

# Scots n' water

March—April  
Volume XXI  
Number 2



Photo by Ed Caroe

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# Eagan wins Mid-Winter

'Opera ain't over' at windward mark even though Elam, LeBlanc led Bubby

By Dick Elam

For two races in the Mid-Winter Championships, skippers watched a transom, lettered in duct tape, that read:

"The opera ain't over till the fat lady sings."

The transom belonged to Bubby Eagan, who also owned two first place finishes.

The saying belongs to a professional basketball coach who wouldn't concede his team had missed the playoff. Never give up. But Friday night at the St. Andrews Bay Yacht Club in Panama City, Florida, the Krazy Kat orchestra appeared to be playing the curtain aria, even though one race remained.

The second place skippers, Bruce Goldsmith and Dwight LeBlanc trailed Eagan by 8½ points; Larry Taggart trailed by 11½ and Kelson Elam trailed by 14½.

Goldsmith had won the Lightning championships, and LeBlanc had won the Gulf Coast Flying Scot districts. Going into that Saturday morning, guarded optimists reminded each other that Eagan might get mired somewhere in the 30-boat fleet.

On the starting line, other Scots boxed Eagan, while Elam grabbed the leeward end start—a starting position that had paid off twice for Eagan on Friday. Chuck Barnes, sailing with Gordie Bowers on his crew, also found clear air and sailed away on starboard toward the lay line, another winning Eagan tactic in previous races.

Eagan compounded his starting line misery with a port-starboard confrontation near the windward mark, forcing Eagan to execute a 720 degree turn to exonerate himself. Rounding the windward mark, Eagan found himself trailing Barnes, in first, and Elam, in second, by 20 boats and LeBlanc and Taggart by an estimated 12 boats—enough spread to leave Eagan in fourth or fifth when the regatta ended.

But, as the transom says, the opera ain't over at the windward mark.

Eagan's downwind work allowed him to pass boats on both reaches. Upwind, Eagan played the tide to advantage and gained. On the last run, he commanded an inside at the turning mark that moved him from an estimated 11th or 12th into fifth place at the finish.

When the fat lady sang, Eagan lead Elam by 11½ points, LeBlanc by 12½ points, Barnes by 14½ points, and Taggart by 14½ points.

Last summer Bubby Eagan finished second to his older brother, Marc, at the North American Championships. At that time, Marc, who is a year older, quipped that Bubby wasn't old enough.

This regatta Marc—who lives in London—received a racing report from Bubby by Transatlantic telephone, and Marc assured Bubby that he thought his brother, 22, was now old enough to win. But between the windward mark and the finish of the third race, Bubby Eagan may have aged some more, and the fat lady lost a few pounds.

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# Mid-Winter Championship

1	2905	Bubby Eagan	New Orleans, LA	1	1	5	6½
2	1198	Kelson Elam	Austin, TX	6	10	2	18
3	2094	Dwight LeBlanc	New Orleans, LA	5	5	9	19
4	2281	Chuck Barnes	Panama City, FL	13	7	1	20¾
5	2710	Larry Taggart	New Orleans, LA	7	6	8	21
6	GYA 49	Bill Davis, Jr.	Mobile, AL	17	9	3	29
7	1432	Mike Johnson, Jr.	Ft. Walton, FL	23	2	4	29
8	3120	Bruce Goldsmith	Lake Geneva, WI	2	8	19	29
9	GYA 69	Randy Miller	Panama City, FL	3	16	12	31
10	GYA 14	Alfred Schurr	Pensacola, FL	8	13	17	38
11	2278	Mike Douglas	Panama City, FL	19	11	10	40
12	3078	Gerald Hartman	Champaign, IL	20	4	16	40
13	3030	Jeff Stamper	Springfield, VA	34	3	14	41
14	2478	Greg Reardon	Mandeville, LA	10	21	11	42
15	1937	Doug Sansom	Pensacola, FL	9	DSQ31	6	46
16	GYA 60	Dunkin McLane	Panama City, FL	12	22	13	47
17	108	Hoggie Herman	Metairie, LA	15	14	18	47
18	2843	Paul Blonski	Brecksville, OH	11	23	15	49
19	GYA 67	Billy Mason	Panama City, FL	21	12	21	54
20	GYA 19	David Bolyard	Pensacola, FL	4	DSQ32	22	57
21	2862	Rick Baugher	N. Canton, OH	18	18	24	60
22	1360	Farley Fontenot	Seabrook, TX	30	24	7	61
23	GYA 116	Rick Zern	Lillian, AL	22	15	25	62
24	2068	Charlie Fowler	Miami, FL	16	20	26	62
25	2702	Jesse Borthwick	Ft. Walton, FL	27	19	20	66
26	2720	Hap Crowe	Raleigh, NC	28	17	23	68
27	1885	Dick Schultz	Wentworth, NC	14	27	28	69
28	617	Ted Glass	Mt. Vernon, IL	25	25	27	77
29	2609	Joe McFadden	Montgomery, AL	26	26	30	82
30	2377	Michael Hartman	Urbana, IL	29	28	29	86

## Dukeminier wins Challenger

1	1253	Chris Dukeminier	Dallas, TX	4	2	5	11
2	1991	Robert Lee	Raleigh, NC	1	11	1	12½
3	2481	Kent Hassell	Marietta, GA	3	8	6	17
4	1324	Jack Stewart	Alliance, OH	7	3	8	18
5	3319	Harry Carpenter	Oakland, MD	5	1	13	18¾
6	1810	James Jolly	Pensacola, FL	11	7	4	22
7	1432	Mike Johnson	Ft. Walton, FL	8	4	12	24
8	2826	Steve Emerson	Ann Arbor, MI	9	5	11	25
9	3130	John Francis	Eglin AFB, FL	2	15	9	26
10	2324	David Batchelor	Cary, NC	15	12	2	29
11	2836	Paul Newton	Raleigh, NC	16	6	7	29
12	2110	Bill Singletary	Durham, NC	14	13	3	30
13	1402	Al Wordsworth	Rocky Mount, NC	6	10	DNF	34
14	2621	Chick Lamphier	Little Rock, AR	10	16	10	36
15	46	Don Pell	St. Petersburg, FL	17	9	14	40
16	1282	Ted Gramines	Brooklyn, OH	12	4	15	41
17	3007	David Mayfield	Jacksonville, FL	13	17	17	47
18	2301	John Lytle	Fall Church, VA	19	19	16	54
19	2851	Bob Stanley	Muncie, IN	18	18	DSQ20	56

## Peterson dominates Commodore

1	1849	Debbie Peterson	Raleigh, NC	1	1	1	2¼
2	5	Ed Theisen	Dearborn, MI	5	2	2	9
3	2942	David Miller	Raleigh, NC	2	5	3	10
4	2491	Burl Murphy	Montgomery, AL	6	3	6	15
5	GYA 61	Lester Brock	Panama City, FL	4	7	5	16
6	1751	Wm. David Burden	Pensacola, FL	3	DNF	4	19
7	2308	John Henderson	Macon, GA	9	4	8	21
8	8	Linda Armstrong	Detroit, MI	10	6	7	23
9	1267	Kit Logan	Fern Park, FL	7	8	DNF13	28
10	3144	Tom Perry	Raleigh, NC	8	11	DNF10	29
11	288	Denis Burgoon	Jacksonville, FL	11	10	9	30
12	2050	George Ingram	Jamestown, NC	12	9	DNF13	34

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**DESIGNER:** Gordon K. Douglass  
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**EXECUTIVE SECRETARY:** Ed Eubanks  
 P.O. Box 11187  
 Columbia, SC 29211  
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**Scots n' Water**  
**P.O. Box 8**  
**Chapel Hill, N.C.**  
**27514**

**EDITOR:** Richard Elam  
 (H) 919/967-4543

**ASSOCIATE EDITORS:**  
 Margaret Elam  
 Herbert Bodman  
 (H) 919/942-2778

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## **Pensacola chosen for 1980 NAC; '81 bids sought**

Flying Scot Board of Governors meeting at Panama City approved a 1980 championship site, ruled on measurement changes, and heard a report on rigging standards.

Governors accepted Pensacola, Florida, as site of the 1980 North American Championship and looked at a preliminary 1981 bid from Detroit.

The board remains receptive to other bids for the 1981 regatta. The Governors hope to choose championship sites two years in advance.

Scales were purchased last year, and boats will be weighed at every North American Championship. The Association will rent scales to other Flying Scot sanctioned events.

A uniform minimum anchor weight of eight pounds, including chain, was specified by the measurer.

Outlined sail numbers will not be allowed, and solid sail numbers will be required on Flying Scot sails.

Jack Seifrick, measurer, and Jack Stewart reported on a survey underway to determine rigging systems in use on Scots. Following the survey, the subcommittee will introduce alternative rigging specifications for consideration.

## **Fleet-of-Year Contest renewed; deadline July 1**

First Vice-President Don Hott announced to the Board of Governors that the North American Fleet of the Year Contest would be held again this year.

This competition was initiated in 1977 by President Bob Vance, and was won that year by Fleet 30, Crab Orchard Lake, Carbondale, Illinois.

Fifteen fleets entered the contest last year, ranging from Fleet 1, Wilmington, Ohio, then about twenty years old, to Fleet 132, Abilene, Texas, then seven months old. In a close race, Fleet 7, Riverside, Connecticut, edged out Fleet 16, Detroit Yacht Club.

The competition closes July 1. Your Fleet Captain will receive the rules for this year's competition and his "score sheet" by May 1. You can earn a lot of points in those two months, if you really want to win. Points are scored for age, size and growth of the fleet. Participation by fleet members in local races, district regattas and the North American Championship earn points. Hosting national, regional and district regattas is rewarded. Publicity and ideas for promotion of the class will increase your fleet's score.

District Governors may award District Fleet of the Year Awards. Encourage your District Governor to do so.

A beautiful permanent trophy for the Fleet of the Year has been donated by Fleet 48, Lake Norman, Charlotte, North Carolina.





**CLEVELAND WINNERS**—Harry Robinson, left, won the A Fleet Sunday series; Jack Seifrick, center, finished 3rd; Dr. Dave Solomon finished 2nd on Sunday and won the Wednesday night series.



**B FLEET WINNERS**—Peter Lodge, left, was first in the B Fleet; Bill Murphy, center was runnerup, and Gene Cieslewicz finished 3rd in B Fleet. Flying Scots race from Edgewater Yacht Club.

## Robinson wins Fleet A Series

### Cleveland Fleet 12

Fleet 12, Edgewater Yacht Club, Cleveland divides into two fleets for Sunday racing—an A and B fleet—but all skippers compete together during the Wednesday series.

Fleet Captain David Solomon reports that the fleet lists Flying Scots for sale to help new sailors interested in purchasing. The fleet secretary, Peter Lodge, circulates regatta dates among members.

In the Fleet 12 A division, Harry Robinson (FS 2877) won the A series with 22½ points, followed by 2. Dave Solomon (FS 2950) 31½ points; 3. Jack Seifrick (FS

2488) 36½; 4. Tony Jacaitis (FS 2359) 37; 5. Paul Blonski (FS 2843) 48½; 6. Bill Bright (FS 2386) 53.

B Fleet season winner was Pete Lodge (FS 219) 56¾ points; 2. George Murphy (FS 929) 57¾; 3. Gene Cieslewicz (FS 858) 64; 4. Bill McCarthy (FS 10002) 64; 5. Ted Mahoney (FS 278) 68; 6. Simon Osterach (FS 2358) 71.

Dave Solomon won the Wednesday series with 10½ points with Bill Bright second with 19¾ points. Other finishers were 3. Seifrick (20½); 4. Cieslewicz (22); 5. Robinson (26¾); 6. Jacaitis (27¾); 7. Morrie Shaffner (28).

## Schultz captures Helmold trophy

### Carolina Highpoint

Richard Schultz of Eden, North Carolina, won the Helmold Highpoint Trophy, awarded to the skipper who places highest in ten selected regattas in the Carolinas District.

Regattas included in the 1978 scoring were Lake Norman Invitational, Great 48, Oak Hollow Invitational, Flying Scot Districts, N.C. Governor's Cup, Oriental Sailing Social, Shanghai, Black Beard Invitational, High Rock Labor Day, and Viso-Smith Mountain Lake.

At regattas where more than one class competed, Flying Scot entries were the largest. Special trophies for largest class sailing or skipper winning highest percentage that went to Carolina's Scots included the Governor's Cup, Ragan Trophy, and the Edward Teach Trophy.

The newest club in the state, Lake Townsend Yacht Club, Greensboro, N.C., held its first regatta in Sep-

tember. The Flying Scot fleet won the Mayor's Cup for largest fleet attending. Richard Schultz won that regatta, also.

Schultz won the Helmold with 397 points. Other contenders were 2. David Batchelor, Raleigh (Fleet 27) 358 points; 3. Hap Crowe, Raleigh (27) 356; 4. Paul Newton, Raleigh (27) 340; 5. Bill Singletary, Durham (27 & 108) 292; 6. Herb Bodman—Kent Taylor, Chapel Hill (27 & 108) 249; 8. Bob Lee, Raleigh (27) 245; 9. Ernest Myatt, Greensboro (108 & 126) 212; 10. Kirk Kirkland, Durham (27) 200.

### Racing Clinic

Fleet 19 of Berling Lake, Ohio, will host a racing clinic on June 22, 23 and 24. Tom Ehman will conduct the three-day clinic.

More information may be obtained from Fleet 19 secretary, John F. Busch, 3242 Kirk Rd., Youngstown, Ohio 44511.

# Southern dominates Sugar Bowl regatta, but Mardi Gras—sans police—ends in tie

Over 230 boats in twelve classes turned out for this year's Sugar Bowl Invitational Regatta, hosted by Southern Yacht Club. Gray skies with balmy temperatures and winds in the 10-12 knot range greeted the fleets on both days of racing. The Flying Scot Fleet was divided into two divisions: the Gulf Yachting Association's "Race of Champions" and an "Open" Scot class. Only one club-owned Scot from each member yacht is eligible to participate in the Race of Champions. There must also be a crew of three weighing at least 425 pounds in each boat. The series was not decided until the final race, as Robert Brennan of New Orleans Yacht Club, Ricky Adams of Pass Christian Yacht Club, Commodore Daniel Killeen of host Southern Yacht Club and Ed Turnipseed of Bay-Waveland Yacht Club were all within two points of each other. Commodore Killeen captured the lead and went on to win the race and the series.

1. Southern Yacht Club- Commodore, Daniel Killeen	2	3	1	5¾
2. New Orleans Yacht Club Robert Brennan	1	4	2	6¾
3. Bay-Waveland Yacht Club- Ed Turnipseed	6	1	3	9¾

In the Open Division the top finishers were:

1. Larry Taggart (SYC)	2	2	2	6
2. Hogie Herman (NOYC)	6	1	1	7½
3. Kurt Wiese (SYC)	1	4	5	9¾

The police strike in New Orleans may have caused some problems for the Mardi Gras Parades, but not for the annual regatta hosted by New Orleans Yacht Club. Skies were clear and the wind was blowing about 10 knots on Saturday. And again the Scot Class was divided into two divisions—the GYA division raced for the John Curran Memorial Trophy. Competition was close in both divisions, as several ties existed after Saturday's races.

Everyone was looking forward to Sunday's race. But, a very strong cold front had moved rapidly through during the night, and gale force winds were lashing the South shore of Lake Pontchartrain. These winds persisted, forcing the cancellation of races for all classes. The results of the two Scot divisions were:

## GYA Scots

1. Bay-Waveland Yacht Club (tie)	1	2	2¾
Southern Yacht Club (tie)	2	1	2¾
3. Biloxi Yacht Club	3	3	6

## Open Scots

1. Luther Carpender-Pelican YC	2	1	2¾
Larry Taggart-SYC(tie)	1	2	2¾
3. Bubby Egan—BWYC	3	4	7

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	<b>1978 Mid-Winters</b>	<b>1st</b>
	<b>1978 Lipton Regatta</b>	<b>1,2,3, and 4th</b>
	<b>1978 GYA Regatta</b>	<b>1,2,3, and 4th</b>
	<b>1977 North Americans</b>	<b>1st and 3rd</b>



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# Sandy explains how trim affects light-wind sailing

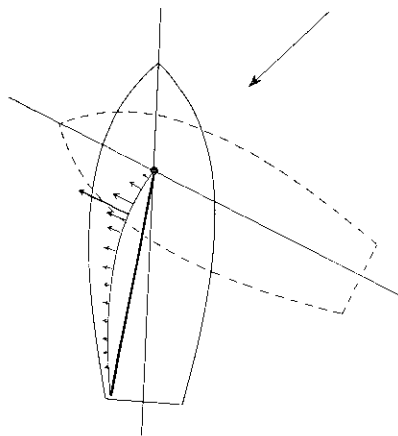
by Gordon K. Douglass

I have recently have been besieged with requests for an article about light wind sailing (one postal card). The article in Highlights, "Light Wind Sailing," of Sept., 1968, covers the subject fairly well, yet no article can cover completely so broad a subject. As sail design has developed since 1968 our ideas of desirable sail shape have changed. This subject warrants discussion, and I think not enough has been written about the wind forces acting on the sails, and the effects of the apparent wind on boat speed especially in light winds.

Years ago we thought a light-weather sail should be extremely full cut with the maximum draft 'way forward. We now find that we get the best results with flatter sails of medium, even draft. Paul Schreck explains this in his Highlights article, "A Bit on Sails." Such sails do not need to be sheeted so flat in order to point high. The accompanying diagram, showing the forces at work in the sail, illustrates why it is that it is wrong to over-sheet a sail.

The point to be remembered is that the resultant arrow of forces remains constant to the sail under most conditions and that the more the sail is sheeted in the more the arrow points to the side, giving greater heeling and sideways force, and less forward drive. As Paul Schreck points out, a very full sail must be sheeted hard in order to achieve the same pointing as a flatter sail with even draft, and in so doing the arrow of force swings more to the side with less forward drive. He writes, "With a bag trimmed in you are bound to go sideways."

The term "apparent wind" is bandied around. It is most important to the sailboat because it is this apparent wind which propels the boat, yet I find there are many neophytes who do not really understand what it is. The apparent wind is the resultant of the true wind and boat speed. It strikes from farther forward than the true wind. Let me explain. If you were at anchor in a 10 mile north wind, you would feel a 10 mile true wind from the north. If you travel at 10 mph directly against it, you would feel an apparent 20 mile wind, whereas at 10 mph due south you would feel no wind at all. If you were to go 10 mph due west, you would feel an apparent wind of approximately 15 mph from about northwest. These are extreme examples for a sailboat, but they illustrate the effect of boat speed on the direction and velocity of the apparent



Dotted line shows boat on broad reach with all drive, no heel.

wind. The faster we go the stronger becomes the apparent wind (except on a run).

The following has no direct bearing on our subject, but it illustrates how the higher boat speed achieved by big yachts because of their greater length gives them a stronger apparent wind to sail in—and greater speed as a result. For example, on a beam reach in a 10 mile wind an International 14 travels at her hull speed of about 5 mph sailing in an apparent 12 mile wind; a Six-Meter sails at 7 mph in a 14 mile wind; a Twelve-Meter goes 9½ mph in a 17 mile wind; and the great big J Class, Such as RANGER, roars along at 12 mph in a 20 mile wind. (All figures approximate.)

Now let's look again at the diagram of wind forces. You will note first of all that in sailing to windward with the boom sheeted well in, the resultant arrow points mostly sideways and gives greater heeling and sideways force than forward drive. On the other hand, the dotted line showing the boat on a broad reach indicates that on this point of sailing the arrow points directly forward with all drive and no heeling force—explaining why it is that on a broad reach we can carry full sail in any wind and plane like mad—up to the point where the rig leaves the boat.

Back to the "Light Wind Sailing" article: from the above discussion about the arrow of force and the effect of the apparent wind it should be evident why it is that in very light winds it is essential to ease out the sails, to not trim hard, in order to point that arrow forward so as to pick up greater speed so as to build up the apparent wind as much as possible so as to go as fast as possible so as to build the apparent wind, so as—. Sounds like lifting yourself by your bootstraps and, in a way, it is.

Now, with the above in mind, the "Light Wind Sailing" article should mean a lot more to you.

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# Scot owner designs device to recover turtled sailboat

by David Batchelor

The stability of the Flying Scot is such that only a limited number of skippers have been faced with the problem of righting one from a turtled position. Techniques for handling the situation are seldom passed along as most skippers would like everyone to forget the incident as soon as possible.

I've had a lot of experience righting turtled Scots and other daysailor types, and I thought others might benefit from a description of the techniques and equipment that have been used successfully by the Carolina Sailing Club. Before the Midwinters all my experience was as chairman of the safety and rescue committee, but now my experience includes ample time at the other end of the tow line.

The technique requires assistance from a second boat—preferably a small power boat and uses the mast as a powerful lever. A line from the mast near the point of attachment of the shrouds, led to a boat about a boat length off the beam of the capsized boat, is used to pull the mast to the surface. It may be possible for the crew to right the boat from a turtle, but the probability of bailing out and sailing home is small, so save your strength until assistance comes to tow you home.

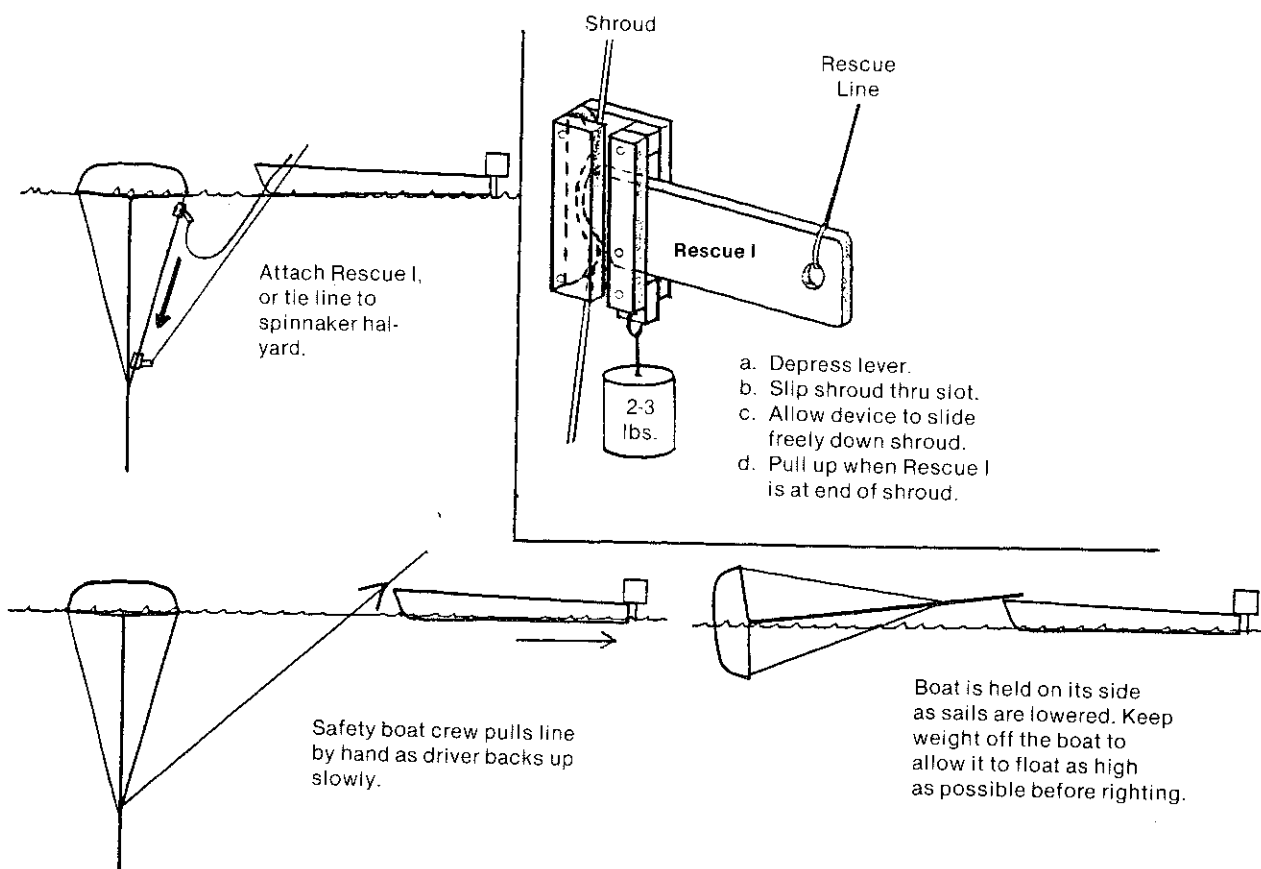
Many Flying Scots using double ended spinnaker halyards have the necessary line already attached and only need to attach a line from the rescue boat to the halyard. This will work even if the spinnaker is hoisted since the hook will stop at the halyard fairlead.

For boats that do not have such easily accessible lines already attached, I designed a device which slides down the shroud and locks in place when the attached line is pulled upward. For want of a short name we'll call it **Rescue I**. *Note:* This device can be used on most boats that do not have spreaders or other attachments to the shrouds that prevent it from sliding down to the mast.

Once righted the boat can be towed to shore with centerboard most of the way up, rudder down for steering, and crew well aft, and, hopefully, using a towing bridle to keep the bow up.

I've drawn a set of detailed drawings for making the Rescue I device. (*Editors's Note: Scots n' Water* will provide copies to anyone wishing to make one for their club.)





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# Former Mid-Winter champion crews and applies E scow 'team concept' to Scot

By Gordy Bowers ©

At this year's Flying Scot Midwinters, I decided to crew instead of skipper. As a result, I have a new awareness of the crews many problems and responsibilities. My skipper was Chuck Barns, a promising young skipper from St. Andrews Yacht Club. We improved dramatically during the championship series as our 13-7-1 record attested. Our crew work was part of the reason for our success.

I have heard it said many times that a Scot is really a two man boat with the third just going along for the ride. This kind of thinking is wrong both psychologically—because the third man is not made part of the program—and logistically—because an extra mind and pair of hands naturally will improve the efficiency. In short, I wanted to apply the "team concept" we have been using in the E scows for the last several years to the Scots.

Upwind, I would handle the middle (#2 position) and let Larry, who was shorter and lighter (#1 position), sit forward. This seating arrangement is opposite from that used by the majority of Scots, which puts the muscle forward. I trimmed the jib to weather and the spinnaker to leeward. Larry set the pole and trimmed the jib to leeward and generally cleaned up the confusion after mark roundings.

The lighter front person being forward always has two hands to hold onto the well padded sidestay while hiking. The #2 crew can reach forward to hold the sidestay with his forward hand and use his aft hand to trim the jib sheet. Now both crew can lean out as far as possible without using hiking straps which are illegal on the Scot.

Our positioning allowed easier tacking. The big #2 crew does not run afoul of the boom vang, while the forward crew, who is usually lighter and more agile, can better move behind the vang. Furthermore, when setting, lowering or jibing the chute, the forward crew does not have to scramble over the #2 spinnaker trimmer to get his job done. The resulting reduced crew movement will always produce more speed during these turning maneuvers.

Our procedure when setting the spinnaker is to first preset the pole during the last twenty five to fifty yard starboard tack approach to the weather mark. However, in heavy traffic, more places will be gained with a port tack approach in which case the crew will just have to scramble to set the pole after the weather mark has been rounded. Assuming a starboard approach pre-set, the #2 crew goes to leeward, eases the vang slightly, then hooks the halyard to spinnaker.

The spinnaker sheets have already been attached before the start. Now the #1 crew hoists the chute then immediately checks the pole. Often times the pole will blow aft during a set. If this happens, the #1 crew should immediately push the pole forward until it hits the jib luff.

As all this is happening, #2 crew should be trimming the guy aft and cleating it to a marked position. The #2 crew trims the spinnaker sheet while #1 pushes the guy down into the guy hook at the sidestay, leaving the pole approximately 3" to weather of the jib luff. He then should make sure the jib is trimmed with a luff in the upper 1/2 until the spinnaker trimmer has the chute flying easily. At which time he should trim the jib so that it is just on the edge of luffing all the way up and raise the centerboard to the proper reaching position.

The skipper should be concentrating on mainsheet trim, steering and tactics to make sure you accelerate away from the weather mark and properly position the boat for the beginning of the reaching leg.

## Procedure for setting spinnaker:

(sheets attached at dock)

### forward crew

- presets pole
- eases vang
- hooks halyard
- hoists chute
- checks pole

### middle crew

- trims guy, cleats
- trims spinnaker sheet

### forward crew

- sets guy in hook
- trims jib
- raises centerboard

### skipper

- trims mainsheet
- steers
- develops tactics

## ● 'Muscle' in the middle allowed easier tacking; forward crew raised, lowered, jibed chute without scrambling over spinnaker trimmer.

At the jibe mark, we had best results just uncleating the jib as we turned so it would not interfere with the spinnaker once we jibed. A better procedure would have been to pre-cleat the new leeward sheet (which is the old weather sheet) before rounding to a position which will leave it at least 1/2 filled on the new jibe. I flew the chute through the jibe and cleated the new guy to the pre-set marks (3" off headstay). If the skipper has to make a sharp turn at the corner mark due to other boats, the forward crew will be hard put to get the sheets transferred and pole re-hooked into the mast. The #2 crew should be aware that #1 crew is fighting the pole and should luff all the spinnaker until the pole is set. Otherwise a light #1 crew will spend half the reaching trying to get the pole set. The skipper should also be aware and steer high to get to weather of all boats just after the jibe. After the pole is set, #1 crew should set the guy hook, adjust the jib and centerboard and position his weight correctly for the conditions.

### Procedure for spinnaker takedown:

(weather side recovery)

#### forward crew

lowers centerboard  
cleats jib sheet  
takes down, stows pole

#### middle crew

releases spinnaker sheet  
lowers halyard

#### forward crew

grabs bug, foot  
recovers spinnaker

#### middle crew

trims jib on rounding  
—or— helps on main sheet  
while front crew trims jib

#### skipper

trims main  
steers to round

A weather spinnaker takedown at the bottom mark is the best procedure. It leaves your chute ready to go up with no twists after the second beat. Chuck, our skipper, would steer a little high of the leeward mark so that we could bear off to a more downwind course and also be on the inside. Larry first lowers the centerboard and cleats the jib in the out reaching position. As we square for the mark, the wider angle to the wind allows the spinnaker man to pull the guy aft and the #1 releases and stows the pole while the spinnaker is kept flying. The #2 crew now releases the spinnaker sheet and lowers the spinnaker halyard while #1 grabs the guy, gathers the spinnaker foot, lowers it between the weather sidestay and the mast, then stuffs it under the weather deck, leaving the sheets and halyard attached. During the actual turn, #2 trims the jib sheet and #1 hikes while the skipper trims in the mainsheet. A possible variation here might be for #1 to trim the jib while #2 quickly trims the main, using two hands and leaving the skipper free to actually make the mark rounding.

Our procedure for jibing on the run could have used some refinement. During the races, Larry would go forward to jibe the pole while I flew the chute during the jibe. Chuck jibed the mainsheet and steered the turn. This was slow as the mainsheet cannot be brought in quickly enough and the boat has to be steered too much. In hindsight, we should have used our Flying Dutchman system. To do this, #2 crew hands the spinnaker sheet and guy back to the skipper who steers the jibe standing up with the tiller between his knees. The #2 crew quickly and forceably pulls the boom across, thereby actually accelerating the boat through the jibe. The skipper can use his knees to steer because the main comes over much faster and this turning radius does not have to be so great. As soon as the boom crosses the centerline, #2 should first balance the boat then get the spinnaker sheet and guy from the skipper. The #1 crew will be hooking up the new weather guy and attaching the pole to the mast. He should then return to the cockpit, trim the jib, and place his weight correctly. The only exception to this procedure will be in extremely heavy air where the #2 is not strong enough to jibe the main by hand. Then the old system where #2 flies the chute through the jibe will be best.

Our race results improved dramatically with our team work and yours can too. Get together with your crew, discuss your procedure and most of all, get out and practice.

17 YEARS OF SAILMAKING EXPERIENCE



## Schurr Sails won the Mid-Winters.

Six months before, Schurr Sails finished second in the North American Championship, and a Schurr spinnaker flew at the mast of the champion. Schurr sails won the Cock-of-the-Walk, a premiere Gulf Coast championship.

To make sure that you can fly the same winning sails on your Flying Scot, we keep precise records of sail design. Your suit of Schurr Sails will be cut to the winning design. We check your sail against our championship templates. Nothing's certain, but with Schurr Sails you can be sure.

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Scot Number \_\_\_\_\_

☐ Main and Jib \$350.00

☐ Main \$250.00

☐ Jib \$100.00

☐ Spinnaker \$165.00

☐ Window \$10.00

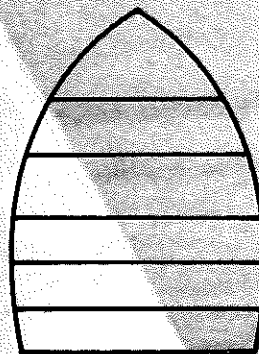
☐ Brummels on Spin. \$6.00

Price on all sails include royalty tags.

50% deposit with order, balance on delivery

or full check with order we pay freight.

### Spinnaker Colors:



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(904) 438-9354

DEALER INQUIRIES INVITED



# Fleet 80 offers doubles sailing championship at May 19-20 regatta on Lake Arthur

Doubles champions will be decided at the second Spring Invitational Regatta of the Moraine Sailing Club. The regatta will be held May 19 and 20 on Lake Arthur near Butler, Pa.

Three races Saturday and two on Sunday make up the program.

Last year, in conjunction with the regatta, Flying Scot fleet 80 conducted what may have been the first sailing doubles match.

Skippers were paired according to a simple seeding system designed to give all skippers an equal chance to win a trophy.

Last year, Dick Schwartz of Chautauqua won the Flying Scot trophy and he paired up with Jerry Martin of the Moraine fleet to win the doubles match. Already this year representation from five Flying Scot fleets in four states has been promised.

## Flying Scot Fleet and Districts

### MIDWESTERN DISTRICT

Governor: Robert Slocum  
2530 Knob Road  
Wayzata, Minn. 55391

- 1—LAFAYETTE, IN—Lake Freeman
- 3—WILMETTE, IL—Lake Michigan
- 9—STURGIS, MI—Klinger Lake
- 25—MILWAUKEE, WI—Lake Michigan
- 29—MUNCIE, IN—Prairie Creek Reservoir
- 30—CARBONDALE, IL—Crab Orchard Lake
- 44—EPHRAIM, WI—Eagle Harbor, Green Bay
- 60—CHICAGO, IL—Burnham Harbor, Lake Mich.
- 68—MADISON, WI—Lake Monona
- 70—ROCHERT, MN—Cotton Lake
- 83—CARLYLE, IL—Lake Carlyle
- 88—IOWA CITY, IA—Lake MacBride
- 95—MINNEAPOLIS, MN—Lake Minnetonka
- 107—NEENAH, WI—Lake Winnebago
- 110—ROCHESTER, MN—Lake Pepin
- 114—JANESVILLE, WI—Delevan Lake
- 115—RACINE, WI—Lake Michigan
- 120—OSHKOSH, WI—Lake Winnebago
- 123—BOTTINEAU, ND—Lake Metigoshe
- 135—CHAMPAIGN, IL—Clinton Lake

### PRAIRIE DISTRICT

Governor: Keith Hall

3320 East 54th Street  
Tulsa, Okla. 75135

District Champion: Joe Becker FS 1247

- 39—PORT GROVE, OK—Grand Lake of the Cherokee
- 50—OKLAHOMA CITY, OK—Lake Hefner
- 59—TULSA, OK—Keystone Lake
- 89—TOPEKA, KS—Lake Perry
- 106—NORTH PLATTE, NE—Lake Maloney
- 119—HAYS, KS—Cedar Bluff Reservoir

### TEXAS DISTRICT

Governor: Brad Davis

423 Aqua Drive  
Dallas, TX 75218

District Champion: Fred Tears FS 553

- 23—DALLAS, TX—White Rock Lake
- 32—HOUSTON, TX—Galveston Bay
- 66—PORT ARTHUR, TX—Lake Sabine
- 67—SAN ANTONIO, TX—Canyon Lake
- 69—AUSTIN, TX—Lake Travis
- 132—ABILENE, TX—Phantom Hill Lake

### PACIFIC DISTRICT

Governor: to be appointed

- 40—INVERNESS, CA—Tomales Bay
- 100—SEATTLE, WA—Lake Washington

### MICHIGAN—ONTARIO DISTRICT

Governor: Edwin C. Theisen, Jr.

5429 Maple Street  
Dearborn, Mich. 48126

District Champion: Richard W. Hawkins FS 3125

- 8—DETROIT, MI—Edison, BC—Lake St. Clair
- 15—KALAMAZOO, MI—Gull Lake
- 16—DETROIT, MI—Detroit YC—Lake St. Clair
- 17—GROSSE POINT SHORES, MI—Grosse Pt. YC—Lake St. Clair

- 18—DETROIT, MI—Detroit, BC—Lake St. Clair
- 20—PICKNEY, MI—Portage Lake
- 33—LONDON, ONTARIO, CAN—Fanshawe Lake
- 41—CRYSTAL, MI—Crystal Lake
- 52—LAKE ORION, MI—Lake Orion
- 113—TRAVERSE CITY, MI—Eik Lake
- 128—PETOSKEY, MI—Walloon Lake, Lake Charlevoix
- 129—ORCHARD LAKE, MI—Cass & Elizabeth Lakes

### OHIO DISTRICT

Governor: Richard A. Baugher

1584 Mt. Pleasant St. NW  
N. Canton, Ohio 44720

District Champion: Paul Blonski FS 2843

- 1—WILMINGTON, OH—Cowan Lake
- 4—MANSFIELD, OH—Clear Fork Lake
- 12—CLEVELAND, OH—Edgewater YC—Lake Erie
- 14—SPRINGFIELD, OH—Kiser Lake
- 19—CANFIELD, OH—Berlin Lake
- 26—TOLEDO, OH—Maumee River
- 34—RAY, IN—Clear Lake
- 37—WESTERVILLE, OH—Hoover Reservoir
- 65—DELLROY, OH—Atwood Lake
- 80—PITTSBURGH, PA—Lake Arthur

### GULF DISTRICT

Governor: Lawrence W. Taggart, Jr.

5809 Memphis Street  
New Orleans, LA 70124

District Champion: Dwight LeBlanc III FS 1992

- 28—FORT WALTON BEACH, FL—Choctawhatchee Bay
- 38—MOBILE, AL (BYC)—Mobile Bay
- 45—JACKSON, MS—Ross Barnett Reservoir
- 55—MOBILE, AL (BYC)—Mobile Bay
- 75—PANAMA CITY, FL—St. Andrew Bay
- 79—GULFPORT, MS—(GYC)—Mississippi Sound
- 85—MONTGOMERY, AL—Lake Martin
- 87—PENSACOLA, FL—Pensacola Bay
- 90—MIAMI, FL—Biscayne Bay
- 91—ALEXANDRIA, LA—Lake Cotile and St. John
- 92—PASCAGOULA, MS—Mississippi Sound
- 96—NEW ORLEANS, LA SYC—Lake Pontchartrain
- 98—BAY ST. LOUIS, MS—Bay St. Louis
- 99—NEW ORLEANS, LA NOYC—Lake Pontchartrain
- 102—FAIRHOPE, AL FYC—Mobile Bay
- 111—ATLANTA, GA—Lake Lanier
- 112—RIVER CITY SAILING ASSO.—Arkabutla Lake, MS
- 118—BIRMINGHAM, AL—Lake Logan Morgan
- 121—TUSCALOOSA, AL—Lake Tuscaloosa
- 127—NASHVILLE, TN—Percy Priest Lake, Barren River Reservoir
- 131—JACKSONVILLE, FL—St. John's River

### NEW YORK LAKE DISTRICT

Governor: Richard Allen

R.R. Box 128  
Mount Vision, NY 13810

District Champion: Wendell A. Gallagher FS 30

- 35—CHAUTAUGUA, NY—Chautauqua Lake
- 43—SYRACUSE, NY—Skaneateles Lake
- 53—WHITNEY POINT, NY—Whitney Pt. Reservoir
- 104—OLD FORGE, NY—Fourth Lake
- 109—COOPERSTOWN, NY—Otsego Lake
- 122—HADLEY, NY—Great Sacandaga Lake

### NORTHEAST DISTRICT

Governor: Walter D. Keleher

40 Court Street  
Boston, Mass. 02108

District Champion: Bill Bazley and Chuck Winans

- 5—BURLINGTON, VT—Maillet's Bay
- 11—ROCKPORT, MA—Sandy Bay
- 36—MONTREAL, QUEBEC, CAN—Lake St. Louis
- 57—HARWICH PORT, MA—Nantucket Sound
- 58—WOLLASTON, MA—Boston Harbor
- 76—SHARON, MA—Lake Massapoag
- 77—MENAUAHANT, MA—Vineyard Sound
- 105—COHASSET, MA—Cohasset Harbor
- 116—MANCHESTER, NH—Lake Massabesic
- 117—SHELBURNE, VT—Lake Champlain YC
- 124—DUXBURY, MA—Duxbury Bay

### GREATER NEW YORK DISTRICT

Governor: Robert Heliendale

21 Shoal Point Road  
Riverside, CT 06878

District Champion: Jack Orr FS 1497

- 7—RIVERSIDE, CT—Long Island Sound
- 10—MORICHES, L.I. NY—Moriches Bay
- 21—LOVELADIES' HARBOR, NJ—Barnegat Bay
- 22—SPRAY BEACH, NJ—Little Egg Harbor
- 24—NEW FAIRFIELD, CT—Candlewood Lake
- 31—SHORE ACRES, NJ—Upper Barnegat Bay
- 46—ISLAND PARK, NY—Hempstead Bay
- 72—AMITYVILLE, NY—Great South Bay
- 73—PERTH AMBOY, NJ—Raritan Bay
- 125—LIVINGSTON, NJ—Lake Hopatcong

### CAPITOL DISTRICT

Governor: Richard A. Newell, Jr.

3935 Livingston St. NW  
Washington, D.C. 20015

District Champion: Harry Carpenter

- 6—OAKLAND, MD—Deep Creek Lake
- 42—WASHINGTON, DC—Potomac River
- 63—HAVRE DE GRACE, MD—Susquehanna River
- 64—BALTIMORE, MD—Middle River
- 81—WRIGHTSVILLE, PA—Lake Clarke
- 82—PRINCE GALLITZIN STATE PARK, PA—Lake Glendale
- 86—BALTIMORE, MD—Magothy River
- 97—BETHESDA, MD—Chesapeake Bay

### CAROLINAS DISTRICT

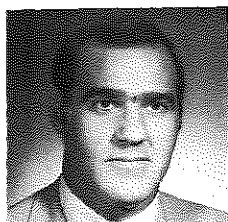
Governor: Dr. Hallem Walker

P.O. Box 2185  
Davidson, N.C. 28036

District Champion: Hap Crowe FS 2720

- 27—HENDERSON, NC—Kerr Lake Reservoir
- 48—CHARLOTTE, NC—Lake Norman
- 71—ROANOKE, VA—Smith Mountain Lake
- 78—MOREHEAD CITY, NC—Bogue Sound
- 108—SOUTH MONT, NC—High Rock Lake
- 134—HILTON HEAD, SC—Hilton Head Island
- 126—GREENSBORO, NC—LAKE TOWNSEND





## Secretary seeks photos for ads; pay your dues to appear in roster

We're really beginning to feel at home with FSSA. During the past few weeks, we've had visits in the office from Commodore Bill and Mae Singletary and Assistant Treasurer Hal and Kathy Walker.

Also, we had opportunity to accompany President Bob Vance to Oakland, Maryland, where we were given a tour of the Gordon Douglass Boat Company by Eric and Mary Ammann and Sandy Douglass. Vice President Don Hott also joined the tour.

The national advertising program is now launched with FSSA, Gordon Douglass Boat Company and Customflex all participating and receiving excellent response from prospective owners (and prospective members) of Flying Scots.

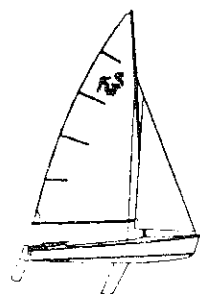
**We Need Photos.** Does it irk you everytime you pick up a travel brochure or a magazine and see a picture of a Sunfish or a Catamaran? We're going to try to do something about it. We plan to put together a package of black and white and color photographs of Flying Scots and send these to various advertising agencies and publishers around the country with the offer that they may use the photos without any payment to FSSA or to the individuals pictured therein. If you have any photos you feel would be suitable, please send them to Pat Hartley here in the office. Please

send a note giving us permission to reproduce them. If your photo is selected for use, we will then ask you to send us the negative. If they are used by the agencies, this subtle form of promotion will be a great job toward making the Flying Scot even more popular and desirable.

**Welcome New Fleets.** We welcome two new active fleets to FSSA. They are #134 in Hilton Head Island, South Carolina, with the following charter members: Ed Gibbs, Thomas Caldwell, George Fischer and Gloria Carmines; and Fleet #135 in Clinton Lake, Champaign, Illinois, with the following charter members: Michael Hartman, Gerald Hartman, Stephen Hartman and Joseph Phebus.

**Roster.** We are finalizing the membership roster for the 1979-80 years. Remember that the roster only publishes every two years, and some of you have not yet paid your dues. They must be paid in order to be included. Send in your check today.

**Fleet Reports Due.** Each fleet must file an annual report with the Association by November 15 of each year to review its rights and privileges under its charter. Some fleets have not reported as yet. Please get those annual fleet reports into the office as soon as possible.



## Need Any Parts For Your Scot?

- We have the largest Scot parts inventory anywhere
- We ship within 24 hours of receipt of your order
- We ship open account to any Scot owner

Call 301-334-4848, Monday-Friday between 8 a.m. and 4 p.m.  
Saturdays 9 a.m.-11 a.m., or write

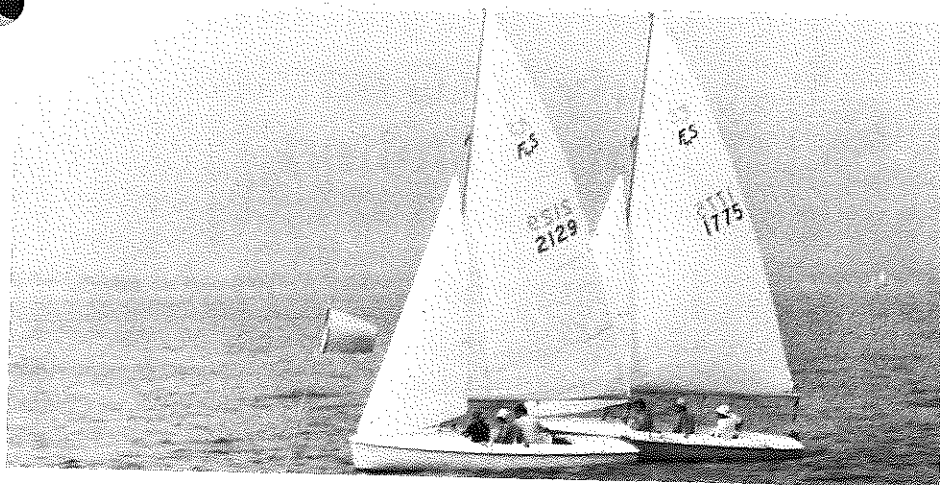
**GORDON DOUGLASS BOAT CO., Inc.**

Deer Park, Maryland 21550



Builders of the

**FLYING SCOT**



Inside at the mark, Ian Irvine (FS 2129) and crew Christine Irvine and Cynthea Rea lead Mario Bonaparte (FS 1775) and crew Michael Bonaparte and Michael McNamara in a North American Championship challenger race.

# Regatta Schedule

**May 5 & 6**—Lake Norman Invitational, Lake Norman Yacht Club, Lake Norman, NC.

**May 12-13**—Oak Hollow Invitational, Oak Hollow, S.C.

**May 12-13**—Great Forty Eight, Lake Norman Yacht Club, Lake Norman, N.C.

**May 19-20**—Spring Invitational Regatta, Lake Arthur, Moraine State Park, Butler, Pa.

**May 19-20**—Buckeye Regatta, Hoover Yacht Club, Hoover Reservoir, Westerville, Ohio

**May 26-27**—Annual One Design Invitational Regatta and U.S.Y.R.U. Women's Regional Regatta, Southern Yacht Club, New Orleans, Louisiana. Contact Larry Taggart (office 504-586-1505 or home 504-482-7358).

**May 26-28**—Potomac River Sailing Association, Washington Sailing Marina

**June 2 & 3**—Flying Scot Carolinas District Championship, Morehead City.

**June 9-10**—Berlin Yacht Club Annual Invitational Regatta at Berlin Reservoir, Deerfield, Ohio.

**June 15-17**—Greater New York Districts—Shore Acres Yacht Club, Shore Acres, N.J. (Upper Barnegat Bay—Contact Ralph Manee, 24 Kingfisher Lane, Toms River, N.J. 08753, Tel.: (201) 255-1832.

**June 16-17**—(tentative) Berlin Lake, Ohio, Fleet 19

**June 16-17**—Governor's Cup Regatta, Carolina Sailing Club, Satterwhite Point, Kerr Lake, N.C.

**July 7-8**—Red Grant Regatta, Raritan Yacht Club. Reply to 272 Clinton Road, North Brunswick, N.J. 08902.

**July 14-15**—Oriental Sailing Social, Carolina Sailing Club, Oriental, N.C.

**July 20-22**—Northeast District Regatta, Harwichport, MA.

**July 21-22**—Otsego Lake, Cooperstown, N.Y.

**July 21-22**—Midwestern District Regatta, Wayzata Yacht Club, Wayzata, Minnesota.

**July 28-29**—Annual Invitational Regatta. Deep Creek Yacht Club. Write to: M.F. Belmonte, 1129 Pennsylvania Ave., Oakmont, Pa. 15139.

**Aug. 3-10**—North American Championship, Lake Carlyle, Illinois

**Aug. 4**—North American Junior Championship, Lake Carlyle, Illinois

**Aug. 25 & 26**—Hoop Hole Regatta, Morehead City, NC.

**Sept. 1 & 3**—High Rock Labor Day Invitational, High Rock Yacht Club, High Rock.

**Sept. 8 & 9**—Black Beard Invitational, New Bern, NC.

**Sept. 15 & 16**—Mayor's Cup, Lake Townsend, Greensboro, NC.

**Oct. 13-14**—Gulf Yachting Association Flying Scot Championship, St. Andrews Bay Yacht Club, Panama City, Florida. Contact Allen Douglas (office 904-763-6623 or home 904-785-7500).

**Oct. 27-28**—Gulf District Championship, Dixie Sailing Club, Lake Martin, Alabama. Contact Parker Smilie (office 205-263-3468).

**Oct. 6 & 7**—VISA, Smith Mountain Lake, Va.

**Nov. 10-11**—5th Annual Sandy Douglass Regatta, Jacksonville, Fla.

# WHY OUR DESIGNS GIVE YOU THE RACERS EDGE.

## COMPUTER DESIGN:

This fall our computer is helping to (a) design faster sail shapes (b) keep track of existing designs (c) duplicate existing sails on non-stretch mylar patterns.

## REGATTAS:

We and our customers go to as many regattas as possible to race our sails against the competition in as many classes as possible.

## WORKMANSHIP:

All our panels are taped and double stitched to better hold shape so your sail will stand-up to hard use.

## SERVICE:

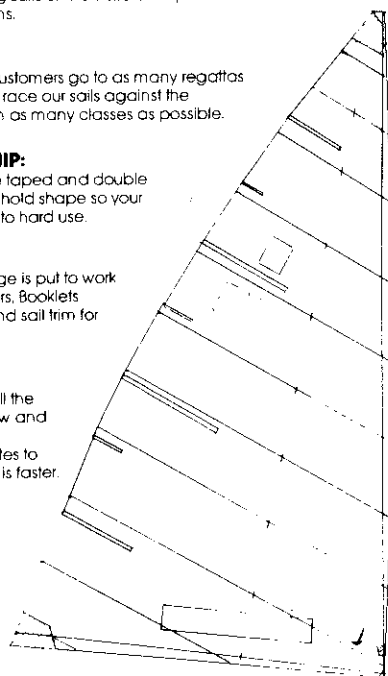
We are involved! Our knowledge is put to work for you in the form of Newsletters, Booklets and update sheets on boat and sail trim for your class.

## SAIL TESTING:

Our computer does not give all the answers. We sail test all our new and existing designs. We take time comparisons, pictures and notes to further refine our "feel" of what is faster.

## CLOTH ANALYSIS:

Every lot of sailcloth at Bowers has been stretch tested, thread counted, weighed and finally recorded in order to reproduce the same fast shape every time.



**1978** was another outstanding year for Bowers Sails and our customers. Regatta results were gratifying with Boats carrying Bowers Sails winning more national, regional and club races than ever before. We learned alot in 1978 and we're incorporating that knowledge in our sails now. Making our sails a little better and a little faster. So buy Bowers Sails and get the Racers Edge in 1979.



**BOWERS SAILS, INC.**  
14916 Minnetonka Blvd.  
Minnetonka, MN 55343  
(612) 933-6262

## Carlyle welcomes early NAC entries, motels limited

Eliminations set Aug. 6-7;  
Juniors to race Aug. 5  
if 8 or more enter by July 1

by Madeleine Stribling

Carlyle Sailing Association and Fleet 83 welcome early registration for the 1979 North America Championship races. Elimination races will be sailed Aug. 6 and 7; five Championship races will be completed by Aug. 10.

The Junior NAC Championship Races will be held August 4, with registration and measuring on Aug. 3. All Junior NAC entrants are urged to register by July 1, 1979. This regatta will be held only if eight or more boats are registered by that date.

The Carlyle Sailing Association is an Illinois Not For Profit Corporation formed when Lake Carlyle was completed by 1971 damming of the Kaskaskia River. Lake Carlyle is the largest lake in Illinois.

The Lake Carlyle sailing facility has received extensive coverage in sailing magazines. This facility has drawn many major regattas in its short history including *Yachting's* 1976 One-of-a-Kind Regatta and the 1977 "Championship of Champions" Regatta in which Flying Scot Champion, Tom Ehman, took first place. Commodore is Flying Scot sailor E. Paul Moore, Jr.

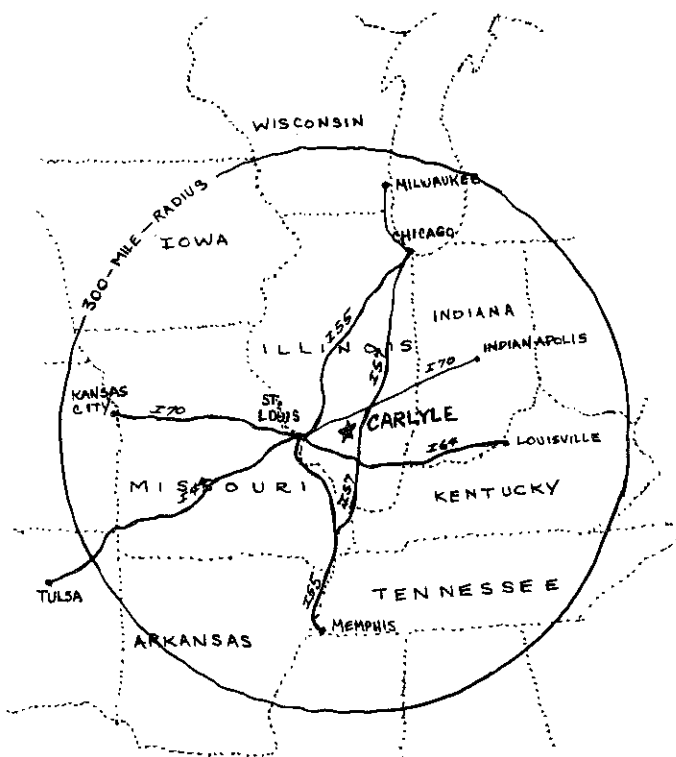
Charter boats will be available for the North American Championships this year under conditions set forth in the Flying Scot Sailing Association Bylaws, Article B-IX, d. (1).

A charterer must be a qualified Flying Scot owner (or an Active member who is a member of a recognized yacht club which is a Flying Scot owner) and must reside at least 400 miles from Carlyle, Ill.

Charterers must use their own sails but should expect the charter-boats to be fully equipped with all equipment required by the rules. Charter boats must be returned to their owners in exactly the same condition and arrangement as they were received.

All requests for chartering should be directed to this year's Regatta Chairman, Curtis Elmer, 20 Cliffside Dr. Glendale, Mo. 63122. This request must be accompanied by a \$50. check payable to the FSSA. The closing date for application to charter is July 2. Cancellation of the charter received up to 10 days of this date will result in refunding of the fee. Notices of acceptance will be mailed promptly after July 24.

Parks Carpenter, housing chairman, has arranged blocks of rooms for use by Flying Scot sailors. Carlyle



## Distances from Carlyle

motel accommodations are limited. Rooms are blocked out for FSSA-NAC at two motels and will go quickly to those making early reservations.

**Carlyle, Ill.**  
 Carlyle Motel, Carlyle, Ill. 62231 1-618-594-2444  
 \$15.75 single, up to \$21.00 for four

Sunset Motel, Carlyle, Ill. 62231 1-618-594-2456  
 \$11.55 single, up to \$21.00 for four, 10% discount for full week

**Approx. 25 min. north of the lake on I-70**  
 Bel Air Motel, Greenville, Ill. 62246 1-618-664-1950  
 \$16.80 single, up to \$25.00 for four

**Approx. 30 min. east of the lake**  
 Holiday Inn, Salem, Ill. 62881 1-618-548-4212 or 1-800-238-8000  
 \$22.05 single, up to \$44.10 for four

**Make your own reservations**, identifying yourself as a Flying Scot sailor. Generally, a one day rent deposit is required. Reservations **must** be made by June 30 or the rooms being held will go back on the open market.

Space has been reserved at a Corps of Engineers group camping facility on the lake, approximately 3 miles south of the sailboat harbor. Please indicate on your registration form if you wish to reserve a space at the camping facility.

### North American Championship Registration Form Flying Scot American Championship—1979

August 6 thru 10, 1979

Hosted by FSSA Fleet No. 83

At Carlyle Sailing Association, Lake Carlyle, Illinois

Skipper \_\_\_\_\_ Crew \_\_\_\_\_

Address \_\_\_\_\_

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

Fleet No. \_\_\_\_\_ Hull No. \_\_\_\_\_ (Sail & Hull numbers must be the same)

Hull Color \_\_\_\_\_ Boat Name \_\_\_\_\_

Spinnaker Color \_\_\_\_\_

Registration Fee \$47—before July 1st, \$55—after July 1st  
 (Registration fee does not include room fee or annual dinner.)

Please make your check payable to FSSA Fleet 83 and mail to:

Maryanna Coad  
 15917 Heather Glen Dr.  
 Chesterfield, MO 63017

Note: Flying Scot to be registered with FSSA and 1979 dues paid.

Will attend annual dinner \_\_\_\_\_ Number of persons \_\_\_\_\_

Will require chartered boat \_\_\_\_\_

Am interested in bus trip to St. Louis downtown and riverfront  
 ("Arch") @ \$7.50 per person on "off-afternoon" \_\_\_\_\_

(This information is for general planning—not for a firm commitment.)

If you wish a campsite reserved, please indicate if tent or vehicle.

Motel information is included elsewhere in this publication. Note:  
 indicate FSSA—NAC participation in reservation request.

Please advise us of your approximate expected arrival time:

Date \_\_\_\_\_ a.m. \_\_\_\_\_ p.m. \_\_\_\_\_

Number in your party \_\_\_\_\_

### Junior NCA Registration Form

#### Flying Scot North American Junior Championship—1979

August 4, 1979

Hosted by FSSA Fleet No. 83

At Carlyle Sailing Association, Lake Carlyle, Illinois

Skipper \_\_\_\_\_ Date of Birth \_\_\_\_\_

Crew \_\_\_\_\_ Date of Birth \_\_\_\_\_

Crew \_\_\_\_\_ Date of Birth \_\_\_\_\_

Skipper Address \_\_\_\_\_

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

Fleet No. \_\_\_\_\_ Hull No. \_\_\_\_\_ (Sail & Hull numbers must be the same)

Hull Color \_\_\_\_\_ Boat Name \_\_\_\_\_

Spinnaker Color \_\_\_\_\_

Registration Fee \$20.—before July 1st  
 \$25.—after July 1st

Please make your check payable to FSSA Fleet 83 and mail to:

Maryanna Coad  
 15917 Heather Glen Dr.  
 Chesterfield, MO 63017

Note: Skipper and crew must reach their 13th birthday but not their 18th birthday in 1979 to be eligible, and must be FSSA members.

# SCHRECK SAILS

Our record speaks for itself; 72% of the silver in the NAC's since 1969, countless districts and fleet championships and innumerable 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.

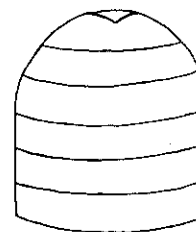
Name \_\_\_\_\_

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
* Includes royalty tag	
Quick reef .....	30.00
Windows .....	each 10.00
Brummels .....	set 7.00



SWAGING — ALL HARDWARE FOR SAILS — COVERS  
RIGGING — ROPE TO WIRE SPLICING



# 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 and check to Dick Elam, *SCOTS N' WATER*, Box 8, Chapel Hill, NC 27514.

## STAINLESS HALYARD CRANK—

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

**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. Good sailing record. Fast Boat! Herb Miller, (219) 432-3209.

**FS 156**—Customflex built; main, jib and spinnaker; trailer (spare tire and mount) cover, motor bracket; 1 1/2 HP Evinrude; spinnaker pole, oars. \$2,200. John L. Gray, 4554 Starret Road, Columbus, Ohio 43214; (614) 268-1771.

**FS 1766**—Customflex, blue hull, white deck, two suits of sails, spinnaker and gear, race equipped, outboard bracket, tilt trailer with spare, new boom tent, cover for trailering winter cover, bridle, many other extras; excellent condition. Price: \$3150. Gordon R. Adams, 6500 Surrey Dr., N. Olmsted, Ohio 44070. Phone (216) 777-6096.

**WANTED: USED FLYING SCOTS AND SAILS**—George Stevens (FS 1427) and Laurus Newby (FS 1089), owners of the Mariner Sailing School, are seeking used but serviceable Flying Scots. Balsa core must be sound. Please send any information to: P.O. 7093, Alex, Va. 22307. (703) 768-0018.

**FS 305**—Douglass, Blue hull, white deck; new Schreck main and jib, Old Boston main, jib; Spinnaker; Sterling tilt trailer; SHP outboard with motor bracket; canvas cover; extra anchor; price \$2750 or best offer. Robert Cummins, P.O. Box 532, Newport, N.C. 28570. Phone (919) 223-4259.

**FS 938**—Douglass, light yellow hull, oyster deck, Great South Bay Champion past four years; completely race equipped; three suits of sails inc. '78 Hard main and jib and '77 Murphy & Nye spinnaker; all Harken blocks; anchor, paddle, lines, extras. Excellent condition. Price: \$3300. Phil Linker, 74 Oak Rd. Bayport, N.Y. 11705. Phone (516) 472-3170.

**FS 2559 CUSTOMFLEX** Schreck main, jib and spinnaker, gold hull, white deck, Pamco tilt trailer, lifting bridle, cover, outboard bracket, dinghy, stored indoors, very good condition. Sailed on Gull Lake in Kalamazoo, Michigan. Price: \$3800. Robert J. Ferguson, 358 Point O'Woods, Portage, Mich. 49002. (616) 323-3464 (Home).

**FS 2101**—Douglass, 2 suits sails, silver hull, trailer, excellent condition. \$3300. Steven Nichols, 739 Wildwood Road, West Hempstead, N.Y. 11552. (516) 538-0331.

**FS 2712**—Douglass, white hull, yellow deck. Dry sailed, like new, Schreck main and jib. New Ulmer main and jib, 2 spinnakers, Harken blocks, Galvanized trailer, boat cover, many extras. Price: \$4295. C.A. Harper, 1595 Belvedere, Beaumont, Texas, 77706. Phone (713) 892-1531.

**FS 650**—Customflex, white hull in excellent condition, Schreck suit of sails, extra Thomas Jib, two spinnakers, spinnaker pole, Gator tilt trailer, spare wheel, jack, dolly, anchor, transom motor mount, boat cover, running lights, hoist bridle, Harken blocks & fittings, extra stays, extra mast, extra rudder blade, extra Mariner cleats, two paddles & bumpers. \$2800.00. Dick Eyermon, 370 Charleston Ave., Columbus, Ohio 43214. Phone (614) 299-0601 Home.

**FS 2905**—Gordon Douglass. Rigged for racing. Good inventory of sails. Great racing record that includes first '77 NAC and second '78 NCA. \$4500. (601) 467-0220. John Heath, 118 Felicity St. Bay, St. Louis, Miss. 39520.

**FS 108**—Flying Scot hull with main sail and jib. Needs minor repairs. \$1700. Property of Detroit Boat Club. Call 822-5758 (Code 313).

**FS 146**—Flying Scot hull with main sail and jib. Property of Detroit Boat Club 822-5758 (Code 313) evenings or weekends. \$2000.00.

**BATTENS**—Floater—Unbreakable, tapered, floating, flexible, 1" wide smooth butyrate cover, glass rod core, set for main—\$12.75 delivered.

**FS 2452**—Douglass, trailer, Murphy & Nye jib and main; Schreck main and jib, Murphy & Nye spinnaker. \$3,500. Located at V.I.S.A. Club. A.L. Bush, Roanoke, Va. (703-342-1955).

**FS 2908**—Douglass. Yellow hull—off white deck—teak trim. Schreck sails/main jib, multi-colored spinnaker (never used). Sailed approx. 20 hours. Never raced—stored indoors. British Sea Gull motor with carrying case. Sterling galvanized tilt trailer—spare wheel. Anchor with nylon line, motor mount, compass, cockpit cover, fenders, boat hook, many extras. New condition, \$5300. D.D. Kinkead, 24208 Carmack Rd., Marengo, ILL. 60152. Phone (815) 568-6456.

**FS 2249**—Douglass—white hull, oyster deck, Boston sails, Sterling trailer. \$3700. Mark McInnis, 606 W. Iowa, Indianola, Ia. 50125. Phone (515) 961-5990, business (515) 244-7217.

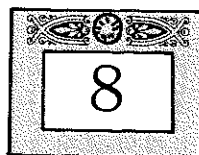
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DISPLAY RATES (per issue)	1 time	3 time	8 time
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Half-page	\$70	\$55	\$45
1/4-page	\$38	\$33	\$30

Send ad copy to P.O. Box 8, Chapel Hill, N.C. 27514



## Behind the 8 Box

Your copy of Scots n' Water was delayed because of a week's incapacitating dental illness to the editor.

### Flying Scot Builders

Gordon Douglass Boat Co. Inc.  
Route 4, Drawer AB  
Cemetery Lane  
Oakland, Maryland 21550

Customflex, Inc.  
1817 Palmwood Ave.  
Toledo, Ohio 43607

Ranger Boat Company  
25802 Pacific Hwy., South  
Kent, Washington 98031



## Panama City three 1st places

Silver in three divisions were awarded at the Mid-Winters championships hosted by St. Andrews Bay Yacht Club. Gene Crist, commodore, right, presented awards to, left to right:

Chris Dukeminier, Dallas, Tx, winner of the Challenger division;

Debbie Peterson, Raleigh, N.C., winner of the

Commodore division, and

Bubby Eagan, New Orleans, Mid-Winter champion.

Eagan said "the credit goes to my crew," and in the next edition of Scots n' Water, Eagan recounts the race and the crew actions that gave him two firsts and a charge-from-behind fifth in the final race.

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