

# Scots n' water

NOVEMBER-DECEMBER 1978  
VOLUME XX  
NUMBER 8

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takes 1½ point  
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dispels 'myth' . . . page 8



## End of the sail

Chris Becker basks  
on Flying Scot 1200  
on Deep Creek Lake

# Measurer considers hardware

now writing plan  
to limit Scot fittings

The measurement committee ruled out jib-sheet brackets that project into the cockpit and large thru-deck openings, but work on writing specifications to limit fittings continues.

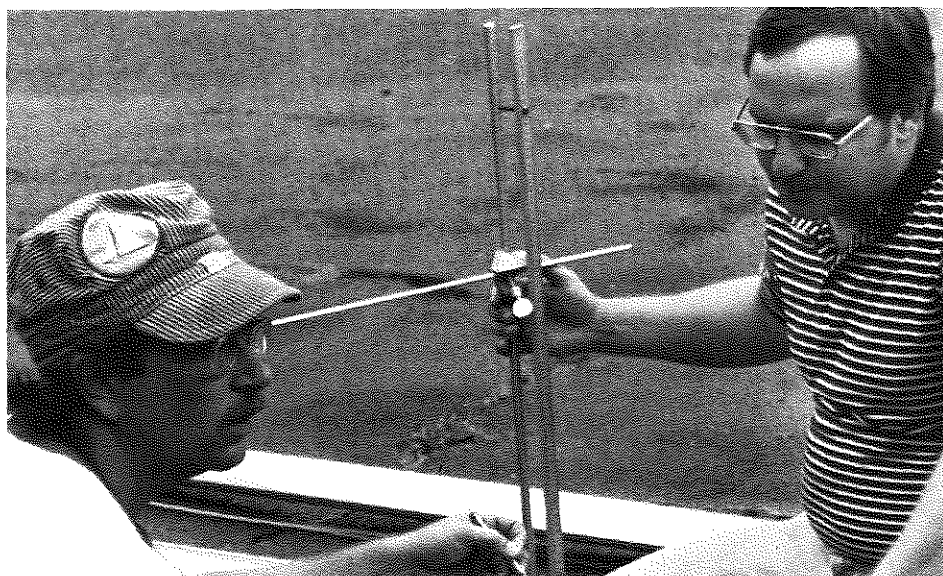
Jack Seifrick, Measurer, reported that the special "committee to investigate the limitations of the number of additional fittings that may be added to the Flying Scot" determined:

A. "For such a ruling to make sense we must first establish clear, fixed specifications for each system (jib sheet, spinaker sheet, main sheet, etc.)

B. "Further, that to be accep-



Ruled illegal are brackets like this which protrude into cockpit. Measurer rules brackets must be removed.



Doyle Hoyt, left, checks a spar with Chief Measurer Jack Seifrick observing North American Championship measurement at Greenwich.

table to the class the specifications would have to be responsive to the various needs of the class. (i.e. a Scot that is sailed primarily by a husband/wife combination may be rigged differently than one sailed by a crew of three.) Accordingly 'the committee recommended that each system be specified along with options, where advisable.

C. "It is further recommended that after such specifications are approved by the membership and are in effect, that no additional fittings be permitted.

D. "The measurement committee will proceed to develop the rigging specifications for submittal to the membership as soon as possible.

E. "Fleet Number 1's proposal to limit the number of additional fittings one may add to the Flying Scot was tabled pending the activity recommended above."

Serving on the special committee with Seifrick have been Sandy Douglass, Allen Douglas, and Don Hott.

Douglass and Douglas serve on the 1979 class Measurement committee with Eric Ammann, Paul Blonski, Tom Ehman, Paul Schreck, Jack Stewart, and Seifrick.

The measurement rulings approved by the Board of Governors at the Riverside meeting in August read:

1. "Brackets used to facilitate sheet cleating shall not be attached to the seat back or coaming so as to project into the cockpit area. Effective January 1, 1979.

2. Thru-deck sheeting is permitted only if appropriate thru-deck fittings are utilized. Effective immediately."

Seifrick said both rulings are intended as safety measures.

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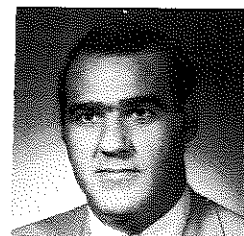
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SCOTS N' WATER

# Secretary adds Pat Hartley to crew; reports due from Governors



By Ed Eubanks

Adding the Flying Scot Sailing Association to our client list has been a real "eye-opener". I continue to be surprised and delighted at the amount of time and energy you sailors dedicate to your association. We also are delighted, and in a way surprised, with the patience you have shown us during this transition period. Many orders for materials have had to wait several weeks for delivery, and we hope this is now a thing of the past.

Our company (AMS) now has a sailor on board; her name is Pat Hartley and she's going to be handling the day-to-day affairs of FSSA. So, if you have a problem with address changes, Scots n' Water subscriptions, FSSA materials or whatever and I'm out of the office, feel free to talk to Pat Hartley.

## Hilton Head forms fleet

We had our first visit from an FSSA member. George Fischer (FS 3219) from Columbia, S.C., came by to join the association. In honor of this historic first, we gave George a lapel pin. A few days later, we received an application for Fleet Charter from Hilton Head, S.C. Talk about timing, Ed Gibbs, longtime FSSA member and supporter, is the catalyst behind this Fleet's formation, and we're grateful to Ed.

Several District Governors have not yet returned the very important questionnaire we mailed some time ago. If your newly elected Governor, didn't receive it, please call the office so we can get the information we need. If you're dragging your feet, how about taking five minutes and send it back to us?

Fleet Secretaries are reminded that your report was due November 15, and even though this column is being written before November 15 and read by you well after that date, I'm sure there will be, even at this late date, some forms not yet returned. Please send them in.

I had a delightful chat with Sandy Douglass and Eric Ammann as they passed through Columbia on

their way home from the Jacksonville Regatta named for Sandy. Eric and Sandy praised David Mayfield of Fleet 131 for the work he has done and continues to do in making this annual affair so successful. Eric and Sandy predict the nineteen boats entered this year will all be back next year and more skippers will join them after hearing of the great hospitality. Sandy wasn't a very gracious guest in one respect—Sandy won.

## Dues statements mailed

Dues statements have been mailed, and we hope you'll act on these promptly. A reminder to our Canadian members—when you send a check drawn on a Canadian bank, please mark it "payable in U.S. dollars." If this is not done, your bank pays our bank at the official exchange rate and these days, that's not good.

As we are now in the Holiday Season, our thoughts turn to the past year and the good things that have happened and the great new people we've met. FSSA happened to us this year, and we'll always remember this as one of the best happenings. You are wonderful people to work with, and we hope someday we will know every member personally. We wish you a very happy Holiday Season and Smooth Sailing in 1979. We'll see you at the Mid-Winter in March.

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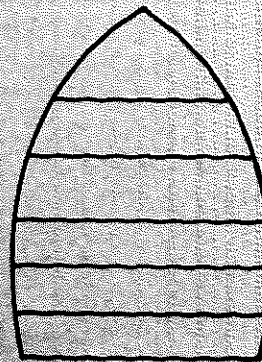
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DEALER INQUIRIES INVITED

# Mike Douglas wins 'Cock-of-walk', Kleinschrodt 2nd to GYA champion

Mike Douglas of St. Andrews Bay Yacht Club and Fleet 75 won the "Cock of the Walk" regatta for 14 Flying Scots which determines the Champion Skipper of the Gulf Yachting Association.

Following were Kenny Kleinschrodt, Buccanner Yacht Club, 2nd; Benz Faget, New Orleans Yacht Club, 3rd; Bubby Egan, Bay-Waveland Yacht Club, 4th; and Doug Sansom, Pensacola Yacht Club, 5th.

Daily first place honors were won by Doug Sansom, Benz Faget, Kenny Kleinschrodt, and Bubby Egan.

John Galloway of the Gulfport Yacht Club served as chairman of the regatta, and George Schloegel was race chairman. Races were sailed off Gulfport,, Oct. 14-15. On Saturday winds blew 25 miles, but were variable on Sunday.

## New active Flying Scot Association members

2392	MID	30	David J. Peischl	198-4 Evergreen Terrace	Carbondale	IL	62901
3201	CAP		Mary Ann Maurer	625 Hornbeam Rd	Edgewood	MD	21040
1613	M-O	16	James D. McDermott	3020 Victoria	Cincinnati	OH	45208
1375	NYL	43	Emmet Owens	4483 E. Lake Rd.	Cazenovia	NY	13035
2686	M-O	54	Robert K. Bergman	2245 Cole	Lake Orion	MI	48035
3183	CAP		Nevin E. Kuhl	5184 Palisade Lane, NW	Washington	DC	20016
2842	TX		Charlie W. Reed	1 Carriage Estates, Rt 2	Sherman	TX	75090
845	GF	131	Gerald T. Bennett	3124 NW 36th St.	Gainesville	FL	32605
2920	NYL	43	Donald Boudreau	3093 E. Lake Rd.	Skaneateles	NY	13152
3219	CAR		George Fisher	4737 Lockwood Lane	Columbia	SC	29206
3245	CAP		J.G. McInay	12530 Kavanaugh Lane	Bowie	MD	20715
2786	PAC		James W. Barnett	6 Live Oak Way	Kentfield	CA	94903
3146	MID		Ralph Brescia	1118 County Line Road	Batesville	IN	47006
3111	CAP		Donald B. Caine	7312 Durbin Terrace	Bethesda	MD	20034
3035	CAR		Andrew H. Symmes	3805 Dogwood Drive	Greensboro	NC	27403
2488	TEX		J.F. Heimgartner	8207 San Leandro Drive	Dallas	TX	75218
3244	GNV		Doug Erion	2225 Lake Drive	Loveland	CO	80537
3024	TEX		W. Terry Hughes	Route 3, Box 149B	Abilene	TX	79605
2976	MID		Gerald A. Gehl, M.D.	210 Elm Street	Neenah	WI	54956
2503	M-O		Raymond J. Woodrick	R.R.1	Sturgis	MI	49091
2276	GF		Wayne E. Edmiston	705 E. Beach Drive	Panama City	F.	32401
2132	MID		Wayne Sharp	7235 Franklin Ave. W.	St. Louis Park	MN	55426
2083	PR		Charles and Karen Jones	4132 E. 44th St.	Tulsa	OK	74135
760	OH		William L. Westerman	6733 Hayhurst	Worthington	OH	43085
421	GNV		Philippe Schreiber	157 Greenfield Hill Rd.	Fairfield	CT	06430
3169	CAR		Joseph D. Evans	188 The Maine	Williamsburg	VA	
3147	OH		Murray E. Volk	1995 Wiltshire Rd.	Akron	OH	44313
3016	M-O		F.C. Pasley	40928 Greenbriar Lane	Plymouth	MI	48170
1663	CAR		Joel Blackwell	2926 Westfield Rd.	Charlotte	NC	28209
467	OH		Jon Bartell	2100 Jacksonville Rd.	Springfield	OH	45504
3225	TEX		John Buhner	7851 Walnut Hill Apt 102	Dallas	TX	75230
3266	GF		Jim Stone	P.O. Box 927	Anna Maria	FL	33501
3241	GNV		Stephen Boocheure	1 Pine Tree Lane	Albany	NY	12208
3234	CAP		Alan Pearson	4117 Dundee	Murraysville	PA	15668
3224	GF		John P. Buckley	1 High Forest	Tuscaloosa	AL	35401
3220	GF		Pete Nasir	62 Coventry	Tuscaloosa	AL	35401
3221	GF		E.O. Proctor	8N-Northwood Lake	Northport	AL	35476
3196	GNV		Morris Ellenbogen	P.O. Box 903	Clifton	NJ	07014
3184	CAR		Thomas L. Johnson	1204 S. Wash St.	Alexandria	VA	22314
3173	CAP		Vivian C. Pittman	525 Haddon Ave.	Cumberland	MD	21502
3129	CAP		Ronald N. Vulvin	2344 Hidden Timber Dr.	Pittsburgh	PA	15241
3079	MID		Joseph W. Phebus	3 Persimmon Circle	Urbana	IL	61801
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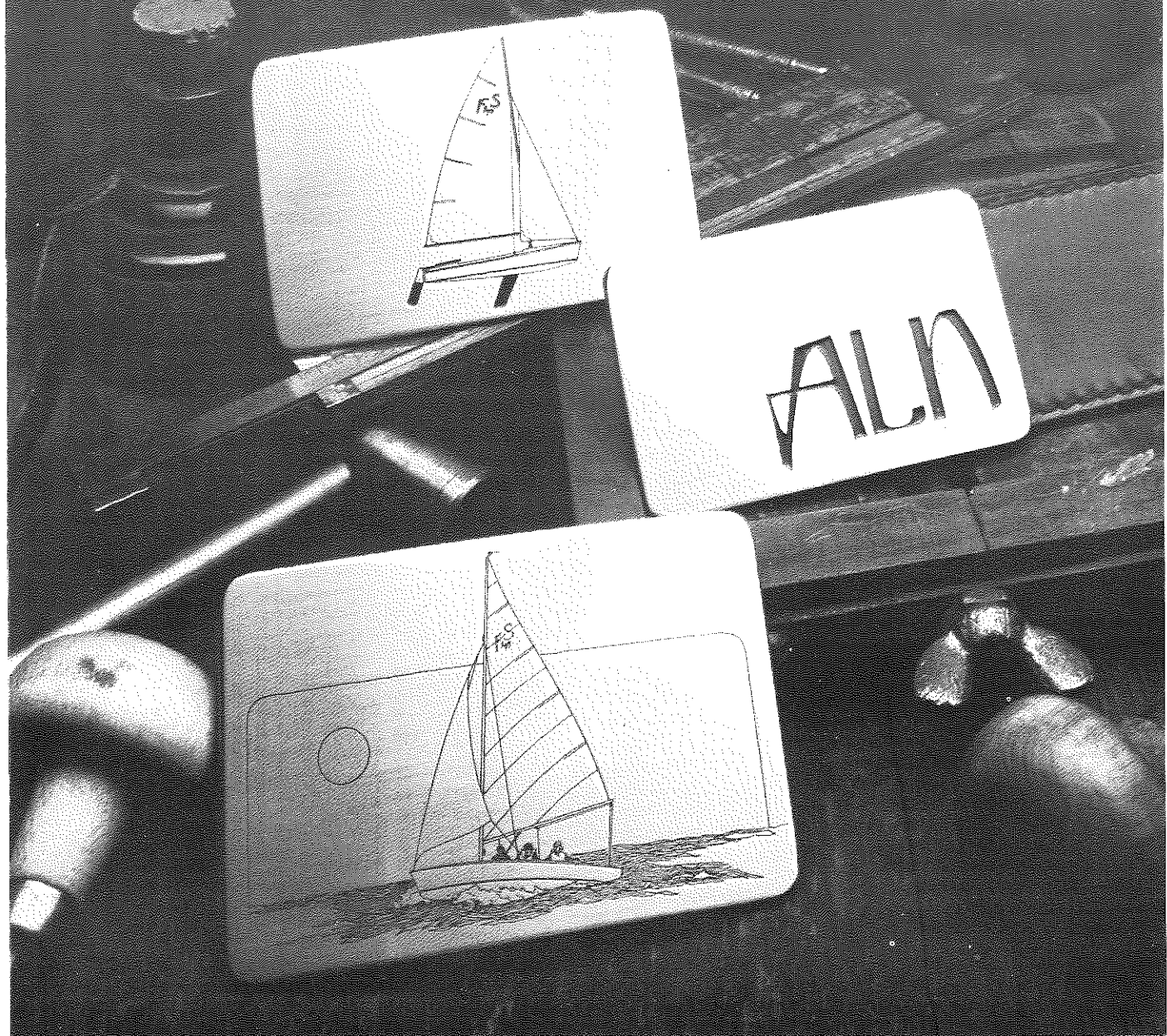
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# Ehman nips Seifrick by 1/2 point to win Hoosier Hot Scot regatta

By R.R. MacKenzie

In light winds Tom Ehman eked out a half-point win over Jack Seifrick in the Hot Scot Regatta.

Fleet 29 hosted the annual Hot Scot Regatta on Prairie Creek Lake at Muncie, Indiana. Twenty-eight boats sailed in the best four-out-of-five race regatta, Sept. 9-10. Clubs from Michigan, Ohio and Indiana were represented.

Light air and hot temperatures caused two races to be shortened and over 110 quarts of free lemonade to be consumed. The light, shifty winds at the finish lines made the final positions of each race interesting. Seifrick, started with two firsts in the first two races, but then had problems in the third race from which he never recovered. There's a brand new yellow hull under that FS 2488 set of sails of the chief measurer's boat, and it looks like he's really got it go-

ing. Tom Ehman was in first place at the end of Saturday's three races and never relinquished that position. He retained the Jack Cochran travelling trophy.

With a throw-out race, the fifth race was anticlimactical for some and led to different strategies for others. In discussions at the end of the regatta it was concluded that a throw-out race—indicated below in parentheses—in a five race regatta is not a good idea.

1. Tom Ehman (3020)	2	2	1	3	(14)	7 3/4
2. Jack Seifrick (2488)	1	1	6	1	(10)	8 1/2
3. Bob MacKenzie (2865)	4	3	3	(4)	2	12
4. David Pryor (3126)	6	4	2	(9)	6	18
5. Bob Welty (1330)	7	(20)	5	12	1	24 3/4
6. Steve Emerson (2826)	5	9	10	(10)	5	29
7. Dan Miller (1800)	3	8	(14)	7	12	30
8. Bob Edwards (1559)	11	(16)	13	2	9	35
9. Paul Maassen (1559)	8	13	7	8	(16)	36
10. John Moyer (548)	12	5	17	(17)	(13)	37

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# No Flying Scot 'myths'

'No Scot has ever sunk because she will float with no foam', builders show in flotation test

By Gordon K. Douglass and Eric M. Ammann

We are indeed sorry that Bill McGonigal has had such unpleasant experiences with his Scot. (See his article in the May, 1978, issue of **Scots n' Water**). His boat is not Douglass-built and is not equipped with proper floatation, having only about 8 cubic feet instead of 12 cubic feet—as we discovered when we hauled his boat ashore at Charlevoix.

His second article, "Skipper Challenges Scot Myth" in the August issue is a different matter, one demanding an answer. It is regrettable that it was

published because much of it is based on false assumptions and statements. Worst of all it gives the impression that this is typical of the Flying Scot. For example, the sketch shows the Flying Scot floating in a bow-down attitude. We never have seen a Scot float in this way and to demonstrate how she does float we recently swamped two boats, No. 11 and one of the latest. With two men standing on the seats in the cockpit, 380 lbs., both floated with the bowplate and the transom above water as can be seen in the photos. Even with a man forward of the mast the bowplate was barely submerged.

There are no "myths" about the Scot. It is true that there have been cases where foam blocks have broken loose—no Scot ever has sunk because she will float with no foam—and over the years we have gone from two straps per each of the four units in the early boats to three, and now to four wide straps—and the other builders have been expected to do the same. But we will stand by the statement quoted that in most cases where blocks have come loose it has been the result of improper re-installation by the owner. The fact is that in **most** cases of capsize the blocks do **not** come loose at all.

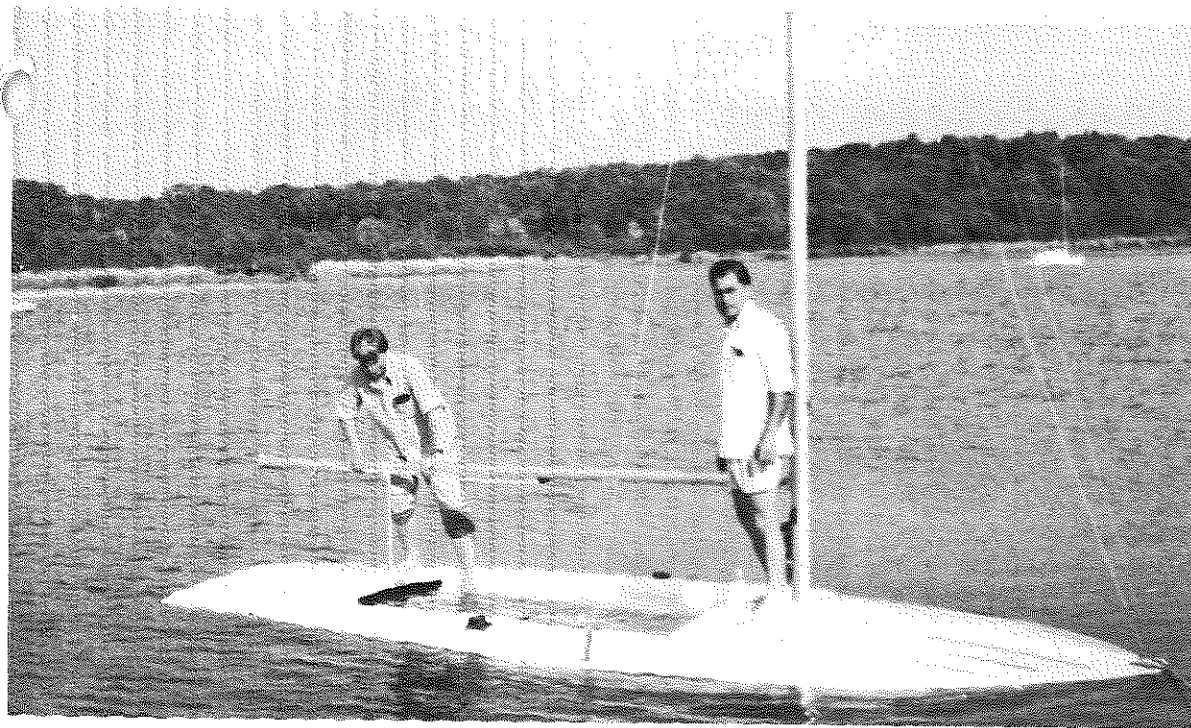
We have given considerable thought to floatation. At the very beginning there was no precedent for solving our particular problem and we have had to learn from experience. We have experimented, even going so far as to try built-in tanks in the bilge and in the bow. From this experiment we learned that the bouyancy apparatus must be high up, finding that with the bouyancy in the bilge it was impossible for two men unaided to right a swamped and capsized Scot.

The mathematical analysis and diagram are approximately correct. However, it is stated that with the swamped boat on her side "most of the bouyancy provided by the tabernacle and the balsa core is above the water and can be neglected." Can we believe that the 1000 pound boat (the given figure) is lifted more than half way out of the water by 4 cubic feet of foam having a displacement of 240 pounds? In the same manner we are told that the bow foam block—in case displacing only 120 pounds—is holding up "most of the 766 pound load." How can this be? The block cannot lift more than its own displacement of



Builder swamped a Flying Scot to show how the boat floats filled with water.





Builder Eric Ammann demonstrates that two men... 380 pounds... float with bow plate and transom above water.

should be and this may possibly explain the bow-down attitude if such be the case. This deficiency was discovered at Charlevoix when the boat was hauled out and we hope it has since been corrected.

As for the "myth of the water-tight deck", this is nonsense. The deck is **water-tight** and the Scot will float 120 pounds. When a swamped Scot floats on her side the waterline is well up the upper seat and the upper foam blocks are beginning to bear. In actuality the tabernacle and most of the balsa core are in the water; and in properly equipped boats the bow block lifts about 195 pounds, considerably more than the approximate 120 pounds shown.

The sketch shows the foam blocks as ending at the forward end of the seat. We always have extended the bow blocks considerably beyond the end of the seat. The ones in this boat are not nearly as large as they

float on her side indefinitely and be righted without taking in any water. That is all we ever have claimed. Now we are told that the deck is not **air-tight**, something we have known all along and never have claimed. If more buoyancy is wanted forward it is a simple matter to tether an inflated inner-tube below deck to the bow toggle.

Parenthetically let us mention that we are strongly against the practice of cutting holes through the deck and seat back for using internal spinnaker sheets inasmuch as with these holes the deck no longer is water-tight.

What of the "myths" of one-design and goldplating? There are no "myths". The Flying Scot is considered to be one of the most one-design of classes, and we are fighting to keep her that way and to prevent "gold-plating".

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# Ken Wright wins Massapoag regatta

a trailer axle breaks,  
but Fleet 76 rescues

Guests swept all the silver at the 28th Massapoag Yacht Club Regatta, in Sharon, Mass., Sept. 16-17. The annual five race event was blessed with blue skies and moderate-to-light air and a fleet of 15 Scots, guests of Fleet 76.

But minutes before the start of the regatta, word was received that John Morgan (FS 1444) had broken his trailer axle one mile from the lake. A trailer was dispatched to the scene. A rapid transfer of the boat to trailer, and even more rapid rigging job, brought the Morgan boat to the line in time for the first race.

Four different skippers won races, with only Ken Wright managing two victories. Shifting winds and intense competition contributed to the scrambling of finishes. Consistently excellent sailing carried the event for Ken Wright (FS 471) of Fleet 11. With his wife Peggy as crew, Ken amassed an impressive cumulative total of 11 3/4 points. Second place was taken by Terry Kelleher (FS 2802), Northeast District Governor, and his crew Ham Bowman. Jeff Morgan (FS 1444), with his father John crewing, finished third. The overall regatta statistics are listed below.

1 Wright (471)	3	1	1	2	5	11 1/2
2 Kelleher (2802)	2	5	2	5	2	16
3 Morgan (1444)	4	4	8	1	4	20 3/4
4 Gwinn (414)	1	8	4	3	7	22 3/4
5 Beaton (3116)	7	3	DSQ	8	1	33 3/4
6 Kolterjahn (2266)	5	7	3	11	10	36
7 Browne (1611)	8	2	9	9	12	40
8 Kampf (1557)	6	11	6	14	3	40
9 Byers (335)	13	10	7	7	6	43
10 Livermore (1503)	12	6	DSQ	4	8	45
11 Francis (304)	10	12	11	6	9	48
12 Rubinstein (1635)	11	9	5	12	14	51
13 Sunderland (2454)	15	14	12	10	13	64
14 Stover (1377)	9	13	10	DNS	DNS	64
15 Callanan (188)	14	DNS	DNS	13	11	68

## Financial statement for '78; '79 budget

Income	'78 Budget	'78 Actual	'79 Budget
Active Dues	\$24,250.00	\$25081.00	\$25,500.00
Associate Dues	700.00	740.00	750.00
Sustaining Dues	200.00	280.00	300.00
Family Dues	2,000.00	2385.00	2,500.00
Sponsor Dues	150.00	50.00	50.00
Subscriptions	24.00	40.00	40.00
<b>Sub-Total Dues</b>	<b>\$27,324.00</b>	<b>\$28,576.00</b>	<b>\$29,140.00</b>
Sail Labels	2,500.00	2,877.00	2,500.00
Boat Numbers	2,250.00	2,250.00	2,250.00
Emblems	200.00	162.00	200.00
Lapel Pins & Buckles	750.00	525.00	500.00
Transfer Fees	300.00	356.00	500.00
Advertising-All	3,500.00	3,525.00	3,500.00
Builders Pro-Rata	2,000.00	1,453.53	6,000.00
Interest	1,050.00	1,328.88	1,200.00
Books	700.00	1,258.50	1,150.00
Stars & Chevrons	10.00	183.50	200.00
Caps & Mats	25.00	581.50	600.00
Decals & Bumper Stickers	25.00	170.00	200.00
Playing Cards	735.00	132.00	150.00
Labels	—	53.00	50.00
Clocks	—	300.00	—
T-shirts	—	1,037.80	500.00
Cruise Deposits	—	4,700.00	—
NAC Advance Returned	—	200.00	200.00
Flags	—	50.00	—
Miscellaneous	200.00	132.28	150.00
<b>TOTAL INCOME</b>	<b>\$41,569.00</b>	<b>\$49,851.99</b>	<b>\$48,990.00</b>
<b>EXPENSES</b>			
Management Fee	\$16,000.00	\$16,000.00	\$16,000.00
Editor's Fee	1,620.00	\$1,620.00	2,000.00
Printing S & W	6,500.00	8,561.65	8,900.00
Printing Office	750.00	1,005.61	1,000.00
Printing Roster	3,200.00	2,076.83	2,000.00
Printing-Highlights	—	—	—
Postage	2,900.00	3,001.42	3,500.00
Phone	600.00	448.34	800.00
Photo Supplies	100.00	175.00	300.00
Travel	1,000.00	288.03	1,500.00
Office Supplies	300.00	397.08	400.00
Legal & Accounting	200.00	190.00	200.00
Meetings	1,000.00	649.64	1,000.00
Dues	150.00	71.68	150.00
NAC Advance	200.00	200.00	200.00
Class Promotion	3,000.00	1,955.17	9,000.00
Buckles & Lapel Pins	—	500.00	—
Caps	—	531.11	—
Bumper Stickers	—	688.50	—
Playing Cards	630.00	706.16	—
T-shirts	—	858.30	—
Mats	—	58.32	—
Cruise Reservations	—	4,700.00	—
Chevrons & Flags	—	8.00	50.00
Scales	—	—	300.00
Miscellaneous	150.00	116.78	150.00
<b>TOTAL EXPENSES</b>	<b>\$38,300.00</b>	<b>\$44,808.52</b>	<b>\$47,450.00</b>
<b>PROFIT OR (LOSS)</b>	<b>\$3,269.00</b>	<b>\$5,043.47</b>	<b>\$1,540.00</b>



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Our record speaks for itself; 72% of the silver in the NAC's since 1969, countless districts and fleet championships and unnumerable series. Our Scot sails continue to be on top on a national scale:

**Northeast:** More sails in the top 10 at the NAC's.

**Gulfcoast:** 1st and 2nd—Candler Regatta—Open Scot.

**Atlantic Coast:** 1st, 3rd, and 4th tie—Sandy Douglass Regatta.

**Inland Lakes:** 1st, 2nd, and 4th—Scots and Y-Flyer Regatta  
1st—Carolina Districts.

Of course our list could go on and on, but we're not hung up on past success; we're looking toward the future, and you should too.

Schreck sails have consistently been on top. If you care to consistently be there—try our sails.

Schreck sails—fast in the past; faster in the future.

*Call or write us today for tune-up tips and latest design innovations.  
We're a company on the move offering fast sails and fast service.*

\*\*\*\*\*

To: PAUL SCHRECK & CO. SAILMAKERS  
S. SCENIC DRIVE  
LILLIAN, ALABAMA 36549

(TELEPHONE: 205 - 962-4345)

Please ship \_\_\_\_\_ suit(s). Scot # \_\_\_\_\_

Velocities where I sail most are \_\_\_\_\_ to \_\_\_\_\_

I prefer the all-weather suit.

Please mark colors on spinnaker sketch.

I am enclosing check in full.  
You will pay freight.

I am enclosing 50%, and references; and  
will pay balance in ten days.

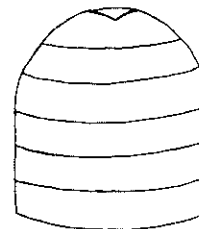
Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

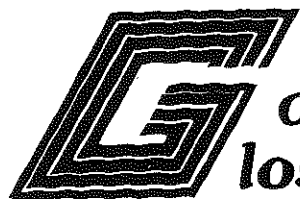
Signature \_\_\_\_\_

Suit—5 oz. Dacron .....	\$397.00
Jib—5 oz. Dacron .....	126.00
Main—5 oz. Dacron .....	285.00
Spinnaker— $\frac{3}{4}$ oz. ....	185.00
Spinnaker— $\frac{1}{2}$ oz. ....	198.00
Spinnaker—combination $\frac{1}{2}$ and $\frac{3}{4}$ oz. ...	198.00
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Quick reef .....	30.00
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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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*Bruce Goldsmith*

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## Bill Berry wins Wurstfest races

By Robert Killian

Travel 200 miles south and east from Dallas and you will find nestled in the canyons near San Antonio a clear, deep lake bordered by German communities like New Braunfels. That's where they sail the Wurstfest Regatta in early November.

The travelers from Dallas took home the biggest steins this year. Bill Berry won, followed by fellow Dallas skippers Brad Davis and Richard Wade.

Abilene skipper R.C. Ivey finished fourth, followed by H.G. Henderson of Abilene and Norrie Bremner of Dallas who tied for fifth. Ed Lockey placed sixth.

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Old Greenwich harbor on race morning.

## Memphis skipper wins Oktoberfest in Nashville

By Douglas L. Anderson

Gordon "Sandy" Douglass was the honored guest at the recent Oktoberfest Regatta, Percy Priest Lake, Nashville, Tenn.

But Harry Burck, 2864, from Memphis, with a borrowed crew, won the Flying Scot race, beating Nashvillian Bob Petrie, 2709, and his crew Sandy Douglass. Douglass was featured speaker at the Oktoberfest dinner. His presence as crew in the race provided extra excitement for the six Scot sailors.

Jim Morrison, 2898, from Bowling Green, Kentucky, finished third. A member of Jim's crew was so impressed with the whole experience that he has placed an order for a new Flying Scot.

H. Burck	2864	3	1	2	5¾
R. Petrie	2709	1	3	3	6¾
J. Morrison	2898	2	2	4	8
D. Anderson	3019	4	5	1	9¾
A. Jackson	2758	5	4	DNS	15
R. Gardner	3105	6	6	DNS	18

### Sponsored By FSSA Wally Lineburgh's Insurance is Different!

1. Every Flying Scot is insured to \$4100 regardless of age.
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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.

#### 1978 Premiums are as follows:

**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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**FS 2452**—Murphy Nye Spinnaker main and jib. Schreck main and jib, trailer all good condition. Sailed Smith Mt. Yacht Club, dry sailed. Price: \$3500

A.L. Bush, 109 W. Campbell Ave, Roanoke Va., 703/342-1955.

**FS 1424**—Customflex green hull, white deck, Schreck main, jib, spinnaker. Pamco tilt trailer, 5 hp motor Sea King, running lights. Good condition. Price: \$2750.

Ray Bowman, 2758 NE 30th Ave. 2-C, Lighthouse Point Fla. 33064, Phone: 305/942-8244, mealtimes.

**FS 156**—Customflex; main, jib and spinnaker, trailer (spare tire and mount), cover, motor bracket, 1½ hp Evinrude, spinnaker pole, oars. Price: \$2500

John L. Gray, 4554 Starret Road, Columbus, Ohio 43214, Phone 614/268-1772

**FS 1296**—Customflex. White hull and deck; teak trim; three suits of sails—Boston, Murphy Nye, and North; Fracker spinnaker, Harken race equipped; full cockpit cover; lifting bridle; motor bracket; anchor; many other extras; Pamco tilt trailer; Excellent condition.

R.F. Cornish, 722 Edgewood St., North Canton, Ohio 44720. Phone 216/499-8605

**BARGAIN.** Click Schreck main and jib sails, Hard spinnaker, Privit racing sails like new. \$200.00

Roy Trochdle, 725 Crystal, ND 70124. 504/283-4450

**SAILS**—Good condition. Two suits, including spinnakers (Paul Schreck mains and jibs, Click Schreck spinnakers). \$260 per suit—less than one-half of the cost of a new suit. These are not club-owned sails.

Larry Taggart, 5809 Memphis Street, New Orleans, Louisiana 70124.

**SAILS**—Two mains, one very good condition-\$150 and one in good condition-\$100. Two spinnakers Dynac in good condition-\$100 each. All m & a. Call Ed Korn: 312/472-3903.

**FS 3036**—Customflex-Blue hull, sailed one season, hard main, jib, Pamco trailer-excellent condition. Price: \$4,000.

L. Sawyer, P.O. Box 793, Long Beach, N.Y. 11561. Telephone: 516/432-4000.

**FS 1800**—Customflex, white hull and decks. Three suits of sails, two spinnakers, sailed from lift, rigged for quick easy crewing, teak trim, outboard bracket (never used), cover, lifting bridle, trailer with spare. Excellent condition.

Herb Miller 219/485-7144 or 485-3317, Kenston Drive, Ft. Wayne, Ind. 46815.

# Regatta schedule

**December 30-31, 1978**—Sugar Bowl Invitational Regatta, Southern Yacht Club, New Orleans, Louisiana. Contact Larry Taggart for information (office 504-586-1505 or home 504-482-7358).

## Flying Scot Builders

Gordon Douglass Boat Co. Inc.  
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Phone: 301/263-3261

**Registration Form  
1979 Flying Scot Mid-Winter Regatta  
Panama City, Fla  
March 6-10, 1979**

Skipper \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Sail No. \_\_\_\_\_ Fleet No. \_\_\_\_\_

Registration fee: \$30.00 (\$25.00 if you  
pre-register by March 1st)  
**Make your check payable to:**  
Mid-Winter Regatta Fund

**Mail check to:**

Mrs. Betty Smith  
P.O. Box 406  
Panama City, Fla. 32401  
Tel. 904/763-4223

**Tuesday, March 6**

Registration & sail measure-  
ment, Board of Governors din-  
ner and meeting.

**Wednesday, March 7**

Registration and sail measure-  
ment, 1st elimination race.

**Thursday, March 8**

2nd and 3rd elimination races,  
Cocktail party 1830-1900.

**Friday, March 9**

1st and 2nd races of finals,  
Dance to the Krazy Kats  
2000-2400, Drawing for  
door prizes at dance.

**Saturday, March 10**

3rd race of finals  
Trophy presentations

# 3-Way Mid-Winters

3 divisions qualify March 7, 8  
followed by March 9, 10 finals

**By Betty Smith**

Now is the time to plan your  
sailing vacation in Panama City,  
Florida, at the Flying Scot Mid-  
Winters March 6 thru 10, 1979.

The St. Andrews Bay Yacht  
Club and the members of Fleet  
75 are rolling out the welcome  
mat to all Scot sailors and pro-  
mise you an unusual sailing week.

This year we have made some  
changes. We are having **three** (3)  
divisions of competition. Cham-  
pionship, Challenger and Com-  
modores Divisions will make up  
our format. All points will be  
thrown out after three elimina-  
tion races and the fleet divided  
into three divisions as follows:  
Championship (45%), Challenger  
(35%), and Commodores (20%).

Trophies will be awarded for  
the first seven places in the  
Championship and Challenger  
Divisions and the first five  
places in the Commodore Divi-  
sion.

Skippers who wish to enter  
the final three races only must  
pre-register and have their sails  
measured prior to the 0830  
skippers meeting on Friday.  
These skippers will be placed in  
the division appropriate to their  
past sailing record. This decision

will be made at the discretion of  
the race committee and is not  
subject to appeal.

All sails will be measured.  
1978 NAC and 1978 GYA Lip-  
ton measurement stamps will  
be accepted. Flying Scot must  
be registered with FSSA and  
skipper must have 1979 dues  
paid. FSSA secretary will be  
present to accept dues.

This year we have an addi-  
tional door prize. . . Not one but  
three sets of Flying Scot sails.  
One set donated by Schurr  
Sails, second donated by  
Schreck Sails and a third suit by  
Fowler Sails.

Entrance fee will be \$30.00  
(\$25.00 if you pre-register by  
March 1st.)

Local motels readily available  
to the club are:

**Holiday Inn Downtown**

711 W. Beach Dr.  
Panama City, Fla. 32401  
Tel. 904-763-4622

**Howard Johnson Motel**

4601 W. Hwy 98  
Panama City, Fla. 32401  
Tel. 904-785-0222

**Ramada Inn**

3001 W. 10th St.  
Panama City, Fla. 32401  
Tel. 904-785-0561

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*My correct name and address follows:*

Name \_\_\_\_\_

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City \_\_\_\_\_

State, Zip \_\_\_\_\_

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