' Water.)

Governors also approved the purchase of scales to be used for weighing boats at North American Championships. The scales will reside with the Executive Secretary in Columbia,

SC. The Secretary will arrange for scales to be used at times other than the NAC.

Don Hott reported increased interest in Fleet-of-the-Year awards. Plans for another cruise sponsored by the Association are projected in the next two or three years. The Association commanded discounts on charters and air fares for the Grenadines cruise in March. Hott said the Association paid no costs for members who cruised.

Officers nominated were elected at the annual meeting. Governors also appointed Hal

Walker of Davidson, NC, to serve as Assistant Treasurer because of his proximity to Columbia, SC. President Bob Vance named an executive committee composed of Don Hott, Bill Singletary, Buddy Pollack, Sandy Douglass and Mike Johnson.

Two fleets that failed to have three members registered were suspended. Fleets were 70, Rochert, Minnesota and 112, Arkabutla Lake, Mississippi. Eight fleet charters were revoked because of failure to maintain three members.

Introducing



## of Sailing Terms

**"It's all in the wrist—"**  
A kidding way of saying we were  
fast.

It was "all in the wrist" for the 1st and 3rd placers in the Challenger Division at the 1978 North Americans. The common ingredient was **Goldsmith Sails.**

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for some "All in the wrist"**

*Bruce Goldsmith*

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## Crowe advises winter reading

Carolina champ stresses  
beating 'em to windward

By Hap Crowe  
Carolina District Champion

Our fleet captain has been gently pressing me to write a brief article for the newsletter for sometime now, suggesting the subject of how to make a Flying Scot go fast or how to win races. I can't help wondering what I can contribute to four or five thousand years of human sailing experience, certainly nothing original. Like most endeavors how well you sail depends to great extent on how much effort you are willing to put in the enterprise. Let's assume that for most of us weekend sailors, we sail and race for the pure joy of it and wish to enjoy a modest amount of success without sacrificing career, family, and friends on the altar of "winning no matter what." Here are some of the items that I feel have been helpful.

There is no substitute for doing your homework. If you enjoy reading, there are many excellent sailing books on bookstore shelves, written by experts, which will relieve you of collecting tips and advice from the locals—who can only give you "heresay," anyway. Not that the local here isn't helpful, it's just that you will get a detailed logical answer to your question from a good text rather than an offhand, thought-of-the-moment reply from your local expert. A saturation reading program in the winter, coupled with a search for specific answers to specific problems as they arise during the sailing season, is good strategy.

Obviously, **luck** plays a part in what happens on the race course; however, to reduce the effect of this factor in your racing performance you must substitute **effort**. Being knowledgeable is not enough; you must apply what you know, being **alert, attentive, persistent, and decisive.**

The most important phase of the race is the windward leg including the start. More boats can be beaten here than anywhere else on the course. Yet here is where we are often the most inattentive and lazy. Failure to work hard for a "good" start—not necessarily the ideal start—and failure to go to the previously determined best side of the course will





Hap and Flora Crowe with son Sam heading to the finish line

usually make for a gloomy time at the cocktail party. A thirty minute pre-race sail to observe the wind and the course is invaluable. Also, stubborn determination to do the opposite of what the entire fleet does will guarantee manic depression. Don't forget who it is you are trying to beat. Flashes of brilliance rarely do it.

Decisiveness is a key trait in successful racing. It is most often wasted on the younger sailors in the fleet. They don't mull over all the reasons why they might get burned if they tacked wrong. They do it; find out; and recover, if they have to. The young sail well ahead of the more contemplative sailor. Kirk Kirkland is a shining example of this. If he makes a wrong decision on a tack, he is quick to recover by tacking again more appropriately.

In light air, the standard weather condition for inland sailing, the sailor who has developed the traits of attentiveness and persistence will mostly be found up front. When wind is flukey, continuous observation of your own shroud telltales and masthead fly, ignoring

the fleet, seems to pay the most dividends. Grumbling in the bilge or bantering with near by boats rarely provides profitable. Light air is the easiest time to win. All that is required is to observe and believe your own wind indicator, even if the entire fleet is on the opposite tack. In light air it's the wind on "your" sails that counts. Light air sailing is only fun if you are up front, which is quite an incentive for getting there. It does require effort and not just hacking along.

I am sorry I have no magic formulas or hot tips on sailing made simple. If it were simple, most of us would be doing something else with our spare time. Racing sailboats is a complex and challenging game balancing physical demands with intellectual demands. Paul Elvstrom, the great Danish sailor, advises "remember to enjoy your sailing." Of course this was after having won five Olympic Gold Medals and having a nervous breakdown.

(Reprinted from Fleet 27 Newsletter.)

## Hawkins edges Cowles by half a point

By Ed Theisen

Richard Hawkins of Fleet 20 (Huron-Portage Yacht Club) won the Michigan—Ontario District Championships by a half point over Robert Cowles of Fleet 16 (Detroit Yacht Club).

District championships were sailed on Lake St. Clair, Michigan in July.

Hawkins won the finishes of 1, 1, 3, while Cowles was finishing 2, 2, 1. Cowles finished the second race

in second even though he lost a spinnaker halyard. Bob climbed the mast and retrieved the halyard during the race.

Fred Kuspa of Fleet 8 (Edison Boat Club) captured third with his 11-year-old daughter Donna as one crew. Ed Jaquet of Fleet 16 finished fourth and Don Hess, Fleet 113, Elk Lake finished fifth.

Seven of 10 fleets sent sailors to the regatta conducted by the Detroit River Yachting Association.



# Show your transom to the best ... with Bowers Sails!

More and more Flying Scot skippers are going with Bowers Sails. Why? Because we have become intimately aware of the Scot's sailing qualities from racing, listening to our customer feedback, two boat testing and much, much more. We've found the ideal sail shape and cloth for the Flying Scot. Yet our service doesn't stop with manufacturing of the fastest sails around. Bowers also supplies timing advice in the form of booklets and update sheets so that you learn about how to set your sails for that all-important racer's edge.

**MAINSAIL....**Our relatively flat all-purpose new Yarn Temper Main features a fairly open leach, which gives the Scot a light helm and acceleration in all wind conditions. By changing the tension in the foot you get the ability to shift gears for maximum speed and pointing in all conditions.

**JIB....**Our medium new Yarn Temper Jib has a very flat entry forward. Bowers has learned that it's the Scot's main which gives power and speed while the front of the jib is used for pointing high. These jibs come supplied with long roll-up bags to reduce wrinkles and help your sail last longer.

**SPINNAKER....**Our all-weather Cross-Cut 3/4 oz. Dynac (all white) has proven itself as the fastest spinnaker available for the Scot. After the '77 Midwinters we experimented with many shapes in order to get a spinnaker that would both reach and run and yet meet the tough One Design rules of the Flying Scot Class. Our customer reports indicate we've been very successful.

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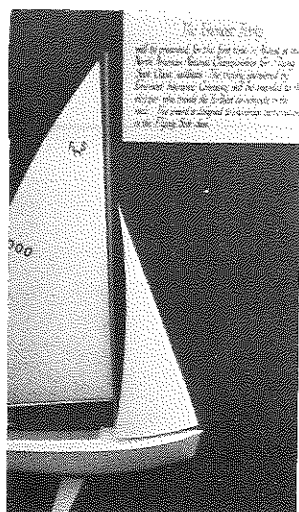
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Wally Lineburg presented the Foremost trophy to the Flying Scot Association. And President Bob Vance, right, presented the first winner, Larry Taggart of New Orleans.

## Caveat Emptor

**FS 2249**—Douglass—white hull, oyster deck, Boston sails, sterling trailer, anchor, cover, misc. gear. Price: \$3800. negotiable. Mark McInnis, 606 W. Iowa, Indianola, Iowa 50125. Phone: 515/961-5990 or business 515/244-7217.

**FS 2732**—Douglass—White hull, red boot, grey deck. Seldom sailed. Lifting bridle plus larger FS Sterling trailer. Never raced. Murphy-Nye main and jib with windows. Once-used North tri-radial. Jiffy and roller reefing. Internal outhaul, boom-vang, cunningham and mast head wind indicator. Haarken hardware. Bright spruce spinnaker pole. Teak trim. Mast step hinge. Both FS new type duck cockpit cover and full cover. Never-used British Seagull, outboard bracket plus built-in OB storage bracket. Excellent condition. John Will, 616/774-2203, home and office, or 23 College, S.E., Grand Rapids, Mich. 49503.

**FS 620**—Douglass, black hull, white deck, white stripe. New Schreck main and jib, Schreck Spinnaker, red and black; Harken and Sailspeed sheeting blocks, new color coded lines, galvanized trailer,

Spinnaker pole, motor-mount. Dry sailed and in very good condition. Price: \$3000.

Robert F. Johnson, 1394 Hannaford Road, Winston-Salem, N.C. 27103. Phone: 919/768-3817.

**FS 2633**—Customflex-Blue hull, White deck; Schreck main and jib; New Trailer. Unable to sail due to lake level. Price: \$3900. Don Stewart, 2200 Ash, Hays, Kansas 67601. Phone Business 913/628-8251.

**FS 2033**—Customflex, white hull and deck, three suits of sail (Boston, Schreck, Murphy-Nye) spinnaker with gear, Harkenblocks, indoor winter storage, sailed from lift, Pamco trailer. Very good condition. Price: \$3000. Arthur W. Koch, Edmore, Michigan 48829, Phone 517/427-3471.

**FS 2696**—Yellow hull, white deck, chute pole, equipped for racing, extra heavy duty trailer, spare tire and wheel. Schreck sails, full cover, compass, many extras. Price: \$3850 firm. Nights 901/454-0463, Office 901/754-2490.

**FS 2935**—Customflex, white hull and deck, dry sailed, like new, Schreck main and jib, Cameron main, jib and spinnaker, Harken blocks, Shoreline galvanized trailer. Price: \$4750. D.S. Miller, 3701 Kirby Drive, Houston Texas 77098 Phone: 713/665-7588.

## New active Flying Scot Association members

149	MID	107	Richard Besse	1322 E. Genesee St.	Skaneateles	NY	13152
393	MID	107	William Beson	1214 Manitowoc Rd.	Menasha	WI	54952
454	GNV	7	Richard W. Schoenbohm	1214 Green Grove Rd.	Appleton	WI	54911
1009	MID	107	Anne Remmer	10 Meadow Place	Old Greenwich	CT	06870
1190	M-O		Jack Couillard	1777 Brighton Beach Rd.	Menasha	WI	54952
2028	OH	80	Douglas P. Christensen	1346 Wines Dr.	Ann Arbor	MI	48103
2051	NE		Greg Madzelonka	60 Sumner St., No. 17	Pittsburgh	PA	15202
2134	OH		Joseph G. Cowhig	14 Seneca Ave	Essex Junction	VT	05452
2210	GF	131	Paul E. Swenson	4772 Edenwood Rd.	South Euclid	OH	44121
2465	GNV		Jerome Weitzen	26 W. Adams St.	Jacksonville	FL	32202
3064	NYL	43	R. Allan Reese	Wylde Green Terrace	Ossining	NY	10562
3108	MID		Carl E. Bredenberg	Upstate Medical Center	Syracuse	NY	13210
3112	M-O	20	John Rosenberg	115 Ridgeview Dr.	Wayzata	MN	55391
3143	CAR		Fred G. Young	3172 Maple Dr.	Ypsilanti	MI	48197
3155	M-O	16	Thomas C. Caldwell	Box 3171	Hilton Head IS	SC	29928
3159	MID	9	Bruno Lucisano	5200 Anthony Wayne Dr., No.703	Detroit	MI	48202
3162	MID	2	Paul L. Brothers	1313 Rolling Ridge Lane, RT4	Sturgis	MI	49091
3190	OH	65	Ben Hillberry	246 Lincoln St.	W. Lafayette	IN	47906
3210	CAP	107	Tom Slane	47 Candlelight	Dover	OH	44622
3227	GF		James Richard Davis	3932 Port Rd.	Chesapeake	VA	23321
			Monique Howard	2929 Lake Forest Dr.	Augusta	GA	30909

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1st—Spring Regatta, Mobile  
1st—Candler Regatta, Panama City  
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4th—Midwinter Warmups

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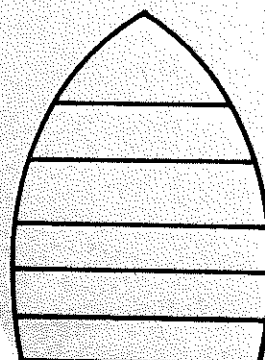
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DEALER INQUIRIES INVITED

# Our first cruising boat—the Scot

250-mile assault on Montauk Point of Long Island  
with tips on frozen water and below deck hairdos

By Pat Vance

Probably all of us have taken the family and perhaps a few friends out on our Scots for an afternoon or evening of casual sailing; maybe even had a light snack or lunch plus, of course the inevitable beer. But spend overnight? Well, we have.

We sail out of Riverside, CT, on Long Island Sound. Frankly, the first thought of spending overnight came from the children. Pam and Ricky protested that we were spending too much time racing "their" boat, the "MacPamRick."

"Other people spend overnight on their boats, and besides we all have our sleeping bags." So we thought "why not"?

We left early one Saturday morning, sailed for the day, spent overnight, sailed back to our harbor Sunday morning, dropped the children with a sitter, unloaded the gear and raced in the afternoon. We all had such a good time that we repeated this activity several times during the summer. We then tried two day trips without the children.

Finally, enough Flying Scotters heard of our "impossible" excursions, and asked with incredulity how it could be done. As a result, Fleet 7 organized an "overnight" with six Scots participating. Very Successful. One girl's comment was, "it was better than a motel and I love motels."

These successful one and two day trips convinced us to try an extended "tour". We made plans for a ten day, 250-mile assault on Montauk Point, the easternmost tip of Long Island, NY. What we did was great fun, but is not for the squeamish or faint-hearted. But since you all have Scots, I know that you are good sports. However, all of this depends upon a certain amount of flexibility on part of skipper and crew. Skipper has to relax a little, and Crew still has to crew, while serving lunch.

We have found that with a boat cover, (ours is horizontal across boom giving sitting head room), an ice chest, a small propane stove, a few cooking utensils, sleeping bags, and a 3½ horsepower outboard motor, that we could comfortably go up to 25 miles a day—(we've done 45). We have reciprocal agreements with other Yacht Clubs on Long Island Sound, and, when possible, planned to moor overnight at another Club. We tried to tie up about 5 p.m., arrange our gear for the night, shower and change, and have dinner on shore, so that we could be back on board by 9-10 p.m. Check with the launchman.

We found that we could stow everything under the forward deck during the day, except for gas, charts, life jackets, paddle, which were easily accessible. At night we put everything under the seats, except sleeping bags. We slept under the forward deck. We built up the slant near the keel with life cushions to make it level, and then placed an air mattress and sleeping bag on top.

Our basic plan of action for one to two nights, is to have three gallons of water, one plain and two frozen the night before in our home freezer. Put both frozen in the ice chest, and chip ice for drinks from one, (we do this with the No. 2 the second day). The first day we eat breakfast at home, load the boat, sail and eat lunch on board. Tuna, chicken—(any except egg) sandwiches. Take lots of snack foods such as Fritos, potato chips, hard candy, cookies, as well as soft drinks. We find that soup keeps hot til lunch. We've given up trying to carry milk for the second day; it always tastes sour.

It is amazing what one can do under the forward deck. In order to look presentable to go ashore, I can change from shorts, tease and spray my hair, put on a simple black cotton dress and flats and still look pretty divine.

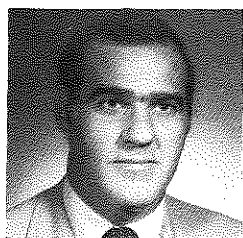
On our longer trips, for breakfast, we usually have sweet rolls, cold cereal, and when we take the stove, hot coffee. (We have found that to make a proper breakfast takes ages, uses up dishes, and we're still hungry two hours later.) While the Skipper gets everything stowed away, I make up sandwiches for lunch, make hot soup for the thermos and plan for the "11:00" Bouillon while aboard ship."

In the morning, no matter the length of the cruise, stow all gear properly, and in the exact place allotted. (When we rushed, we regretted it later in the day.) We planned about six hours of active sailing each day, which is not an undue strain.

We had a good time. All alone, quiet, at team, each of us needing the other, (all the things "they" say in the ladies' magazines—but still satisfying). It was, for us, an opportunity to see and do things together we enjoyed. And wouldn't have been able to do any other way, except by cruising Our Scot—The "MacPamRick".

We have since cruised many big boats including two FSSA Charters, but we still remember it all started in our first cruising boat—The Flying Scot.





## Secretary enjoys warm welcome and 50-yard-line racing seat

By Ed Eubanks

"Welcome Aboard!" is a term I've heard very often since joining FSSA as Executive Secretary.

Over the years, I have served many organizations of many types, but I have to say that the Flying Scots are the warmest, friendliest and most helpful bunch I've ever been associated with.

At Riverside a few weeks ago, everyone seemed anxious to answer my foolish questions, and even Sandy was patient when I exclaimed: "Why, Sandy, they do go without motors."

Bill Singletary and Bob Vance had told me that there was nothing particularly exciting about watching a sailboat race, but, to the contrary, I was as excited as I would have been on the 50 yard line of a good football game.

Riding on the Judges Boat is no easy task for a landlubber either. Mike Johnson, Sandy Douglass and Ham Ford are hard to keep up with. I told them I'd

done that sort of thing before but had never before gotten paid for it.

Seriously, I'm delighted that AMS and I have the opportunity to serve your fine association. You have all the ingredients for success: a membership dedicated to the cause, officers and directors who are willing to spend the time and effort required, and a valid purpose—to preserve the one design class of the finest sailboat made.

I would be remiss if I didn't express my gratitude to Hal Marcus for all his efforts on FSSA's behalf. People who follow after the trail blazed always have an easier time; so we should make good progress and be able to build from this point forward.

The ultimate responsibility for a successful association of any type lies on the shoulders of the membership. . . you. Support your association in every way, and it will become the organization you want it to be. Bear with your new staff as we learn the ropes. I assure you we won't be "landlubbers" for long.

## WHEN THE GOING GETS TOUGH, THE WINNERS GO NORTH!

During the past two seasons we have worked very hard developing a suit of sails which would be the fastest available for the Flying Scot.

Results-	1978 North Americans	1st
	1978 Mid-Winters	1st
	1977 North Americans	1st and 3rd
	1976 North Americans	2nd
	1975 Mid-Winters	1st

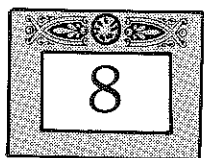


Through extensive analysis of cloth stretch and fatigue characteristics, North Sails can produce identical sails which are not only fast out of the bag, but give superior performance for many seasons' use. To avoid the springtime rush, order today!

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## Editor finds letters behind the 8-box

### Fleet 1 celebrates 20th anniversary

Flying Scot Fleet 1 celebrated 20 years as an active fleet during September. Gordon "Sandy" Douglass was guest for the sailing clinic, cookout, and a mini-regatta between Thistle, Highlander, and Flying Scot fleets.

Fleet 1 sails on Cowan Lake, Wilmington, Ohio, just outside Cincinnati.

Our correspondent, G.A. "Jerry" Gantzer, and fleet captain will provide coverage for Scots n' Water.

### Can science explain why?

Charles Ivey, our corresponding physicist and secretary of Fleet 132, Abilene, Texas, has fired up his calculator (and some Reynolds numbers) to determine "why a member of our fleet can sail to windward faster and higher with some old blown-out sails". Dr. Ivey's scientific report will appear in the next issue of Scots n' Water.

Abilene sailors hosted a regatta in September on Fort Phantom Hill Lake. Tom Nute of North Sails gave an on-the-water seminar on sail setting.

### Magazine sets type early

Scots n' Water publishes eight times a year. Number of editions were reduced from nine last winter. Months skipped are September, November, January and March. The magazine enjoys a second-class mailing privilege, a cheaper rate than first or third class, but conforms to certain mailing regulations.

To afford more time for production and mail delivery, deadlines for copy (received in Chapel Hill, N.C., Box 8) have been moved back to the 20th day of the month preceding publication. Type for this issue was set in September, which will explain why some events were not reported. Magazines were not placed in the mail before early October. This editor attempts to handle copy as late as possible so stories are current, but production and mail deliveries are bounded by contract arrangements and postal service. An increase in cost of second-class postage has been projected through the next four years by the Postal Service.

To meet rising costs of publication (Paper and printing as well as postage), the Executive Board recommended an increase in advertising rates by 50 per cent. Those new rates go into effect in this issue.

## Sponsored By FSSA

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4. Coverage is "all risk" while racing, day sailing, trailing and ashore year round anywhere in the U.S. and Canada.
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6. Damage to another boat up to \$4100 applies.
7. Medical payments provided up to \$2000.

This policy is available in most states where Flying Scots are sailed. Send name, address, home port, hull number and age of boat (10 years and older describe condition). Class member, yes or no. Select your area; home port determines premium. Attach check payable Lineburgh & Company.

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**Area 1:** \$70.00 per year. Inland lakes and rivers of the U.S. including the Great Lakes and Chesapeake Bay.

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Full-page	\$130	\$105	\$80
Half-page	\$70	\$55	\$45
1/4-page	\$38	\$33	\$30

Display ads payable to P.O. Box 11187 Columbia, SC 29211

# Mid-Winters add third division

Same championship—the Flying Scot Mid-Winters.

Same place—Panama City, Florida.

Same month—March 7-10, 1979.

But "big changes" have been made to the annual event, announces Allen M. Douglas, the regatta chairman.

Changes include starting on Wednesday and ending on Saturday, March 10. That change honors a request of the Executive Committee and will increase travel time for out-of-state entrants.

Another change will be three divisions instead of just a Championship and Challenger series. Qualifiers will be divided 45 per cent to the Championship division, 35 percent to the Challengers division and 20 per cent to the newly-created Commodores division.

Three races, the first starting Wednesday, March 7, will qualify contestants for divisions. After qualifying races, all points will be thrown out and points start anew to decide division winners.

Douglas announces another change for those who sail in only the last three races:

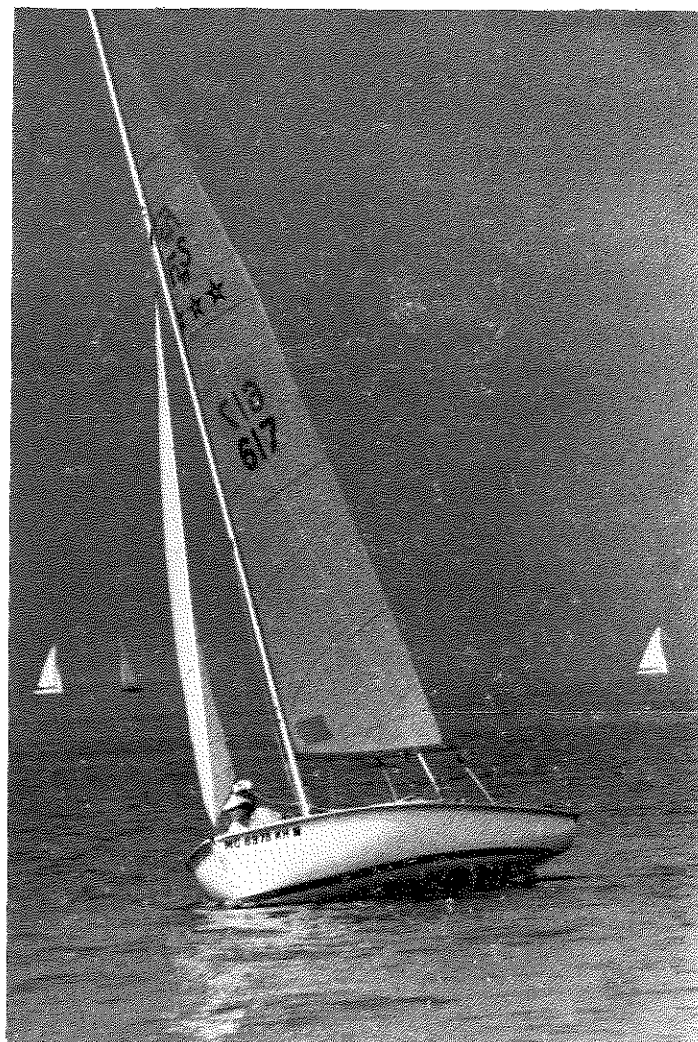
"Contestants who register for the last three races only must be pre-registered and will be placed in the division that corresponds with their racing experience. This placement will be done at the discretion of the Race Committee and not subject to protest."

Trophies will be awarded to the first seven places in the Championship and Challenger division. Trophies will be awarded the first five places in the Commodores division.

## Regatta Schedule

**October 7-8**—Oktoberfest Regatta, Percy Priest Lake Nashville, Tenn. Percy Priest Yacht Club.

**October 14-15**—Fourth Annual Barefoot Open Regatta and Georgia Flying Scot Championship, Barefoot Sailing Club, Lake Lanier, Atlanta, Georgia.



Ted and Florence Glass ghost toward Long Island finish

**October 21-22**—Hospitality Regatta, Jackson Miss. Yacht Club, Ross Barnett Reservoir.

**November 4-5**—Sandy Douglass Monohull Regatta, Rudder Club, Jacksonville, FL.

**November 4-5**—Annual Wursthfest Regatta, Lake Canyon Yacht Club, San Antonio, Texas.

**November 4-5**—Fall Invitational Regatta for Flying Scots and Y-Flyers, Fleet 85, Lake Martin, Montgomery, Alabama.

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