

# Scots n' water

June, 1979  
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Number 5



1241  
432

Mike Johnson sails St. Andrews Bay  
Photo by Al Audleman

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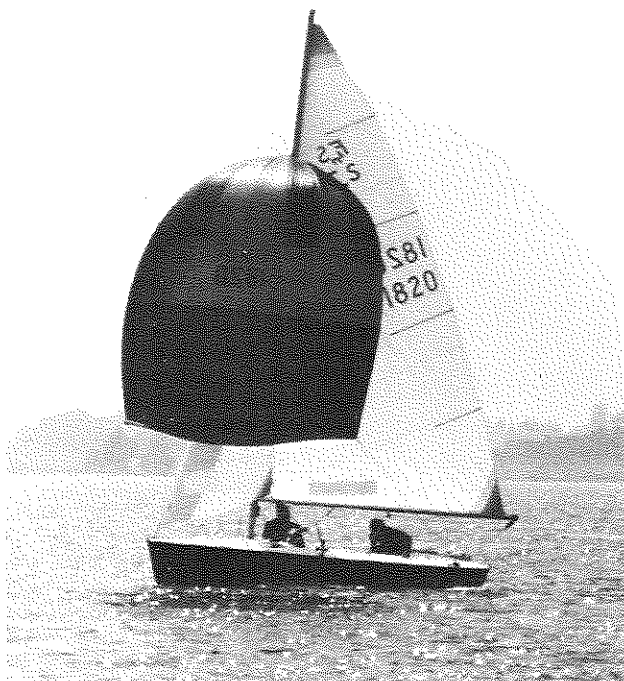
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**Sailing on Lake  
Carlyle** are E. Paul  
Moore, III, and Barry  
Moore. Commodore  
E. Paul Moore, Jr.,  
took the photo-  
graph of his sons in  
action.



## Mississippi sailors parlay \$15 into Carlyle Lake site

Carlyle Sailing Association (CSA) is an Illinois Not For Profit Corporation originally formed in 1954 as Valley Sailing Association (VSA). Valley Sailing Association was incorporated as a consolidation of scattered sailboat racing enthusiasts. This original small group of sailors, with a \$15 treasury and using a blend of imagination and a great deal of hard work, transformed a tree-filled slough on the Mississippi River at Machens, Mo. into a compact sailing facility.

The directors of VSA, being aware of the shortcomings of the original location and the burgeoning growth of sailboat racing, investigated the possibility of a site on one of several flood control and recreational projects planned by the U.S. Corps of Engineers.

The most attractive and available prospective site was determined to be the Lake Carlyle site. Lake Carlyle was created by the U.S. Corps of Engineers damming of the Kaskaskia River. The lake was 10 years in forming and consists of 26,000 acres of water in a body approximately 8 miles long and 3 miles wide at its widest point. The average depth is approximately 16 feet, and, due to the size of the body, the Kaskaskia current is imperceptible. Lake Carlyle is approximately 55 miles from St. Louis, Mo.

The directors of VSA spent hundreds of man hours planning and negotiating for an appropriate sailboat harbor site. These efforts resulted in a lease agreement with the Illinois Department of Conservation for the present location which is designated as a sailboat marina at the southern tip of Eldon Hazlet State Park on Lake Carlyle.

In the spring of 1971, the VSA Corporation moved two thirds of its membership and assets to Carlyle Lake. The new harbor was dedicated and opened to the sailing public, and in the first year of operation the harbor population grew to 156 boats and families. In 1972, this number reached over 200, and in the latter part of 1973, site capacity was reached.

# Carlyle sets dates for registration, motel reservations

Juniors must sign by July 1,  
charter deadline July 24,  
motels held only to June 30

by Madeline Stribling

Advance registration is underway for the 1979 North American Championships to be held this August at Lake Carlyle. The on-site registration and measuring dates are Aug. 3-5. Racing begins Aug. 6 and finishes by Aug. 10.

Junior NAC participants must register by July 1, 1979. The Jr. NAC will not be held if less than eight boats are registered by July 1. Measuring for the Jr. NAC will be Aug. 3. All junior races will be sailed on Aug. 4.

Chartering deadline is July 24. Any chartering cancellation received 10 days prior to July 24 or before will result in refunding of the chartering fee.

Hotel-Motel accommodations must be made by June 30 to take advantage of rooms blocked for the 1979 NAC. After June 30 the blocked rooms will be released.

Parks Carpenter, housing chairman, has arranged blocks of rooms for Flying Scots sailors. 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 return to 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.



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## 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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Phone \_\_\_\_\_

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

☐ Main and Jib \$350.00

☐ Main \$250.00

☐ Jib \$100.00

☐ Spinnaker \$165.00

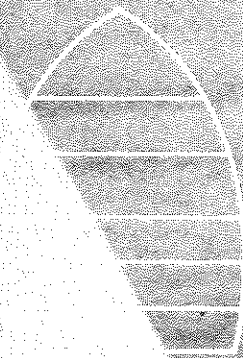
☐ Window \$10.00

☐ Brummel's on Spinn. \$8.00

Price on all sails include royalty tags.

50% deposit with order, balance on delivery  
or full check with order we pay freight.

Spinnaker Colors:



Color of Back \_\_\_\_\_

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DEALER INQUIRIES INVITED

# 'Flying Scotsman' hits 100 miles in 11 seconds, propels Florida skipper on his boat's namesake

"Believe it or not, my biggest problem in designing the Flying Scot was in deciding on a good name for the class and then in designing a suitable emblem because with some 600 "classes" already on record, the field has become somewhat restricted. "Flying Scot" has been the name of the famous London to Edinburgh express; and there also was a famous yacht of the Nineties by that name. It seemed a good choice." —Gordon K. (Sandy) Douglass writing on "Birth of the Scot."

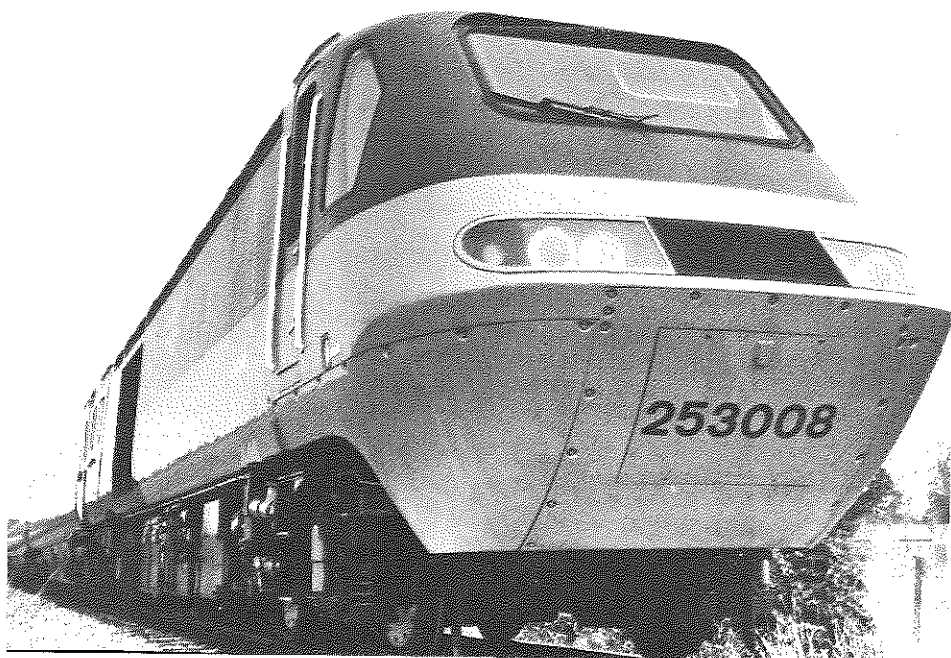
by Kit Logan  
Fern Park, Florida

Everyone, or nearly everyone, who has ever thought about Sandy's 19-foot sailboat has been told, thinks, feels or supposes that the boat was named for a train. While I was learning about the Scot, I heard that "neat" story.

Shortly after I rescued Flying Scot 1267 from a tiny Florida lake, my wife and I went "home" to Ireland and then to Scotland. After we saw the British Open at St. Andrews, we were to travel to London, and I decided to ride the Flying Scot. That's wrong. The train is called the "Flying Scotsman."

The train runs now from King's Cross station in London to Aberdeen in Scotland, Monday through Saturday. Returning, the Flying Scotsman leaves Aberdeen at 6:25 a.m. and arrives at King's Cross at 3 p.m. Eight hours and 35 minutes for 523¼ miles. That's five minutes faster than the run was made on August 21 and 22 of 1895. Such is the history of the route of The Scotsman.

The Flying Scotsman was the first British railway train to produce a fully authenticated



This Flying Scotsman holds the diesel train speed record of 143 miles per hour, but tacks slowly.

speed of 100 miles per hour. This record was recorded during the Silver Jubilee of 1935. The engine was a Gresley Pacific. Such is the stuff of legends in the British Railway races.

Today's Flying Scotsman is an Intercity 125 which reaches that 100-mile speed in 11 and a fraction minutes from a standing start with two power cars and eight trailers. At that speed the train is comfortable and safe. The diesel power units develop 2,259 horsepower. Carriage units are designed for a smooth, quiet ride. The train is a mechanical delight.

We went south with the Scotsman, boarding at Edinburgh. The train's journey was 130.5 miles done by then, having left the granite city, Aberdeen, passed

Stonehave, Dundee, crossed the mile-long Forth Bridge, the Tay Bridge, then paused in Scotland's capital, Edinburgh. Leaving Edinburgh at 10:10 a.m., we passed through Portobello, Harry Lander's birthplace, Dunbar with its handsome harbour, glimpsed The Thistle, St. Andrew's Cross, and the Scottish Unicorn on the border sign and dived through England's history for 300 or so miles to end in King's Cross Station built in 1852.

The excitement of riding on a train with my boat's name was made memorable by a lovely meal served while English countryside flashed by the windows. The British Railway does our boat honor by keeping its name on their current Flying Scotsman.

Continuing



**Goldsmith's  
Glossary**

## **of Sailing Terms**

**Going Vertical**—Webster says vertical is "specifically applied to that which rises in a straight line so as to form a right angle with the plane of the horizon." In racing, "Going Vertical" is being able to eat out to weather with no loss in boat speed.

At the recent Midwinters, our sails enabled us to "Go Vertical" on the weather legs while maintaining equal or superior boat speed. Our latest design will make you point higher, go faster and "go vertical" over the competition. *Nuff said!*

*Get ready to bring home the silver!  
Call or write us today!*

*Bruce Goldsmith*

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Sails available from stock.

## **SMYRA gives nod to Flying Scot at Marion trials**

Selection committee recommends  
Scot as 3-man choice  
to 43 Massachusetts clubs

by Gordon K. Douglass

The Flying Scot has been selected for recommendation as the three-man boat for the Southern Massachusetts Yacht Racing Association. Recommendation came after trials were held at the Tabor Academy in Marion, Mass., on May 19.

There are 43 member-clubs of the SMYRA, from Duxbury and Plymouth through the Cape, Martha's Vineyard and Nantucket, down to Fall River. Between the clubs, I believe there are 74 different one-design fleets of small boats, and hardly any two clubs seem to have the same boats.

A selection committee recommended the Flying Scot based on balloting by club members present at the Marion trials. The recommendation does not commit clubs to race the boat (as in the case of the Gulf Coast Yachting Association), but encourages clubs and members to consider the boat when purchasing.

This trial has been brewing for 13 years. Our late John C. Jones, III, first tried to get clubs together. After John's death, Wes Durant, current President of SMYRA, led in arranging the trials.

Score sheets were provided so observers could rate boats. The day was overcast with light winds, 6-8 miles per hour.

Delegates from clubs sailed in boats on the scene. In the three-man field the Cape Cod 18, Thistle, and Scot were on the water. Rhodes 19, Lightning and others were discussed. The vote was overwhelming for the Scot.

There was no clear consensus about the two-man boat. The 420, Flying Junior and 470 were all suggested in that order.

Flying Scot demonstrators, who took observers sailing, included Chuck Winans (who used to own FS 368) and Mike Keily.

Among those attending were Flying Scot skipper Tom Ehman and his wife, Leslie.

I was happy to find that the Duxbury fleet is now up to 28 boats in only three years, with lots of enthusiasm. Several owners were on hand for the trials.



# John Aras wins Buckeye title

by Bill Cushing

The eleventh annual Buckeye Regatta—always held only for Flying Scots and hosted in May by Fleet 37 at Hoover Yacht Club, Westerville, Ohio—gave the 31 skippers participating ample opportunity to display their light air sailing skills.

John Aras from Cleveland Yacht Club proved his all-around and well known skills by retaining his championship, accomplished last year in breezes up to 20 knots.

Both Saturday races had to be shortened because of light air, and Sunday's race was finally cancelled.



Buckeye winners, left to right, with crew sitting in front of skippers: 1) John Aras and crew Stu Tubbs; 2) Jack Seifrick and Jack, Jr.; 3) Jerry Hartman and Mike Salmon; 4) Paul Blonski, wife Mary Jo and brother John; 5) Jack Leipper and wife Rosalie.

John Aras, Cleveland, OH (1010)	1	2	234
Jack Seifrick, Edgewater, OH (3228)	4	1	434
Jerry Hartman, Champaign, IL (3078)	3	6	9
Paul Blonski, Edgewater, OH (2843)	7	3	10
Jack Leipper, Berlin, OH (1858)	8	4	12

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Skipper Ted Glass (FS 617) sends crew, Paul Schreck, forward to jibe spinnaker while middle crew jibes jib

## Goldsmith tells when to fly—or do

Bruce Goldsmith discusses Scot sail selection—when to fly, and when not to fly, the spinnaker and jib.

Goldsmith, Flying Scot contender, Lightning champion, sailmaker, delivered these remarks to Fleet 27 members meeting in Raleigh, N.C. Bill Singletary recorded Bruce's remarks. Other excerpts from Goldsmith's speech will be presented in later issues.

I like to tell this story. Last summer I sailed at the Flying Scot North Americans. We were doing fairly well (*Editor's Note: second place in the regatta at that time*), and having a good time. Wind was light, all over the place.

We rounded the windward mark in good shape, I think maybe third or fourth in the race, onto what I thought was a good close reach, so, we put the spinnaker up.

The spinnaker flew beautifully, looked good.

But some of the old timers overtook us flying only their jibs. They honked their horns at us as they passed to leeward and to weather.

"Hey, Bruce, you are not supposed to fly those things in this kind of weather."

I said "Why not? The spinnaker's flying just fine."

What those skippers knew was in that condition the Scot would not stand the spinnaker. Probably the center board was not large enough to keep the boat from wanting to go sideways. Maybe our spinnakers are a little too full and drag the boat sideways on a close

reach in light air. The Flying Scot is not one of those boats that will necessarily be faster just because you can fly a spinnaker. If the wind gets much ahead of the beam, you may want to fly only main and jib on the close reach.

Assuming the spinnaker will fly, however, I don't have any magic except we let the spinnaker halyard off maybe three to four inches, that's all. Where you fly the pole differs by the way the spinnaker is cut. Don't think that raising the pole higher and higher makes the spinnaker faster and faster. Generally, you present a greater area of spinnaker to the air if you lower the pole. Keep the clews level.

If the leeward sheet is way up in the air, and the pole is down, you have the pole too low. And if the pole is way up, and the other clew is down, you have the pole too high.

In lighter airs, you usually have to lower the pole just to keep the clews even.

When reaching in very heavy air, the normal problem is that you can't quite lay the mark with the spinnaker up without heeling and rounding up. In this condition, if you have clear air around you, lay off just enough with spinnaker up to be able to keep the boat flat and under control. This will be your fastest spinnaker reaching angle. When you reach the point on that leg that the angle to the next mark is the fastest jib-reaching angle, douse the spinnaker, head up smartly, and sail the fast jib-reaching course to the mark.

Obviously, the fastest jib-reaching angle is much





and swings boom across cockpit, skipper handles sheets and ducks boom. Al Audleman photos.

## use—spinnaker and jib

closer to the wind than the fastest spinnaker-reaching angle. As an example, in 20 knots of breeze, the fastest spinnaker reaching angle ranges between 135 to 150 degrees off the wind. And the fastest jib-reaching angles is 90 to 105 degrees.

Move aft. In very heavy winds, spinnaker flying, you probably can't move your weight too far aft. You don't want the bow to dig in and spin you out.

Be aware of your limitations on close reaching. It is hard for me to tell you where those limitations are, but when you try to go higher on the wind, the bow will dig in or your Scot will just plain go slow. Know those limitations. Go as close to the wind as you can—in an organized fashion—until you reach where the jib is right for the fastest reaching, from there you can jib up and go.

That brings up another point. Everybody seems to like to fly the Scot jib on reaches. The first time I ever sailed a Flying Scot (probably this reflects my Lightning and Thistle influence), we rounded the mark very close with four or five other Flying Scots. We raised the spinnaker, yanked down the jib, and sailed away from everybody.

We came into the dock and somebody said, "Hey, you can't do that."

I said, "What did we do?"

They said, "You have to leave your jib up; it is illegal to take your jib down."

It is not illegal to take your jib down, it is just that none of those Flying Scot crew had lowered the jib before.

I would highly recommend that some of you, who have been flying your jib for years on the reaches, lower your jib on the reaches. The conditions in which you should think about lowering the jib are in light, sloppy conditions on a run or broad reach. The jib does you no good on a run. Either lower the jib or roll it up. One time when the jib and spinnaker together may work is on a close reach on smooth, medium conditions. Try to keep the spinnaker out and away from the jib.

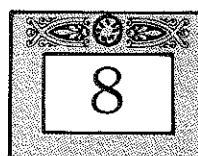
The beginning sailor may profit from taking the jib down after the spinnaker flies. If you get that jib out of there, it is so much easier to fly that spinnaker. And the spinnaker is so much bigger than that jib.

If you have not been lowering the jib when it is light and sloppy, when you have people on your rear, or when the spinnaker is hard to fly because the jib is up in the air, then take the jib down or roll it. Get a hunk of shock cord or a piece of line and just tie the jib off. Take the jib in the middle of the foot, roll with your hands so you get both halves at once, and roll the jib right up against the forestay. Take a hunk of line around the forestay—or a bicycle clamp or shock cord—and then you don't have to lower the jib. When you untie your jib halyard setting is the same for the next weather leg.

If you are having trouble flying the spinnaker in the light, sloppy summer stuff—or even in smooth waters with little wind—and the jib is doing you no good, then getting the jib out of the way of the spinnaker will make you sail faster 99 per cent of the time.

# When Scot and trailer jump car Editor finds 1198 'Indestructible'

Behind  
the 8-Box



by Dick Elam

Indestructible. Our Flying Scot 1198 and trailer broke loose from the trailer hitch, snapped the safety chain, lurched off Interstate 85, bounced over a ditch. The trailer tongue dug into the dirt. The boat and trailer pitch-poled, stood up in the air, reported the following driver. When boat and trailer landed, the strap tie-down bolts straightened, trailer and boat separated, the trailer careened against trees, the boat landed on its keel.

By the time your editor stopped and ran back to the scene, three fishermen from Lexington, N.C., and a jeep driver from Durham, N.C., had stopped and were examining the carnage.

Damages included a twisted trailer tongue, a bent mast (the upper part which extended beyond the boat), a bent chainplate, two pop-rivets broken on cam cleats, 12 inches of twisted rub-rail, and three cracks in the gel coat. One crack came just above the waterline on the port bow, and two cracks occurred at the rub-rail on the port side. Only the rub-rail crack broke through the boat.

Maybe "indestructible" overworks the superlative. We did hear about a Scot being cut in two by a Great Lakes steamer. But that extra weight built into the hull at the waterline, two-plys of cloth just above the balsa floorboards, saved a hole in the boat. The rub-rail reduced the impact on fiberglass. The extra-heavy

chainplate bends back straight. Next time someone complains about the Scot being heavier than needed, just turn the trailer loose on I-85 traveling 55 miles per hour.

Interchangeable. A telephone call to William Myatt and Paul Wells in Raleigh helped locate a new mast. As predicted, when I tried to straighten the old (non-annondized, therefore preferred for strength) mast, the crimp turned to a crack. But with an hour-and-a-half of stripping, and with an hour-and-a-half of drilling and riveting, all the mast hardware on the old mast transferred to the new mast. Myatt and Wells took longer finding a piece of iron to replace the trailer tongue and rewiring the trailer.

Fixable. Some sanding followed by two coats of polyester resin putty smoothed out the cracked gel coat, plugged the hole, and made Flying Scot 1198 watertight again.

One week later, Flying Scot 1198 rolled to the lake. A safety pin, as well as safety chain, secured the trailer hitch. The rub-rail wasn't replaced, and the patches still need some cosmetic work, but the mast fit without any adjustments.

As if the Wind-Maker knew we wanted a real test, winds blew 22 knots, and old 1198 planed past three boats into third place. Makes you feel good knowing you own a boat that's nearly indestructible, easily interchangeable, and built to take it.

## 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
	1978 Lipton Regatta	1,2,3, and 4th
	1978 GYA Regatta	1,2,3, and 4th
	1977 North Americans	1st and 3rd



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(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 Caveat Emptor, *SCOTS N' WATER*, Box 8, Chapel Hill, N.C. 27514.

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**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.

**FS 2737**—Douglass white hull, yellow deck, motor bracket, cockpit cover, anchor, Hild main, jib and spinnaker, Sterling tilt trailer with spare tire. \$3500. Henry Spakoff, 1647 Bayview Ave., Bronx, NY 10465. Phone (212) 863-8333.

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**FS 156**—Customflex built; main, jib and spinnaker; trailer (spare tire and mount) cover, motor bracket; 1½ HP Evinrude; spinnaker pole, oars, anchor. \$2,200. John L. Gray, 4554 Starret Road, Columbus, Ohio 43214; evenings (614) 268-1772; days (614) 221-6527.

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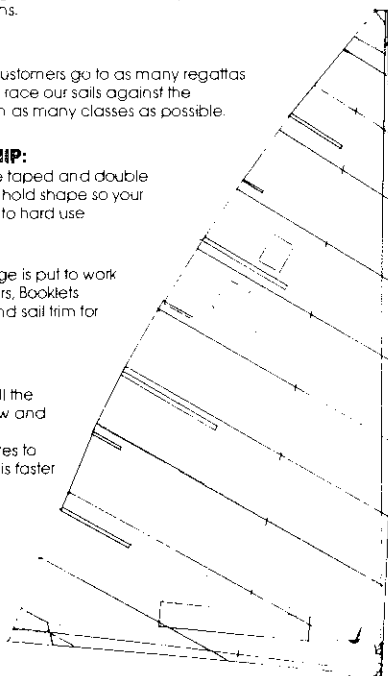
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## Kent Taylor, Dale Arthur place first in back-to-back Lake Norman regattas

Carolina skippers sail the first two weekends in May at Lake Norman Yacht Club near Charlotte, racing first in the Invitational and then in the Great 48 Flying Scot regatta (sponsored by Fleet 48). Who wins the first weekend does not necessarily predict who wins the second weekend, as this year's results show.

Kent Taylor won the Invitational grabbing two firsts which allowed him to survive a sixth place Sunday morning ghoster. Jack Brown, whom many will remember as the Race Chairman of the 1976 North American Championship on Lake Norman, had a chance on Sunday morning, but Hal Walker and Dick Schultz outdrifted Thistles to the first mark and built a lead Brown couldn't overcome.

Dale Arthur, who finished 11th the first week, found winds over 10 knots more to his liking the second. Arthur, sailing with his wife, Jane, beat the husband-wife team of Dick and Margaret Elam. The Elams won the last race and then rooted for Hal Walker to spoil Arthur's  $\frac{3}{4}$  point lead. Arthur moved into third on the last leg to win.

The only predictable trophy winners were Hal Walker and Jack Brown, who live on the lake.

### Lake Norman Invitational

Position	Sail #	Skipper	Race #1	Race #2	Race #3	Total Points
1	1296	Taylor	1	1	6	7½
2	2070	Brown	4	2	3	9
3	1885	Schultz	2	7	2	11
4	171	Walker	7	4	1	11¾
5	2836	Newton	5	6	5	16
6	1198	Elam	3	11	4	18
7	1849	Peterson	10	3	7	20
8	649	Bodman	9	5	8	22
9	2942	Miller	6	10	9	25
10	2110	Singletary	8	8	10	26

### Great 48 Regatta

Position	Sail #	Skipper	Race #1	Race #2	Race #3	Total Points
1	621	Arthur	5	4	3	12
2	1198	Elam	10	2	1	12¾
3	171	Walker	7	5	4	16
4	649	Bodman	4	11	2	17
5	2070	Brown	2	12	6	20
6	1402	Wordsworth	9	1	11	20¾
7	1885	Schultz	3	8	10	21
8	1849	Peterson	8	9	5	22
9	1991	Lee	1	15	8	23¾
10	2324	Batchelor	12	3	12	27
11	2836	Newton	17	6	7	30
12	1003	Torrance	15	10	9	34

# Flying Scot Fleets 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—Cottori 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—Elk 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 Cottle 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. Gallager 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. Kehler

- 40 Court Street  
Boston, Mass. 02108

District Champion: Bill Bazley and Chuck Winans

- 5—BURLINGTON, VT—Mallet'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 Helleendale

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

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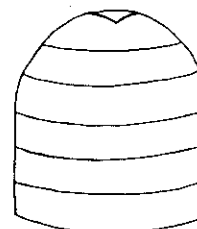
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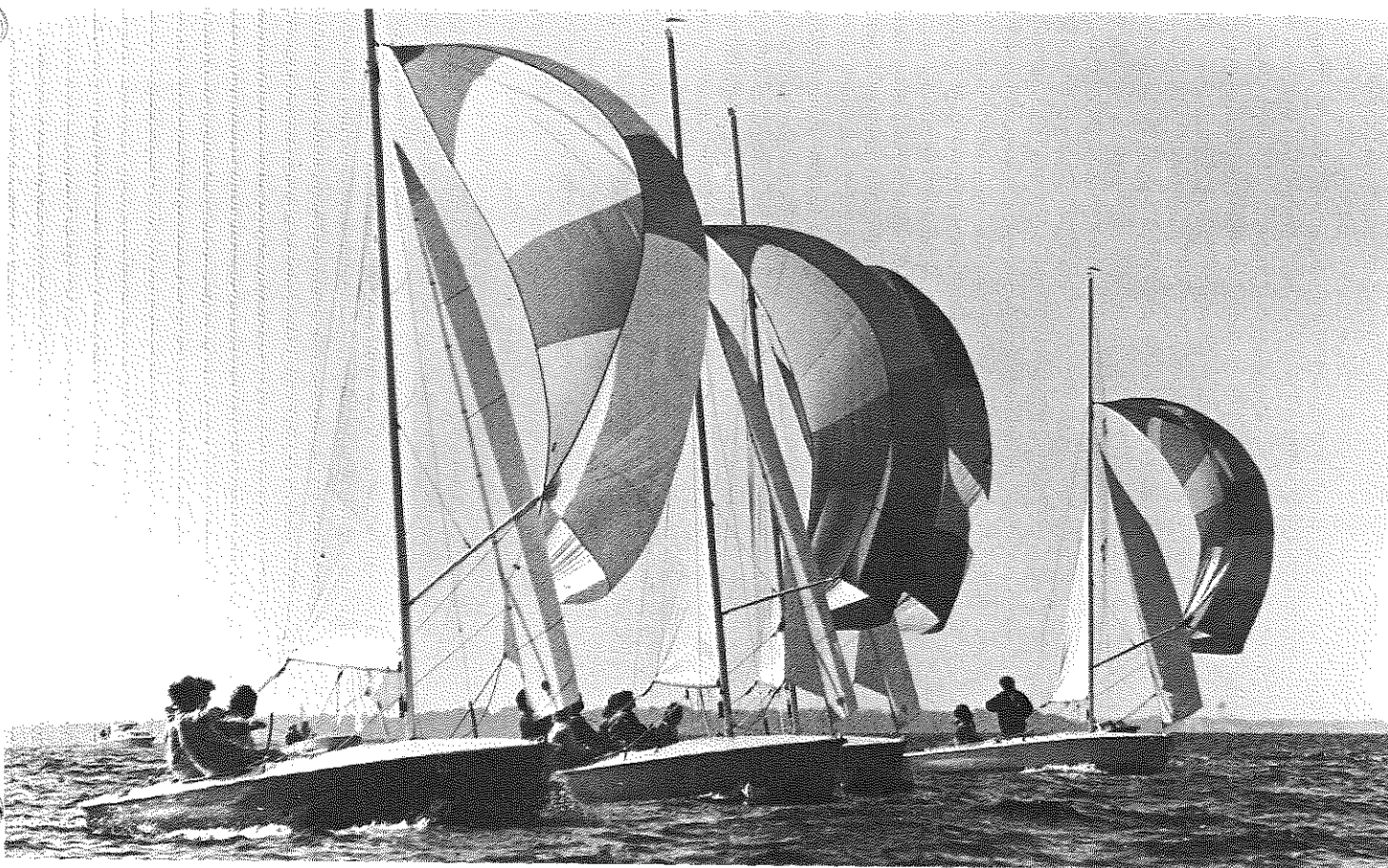
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Reaching under spinnakers at Mid-Winter Championships. Al Audleman photo.



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# Regatta Schedule

**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**—Berlin Lake, Ohio, Fleet 19

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

**June 30-July 1**—Wisconsin Cup Regatta, Milwaukee Yacht Club, Fleet 25, George J. Pfister, Captain, 8149 Warren Ave., Wauwatosa, WI 53213.

**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 14-15**—Michigan-Ontario District Championships, Gull Lakes. (Contact John Telong, (313) 563-8159.)

**July 20, 21, 22**—Northeast District Regatta (open to all—contact Charles Winans) Stonehorse Yacht Club, Harwichport, Mass.—Cape Cod.

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

**July 21-22**—New York Lakes Districts, Otsego Sailing Club, Cooperstown, NY.

**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.

**July 28-29**—Central New York Yacht Racing Assn. Seneca Yacht Club, Seneca, NY.

**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.

**September 8-9**—Hoosier-Wolverine Hot Scot Regatta, Huron-Portage Y.C., Pinckney, MI; contact Steve Emerson, 2127 Glencoe Hills #10, Ann Arbor, MI 48104. (313) 973-9871.

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

**September 15-16**—Glimmerglass Regatta, Otsego Sailing Club, Cooperstown, NY.

**September 29-30**—Autumn Regatta Invitational, Skaneateles Sailing Club, Skaneateles, NY.

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

**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).

**October 27-28**—Flying Scot—Y Flyer Regatta, Gulf District Championship, Dixie Sailing Club, P.O. Box 6108, Montgomery, AL 36106.

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

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