

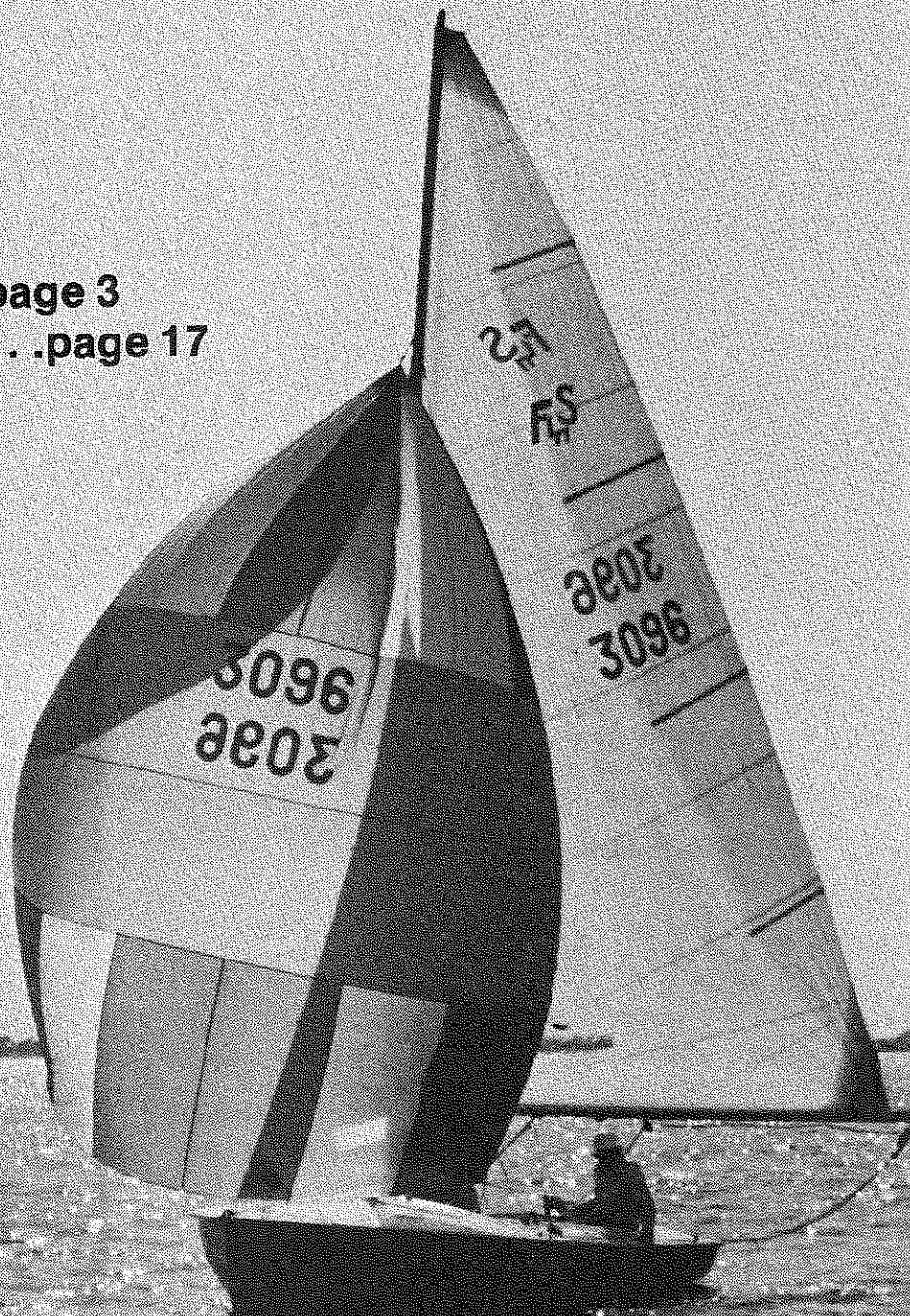
Scots n' water

September-October 1979
Volume XXI
Number 8

**Bruce Goldsmith wins
North American title. . .page 3**
Measurer limits rigging. . .page 17



Robert Ned, FS 2770, and
Robert Cornish, FS 3096
on Lake Carlyle
Photo by Dave Beatty



Bob Rich captures Challenger . . .page 3
Greg Wheeler wins Northeast. . .page 11
Rich Rettig takes N.Y. Lakes. . . .page 15
Tim McCarthy cops Pacific. . .page 15
Jacksonville host Sandy Nov. 17. . .page 24



Champion—Flying Scot 3120, the Incredible Hulk, skippered by Bruce Goldsmith and crewed by Sherry Schiche and Vickie Mathews, sails to windward of FS 3317 skippered by Paul Schreck.

Photo by Dave Beatty.

2 New NAC trophies awarded

Two new trophies were awarded as well as nine already established.

Ted Glass "True Love" Trophy—for the best showing by husband and wife team sailing as a couple . (Permanent plus keeper)—awarded to Jack and Martha Lee Stewart—Alliance, Ohio.

FSSA Executive Secretary Cup—
Awarded to Curtis Elmer—St. Louis, Mo.

Mary Douglass Trophy—Jack & Martha Lee Stewart
Detroit Y.C. Trophy—Best sailed Club owned boat—
Marc Eagan

Fred Carpo Trophy—First place, Challenger—
Bob Neff, Mary Ellen and Danny

Maxine Elam Trophy—B. Faget

Schaeffer Marine Trophy—B. Eagan

John C. Jones III Trophy—B. Faget

Buddy Pollak Trophy—B. Goldsmith

Fleet 7 Trophy—K. Kleinschrodt

Paul Schreck Trophy—B. Faget

Scots n' Water

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Goldsmith wins NAC

Marc Eagan edges Schreck followed by Bubby, Faget



By Curt Elmer

Bruce Goldsmith won the 1979 Flying Scot North American Championships in an uphill battle against two previous champions.

Paul Schreck, three time winner, demonstrated his skill in the elimination series by taking two firsts and a second. Schreck was in first place after the second and third championship races only to fall behind during the fourth. Schreck's seventh place finish in the last race brought him into overall third place, two points behind Marc Eagan who dropped a place since last year's win.

Marc, only recently returned from a year in London where he did no sailing, dropped into fourth place and needed a good finish in the last race to beat out Paul.

Each of the next four finishers had one poor race to bring their scores down from top contention.

Bubby Eagan, with a 20th place in the first race, had

his work cut out to get into the silver. The second race did it when Bubby had a clean first place to lead the fleet in a light air afternoon.

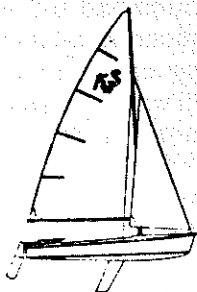
Benz Faget from New Orleans showed impressive form with a 1, 7, 1 record before getting stuck in the middle of the fleet for the last two races.

The weather in Southern Illinois provided the hottest spell of the summer. Fortunately, the flat plains surrounding Lake Carlyle did not slow light breezes which developed each morning.

The three elimination races were all sailed in a maximum of about 8 miles per hour with regular shifts accompanying variations in velocity. Two light air championship races were followed by a three-race day in anticipation of a front which was due the last day and which might have foreshortened the series.

Thirty-nine boats entered in Championship division. Twenty-eight in the Challenger.

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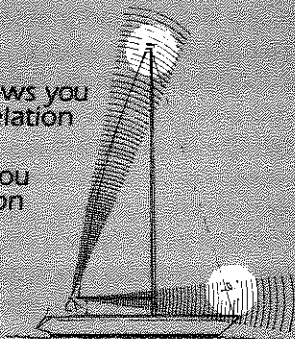
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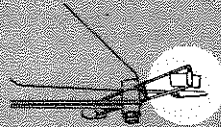


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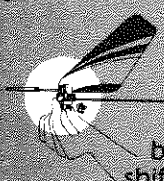
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5-Race report tells of Faget, Schreck challenge for title

First Race: Winds 6-8, clear skies, Benz Faget first around windward mark, never to be caught. Paul Schreck was right behind him, and they kept their positions to the finish. The Eagan brothers rounded overlapped in 8th and 9th. By the time the fleet rounded the windward mark the second time, the wind had shifted and died, requiring a course change for the run to leeward. Faget and Schreck were followed by Redman and Bubby Eagan, Heyl, Goldsmith and Santa Cruz led Marc Eagan around. Windshifts played tricks around the rest of the course as evidenced by some of the Challenger division boats who were rounding the supposed leeward mark actually continuing to fly their spinnaker towards the "windward" mark for a short while. The choice of which side of the lake on the last windward leg made a big difference as Marc Eagan managed to come up to 3rd while his brother slipped to 20th.

Second Race: Delayed for over two hours because breeze had disappeared, the second race started at about 4:39. An afternoon wind set in at about 8-10 mph to take the glassy surface off the lake. The hurried start took place before the wind direction had settled, and a drastic shift during the last 30 seconds caused a number of boats to be over early. However, all of these could be notified and no general recall was necessary. Frequent shifts of the freshening breeze caused considerable tactical maneuvering on this first leg. Bubby Eagan played all of the shifts carefully and rounded first, just inside of Bruce Goldsmith. Paul Schreck followed.

The second windward rounding was at a mark which had been shifted 30 degrees to take account of the dramatic wind shift. Bubby Eagan maintained his first with a good lead over Bruce Goldsmith. LeBlanc was third followed by Ken Kleinschrodt and Paul Schreck. This time it was Marc who misjudged the side of the lake and rounded in the middle of the pack. However, downwind tactics brought both Marc and Benz Faget up to 11 and 7 respectively by the finish. Ken Kleinschrodt made the most dramatic showing as he almost caught Bubby Eagan who managed to take the finish by half a boat length. The same sequence occurred between Bruce Goldsmith and Paul Schreck in 3rd and 4th. These four were at least 5 minutes ahead of the rest of the fleet as the wind continued to abate.

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NAC Championship results

Place	Boat #	Skipper	Race					Total Points	Place	Boat #	Skipper	Race					Total Points
			1	2	3	4	5					1	2	3	4	5	
1	3120	Goldsmith, Bruce Schiche, Matthews	5	3	3	1	2	13.75	18	2985	Redhan, S.	4	19	14	26	35	98
2	3327	Eagan, Marc Ed Turnipseed	3	11	6	2	3	25	19	2281	Davis, F.	33	5	21	24	19	102
3	3317	Schreck, Paul Zenn, Rick	2	4	2	12	7	27	20	3020	Ehman, T.	14	23	DNF	9	23	109
4	3399	Eagan, Bubby Eagan, Hadden	20	1	9	5	5	39.75	21	3403	Davis, B.	21	21	24	15	29	110
5	3413	Faget, Benz Wientjes, Chris	1	7	1	19	16	43.5	22	2871	Heyl, B.	8	10	31	35	27	111
6	3051	Kleinschrodt, K.	22	2	11	8	1	43.75	23	3398	Heausler, B.	11	20	DSQ	22	21	114
7	2905	Santa Cruz, R.	7	18	7	6	11	49	24	3319	Carpenter, H.	23	27	20	31	17	118
8	2092	LeBlanc, D.	16	17	8	3	8	52	25	171	Walker, H.	24	22	23	21	34	124
9	1342	Stewart, J.	12	8	5	13	15	53	26	2576	Slocum, R.	35	31	28	10	24	128
10	1327	Berry, W.	17	6	10	14	9	56	27	2851	Stanley, J.	26	34	33	20	18	131
11	553	Tears, F.	6	9	13	17	14	59	28	3096	Cornish, R.	37	32	16	28	20	133
12	3400	Sansom, D.	18	13	15	11	4	61	29	617	Glass, T.	32	25	26	23	30	136
13	3386	Manee, R.	15	14	12	16	6	63	30	2865	Mackenzie, R.	28	15	29	34	37	143
14	1191	Wade, R.	19	16	4	18	10	67	31	1820	Moore, P.	38	29	17	25	36	145
15	1478	Bolyard, D.	13	24	19	4	12	72	32	2915	McRoy, P.	29	36	35	30	25	155
16	3078	Harthan, J.	9	12	27	7	26	81	33	C-20	Jacquet, E.	27	30	37	33	28	155
17	2710	Taggart, L.	10	26	18	29	13	96	34	1690	Striegel, L.	31	37	22	27	DNF	157
									35	3304	Andert, M.	25	35	30	38	31	159
									36	2583	McCarthy, T.	34	28	25	39	33	159
									37	C-10	Bednark, G.	36	38	34	32	22	162
									38	2377	Harthan, M.	39	33	36	36	38	172
									39	117	Coad, J.	30	39	32	37	37	175

Scores after two races

1. Schreck	6
2. Faget	7.75
3. Goldsmith	8
4. Eagan, M.	14
5. Tears	15
6. Heyl	18
7. Stewart	20
8. Eagan, B.	20.75
9. Hartman, J.	21
10. Redman	23

Scores after three races

1. Schreck	8
2. Faget	8.5
3. Goldsmith	11
4. Eagan, M.	20
5. Stewart	25
6. Tears	28
7. Eagan, B.	29.75

Fourth Race: After a lunch break cut short by the decision to try two back-to-back races and finish the regatta, the wind was up slightly and saw a good clean start with only one boat over early. Bruce Goldsmith was at the pin when the gun went off and never relinquished his lead as he rounded the windward mark, closely followed by Marc Eagan. Benz Faget rounded 7th, Bubby came around in 11th, Paul Schreck showed up in the 22 spot for a disastrous first leg. At the finish, Bruce and Marc maintained their positions while Bubby worked his way up to 5th spot. Paul Schreck managed to stay in the thick of it by gaining 10 boats on the last beat.

Third Race: Weather essentially the same, forecasted for the middle nineties, winds just under 10 mph. A good start led to an immediate splitting of the fleet to both sides of the lake. The first mark saw Benz Faget repeat his first race showing by rounding about 12 boat lengths ahead of a group of boats led by Ken Kleinschrodt, R. Wade and Paul Schreck. Goldsmith came around seventh. Bubby Eagan was 16th while his brother dropped to 26. The second time at the windward mark saw Benz Faget even further ahead with Paul Schreck having picked up two boats in second. Bubby and Marc Eagan rounded 10th and 11th, the latter having found a favored shift to bring him back into contention. The finish saw a huge spread between the first three boats with Benz well ahead of Paul who, in turn, was several minutes ahead of Bruce Goldsmith, Wade and Stewart. Marc Eagan had a remarkable recovery to finish in 6th while Bubby was 9th.

Fifth Race: The winds had picked up over 12 mph for the last race, possibly favoring some of the three crew boats. However, Ken Kleinschrodt with Scott Peck took a lead at the first mark and maintained it throughout the race. Bruce Goldsmith stayed close behind, followed by Marc Eagan. His brother rounded 7th with Paul Schreck in 9th with a chance to catch Marc Eagan if Paul could make up 4 places. Benz Faget came by the second windward mark in the mid twenties and needed to pull a miracle to get into the silver if Kleinschrodt held onto 1st. At the finish, Kleinschrodt was clear ahead of Goldsmith with Eagan in third. Schreck needed a 5th to tie Eagan but could only manage 7th behind Bubby Eagan and Bob Manee. Benz Faget pulled himself up to 16th which was enough to beat out Kleinschrodt for fifth overall by one quarter point.

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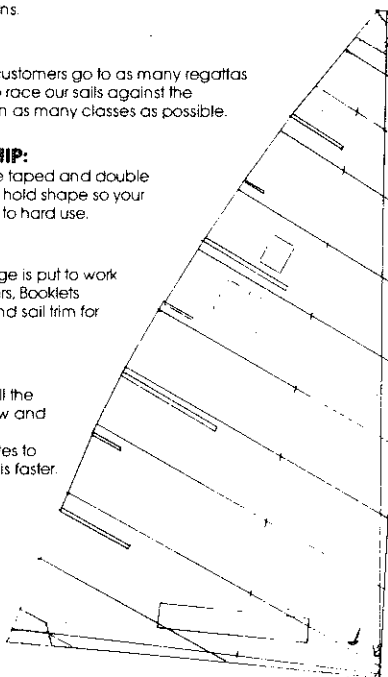
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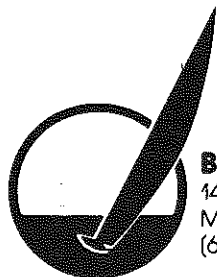
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Judges overrule own protest, award 'B' division win

Protestor: Judges, North American Championship

Protestee: Flying Scot 1918, "Cheers"

Helmsman: John O'Meara

Rules applicable: FSSA Handbook, Article B VIII, 5—same crew with maximum of four.

USYRU 59—no outside assistance; extra crew used their own means of propulsion while attached to the mast of Flying Scot 1918.

The protest summarized above resulted from an unusual incident during the first race of the Challenger Division.

Local sailor John O'Meara with wife Ricki and friend Adelaide Payne had just rounded the jibing mark somewhat behind the rest of the fleet.

The judges boat, cruising towards them to advise them of a course change, observed a large mass atop the mast. On closer examination, this mass turned out to be a swarm of bees which were angrily trying to settle on the unsteady new home of their queen. The occupants were getting quite nervous, having used up all of their insect repellent within minutes.

Since the boat was in last place with little hope of catching up, the judges took FS 1918 in tow. Towing managed to create enough windage which, in combination with mast and shroud banging, dislodged first the mass of bees and eventually the queen.

By the time the boat reached the harbor, only a few stragglers remained, and the O'Mearas were able to get out for the race in time.

Although the two infractions would normally be considered serious, they did not affect the finishing position of either FS 1918 or any other competitor. Therefore, the judges decided not to press the protest. Instead, the boat was awarded a trophy for 1st place in the "B" Division.—Curt Elmer, Robert Vance, A. Paoli.

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Challenger winner Bob Rich and crew Sandy Herrick, FS 3229, sail to windward of 3319 (H. Carpenter), FS 3029 (Don Hott), FS 1478 (D.

Bolyard) and FS 1320 (J. Harris). Photo by Dave Beatty.

Bob Rich captures Challenger

Finishes of 2, 1, 1, 1, 2 are good enough in any regatta, and were more than enough to capture the Challenger Division for Bob Rich and Sandy Herrick.

Flying in from New York City, it took the pair a couple of days to tune number 290, chartered from local non-racer Jay Arnold.

Bill Cushing and Mike Levy from Columbus, Ohio,

took second with the Hillberry family, Ben, Carol and Jeanne overcoming a third race to take third place. The Hillberys, from Lafayette, Ind., have only owned their Scot for a year, just as the local Neffs, Bob, Mary Ellen and Dan who came in fourth.

Tom, Debbie and Bill Coleman from Minneapolis captured fifth.

CHALLENGER DIVISION—FINAL STANDINGS

Place	Boat #	Skipper	Race					Total Points
			1	2	3	4	5	
1	3229	Rich, Bob Herrick, Sandy	2	1	1	1	2	6.25
2	3301	Cushing, Bill Levy, Mike	3	6	4	5	6	24
3	3162	Hillberry, Ben Hillberry, Carol & Jeanne	4	2	15	2	4	27
4	2770	Neff, Robert Mary Ellen	1	17	2	6	3	28.75
5	2305	Coleman, Tom Coleman, Debbie & Bill	8	4	10	9	5	36
6	1224	Wyatt, D.	5	3	6	10	13	37
7	2110	Singletary, W.	6	5	3	11	14	39
8	3065	Orr, J.	12	16	9	4	1	41.75
9	1320	Harris, J.	9	9	8	7	9	42
10	3029	Hott, D.	7	8	7	14	7	43
11	1184	Carpetner, P.	11	7	12	3	11	44
12	2206	Ludlow, J.	10	12	14	13	18	67
13	2771	Woods, B.	15	10	5	23	20	73
14	2967	Schaefer, R.	13	19	23	12	8	75
15	1988	Jordan, G.	21	11	11	8	24	75
16	2898	Morrison, J.	18	13	18	15	22	86
17	1725	Calvert, J.	26	14	19	17	10	86
18	2780	Gutzke, T.	16	20	16	18	17	87
19	1955	Browning, C.	20	22	20	16	12	90
20	2113	Kortenhof, J.	25	23	13	21	21	103

Caveat Empted

FS 2867 STOLEN. Lake Wilson, North Alabama. September 14. White hull, blue stripe, no sails, full cover. James A. Mitchell, M.D., 605 River Bluff Drive, Sheffield, AL 35660. Phone (205) 383-2459, Home; (205) 383-7141, ext. 219, Office. **REWARD.**

St. Louis TV covers Carlyle NAC; Fleet 83 to receive video tape

St. Louis NBC Television affiliate Channel 5 brought a camera crew and interviewer on the second day of racing.

The result was a four-part series shown during half-hour news broadcasts on Saturday Aug. 12 and Sunday Aug. 13.

A tape usable for home video cassette replay will be made available to Fleet 83. After reviewing it, Fleet 83 will consider providing copies to interested fleets and certainly one archive copy for the FSSA.

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GYA Meigs Regatta—1st and 2nd

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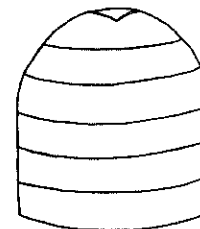
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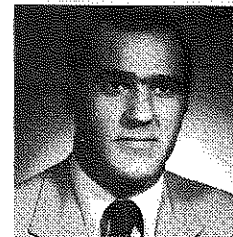
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Secretary sees why few passed champion; welcome four new fleets



By Ed Eubanks

Elsewhere in this magazine you'll find all the necessary vital statistics about the great regatta at Carlyle, but in this column, I want to give you some behind the scenes poop to help you who weren't on the scene understand what really happened and why.

With the experience I gained crewing at the Carolinas District Championships, (see July *Scots n' Water*), upon arrival at Carlyle, I was immediately beset by skippers from all over the country who wanted me to crew for them. Naturally being in my position, trying to remain impartial, not wanting to give anyone an unfair advantage, I decided that I shouldn't crew for anyone, but I did announce that I would be happy to critique anyone desiring this service. Thus, my evenings were spent in the company of guys like Goldsmith, Schreck, the Brothers Eagan and others who needed the assistance and advice I could provide.

Those whom I helped did very well as you can see by the results. After all was said and done, Bruce Goldsmith and his "Golden Girls" won the cup. The primary reason for this victory was not necessarily superior sailing but because, A.—Bruce listened to my advice, and B.—the other skippers wanted to stay behind Goldsmith's boat because if they got in front, their view of his crew would have been blocked by the spinnaker.

Welcome New Fleets—The Association welcomes Fleet 140: White Bear Lake, St. Paul Minnesota. Charter members: Lowell Anderson (2292), Dave Gobeli (3021), Tom Gregory (2629), Dick Huberty (824), Leonard Knealing (3243), Orrin Shane (2518), and John Willis (2574). Tom Gregory is Charter Captain and Dave Gobeli is Charter Secretary.

Fleet 141: Boyd Lake, Northern Colorado, Colorado. Charter members: Mark A. Balent (54), M.J. McKeever (923), Doug Erion (3244) and John S. Vietti (646). M.J. McKeever is Charter Captain and Doug Erion is Charter Secretary.

Fleet 142: Long Island Sound, Norwalk, Connecticut. Charter members: James Worth (952), Louis Koleszar (367), Norman Dick (3322), Norman Stickney (3063) William & Frith Talbot (3075). James Worth is Charter Captain and Norman Dick is Charter Secretary.

Fleet 143: Pymatuning Lake, Andover, Ohio. Charter members: Stephen Cenedella (3374), John C. Viras (2984) and John H. Abbey (2736). John Abbey is Fleet Charter Captain and John Viras is Fleet Charter Secretary.

SEPTEMBER-OCTOBER 1979

Association Office. For your information, the Flying Scot Sailing Association office is located in Columbia, South Carolina at P.O. Box 11187, telephone (803) 252-5646. If you have any problems or questions, please contact Connie Cooper if I'm not available. Connie will be happy to help you.

Articles Solicited. All of us want *Scots n' Water* to be the very best publication of its kind and to accomplish this, we need the active participation of every member. We want you to write articles, especially about cruising in your Scot, and send articles and drawings to Dick Elam (Box 8, Chapel Hill, N.C. 27514) for consideration. Send black and white photos when available.

The Board of Governors in their meeting at Lake Carlyle ruled against the installation of internal spinnaker sheets, but, later, during a called meeting, a motion to reconsider this ruling passed. The question was referred to the Measurement Committee, chaired by Larry Taggart, for a report at the Mid-Winter meeting in Panama City. Everyone should be aware that if internal spinnaker sheets are installed, there is a possibility they will have to be removed later on.

Two New trophies. Florence and Past Commodore Ted Glass have decided to FSSA a new trophy to be called the "True Love" trophy. The trophy was presented for the first time at the '79 NAC to Mr. and Mrs. Jack Stewart. This award will go to the best placing boat sailed by a husband-wife team, sailing alone, with either spouse skipper.

Another new trophy is the Executive Secretary's Cup which was won this year by Curt Elmer, the regatta chairman. This cup will go each year to the individual doing most to promote Flying Scots and Flying Scot Sailing Association. It is being proudly donated by this writer.

A Note of Appreciation. We have just completed our first year as Executive Secretary of FSSA and what a wonderful year it has been. Many of you have been very patient with us as we learned the ropes (. . .er, sheets) and we appreciate it. We're especially grateful to the officers, President Bob Vance, Commodore Bill Singletary, Vice President Don Hott, Treasurer Mike Johnson, Designer Sandy Douglass and others who have been so helpful.

We're looking forward to a great year under new president Hott and are confident the FSSA will continue to be the dominant one-design class association in the world.

Next month in this column—more advice on how to pick a crew and tips on sailing the Flying Scot backwards.

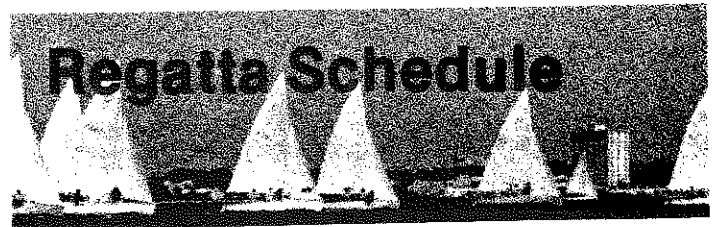
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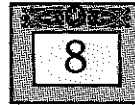
Oct. 27-28—Gulf District Championship, Dixie Sailing Club, Lake Martin, Alabama. Contact Parker Smilie (office 205-263-3468).

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

Nov. 2-4—Annual Wurstfest, Lake Canyon Yacht Club, at Lake Canyon, Texas. Contact: Bob Killian (office (512) 826-2577).

Nov. 17-18—5th Annual Sandy Douglass Regatta, Jacksonville, Fla. Contact Dave Mayfield 904/241-2431

March 4-9—Mid-Winters Championship, Panama City, St. Andrews Bay Yacht Club.



Behind the 8-Box

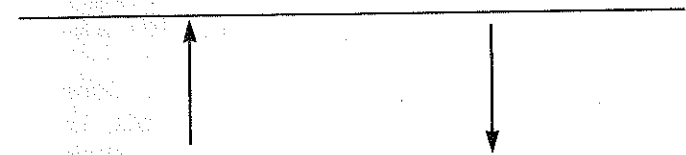
By Dick Elam

Twenty-four pages makes this issue the largest *Scots n' Water* edition published by this editor. But take a close look. Compare this issue with the August issue.

You may find some difference in paper quality. This issue tries a 50-pound webb offset paper stock. This paper compares to 60-pound, enamel printed in the previous edition. There's not much savings in paper cost, but using a webb-fed press instead of hand sheet-fed press cuts costs. But compare picture quality.

Unfortunately, second-class mailing expense takes another jump. This edition costs more to mail.

Another printing experiment can be observed in Sandy Douglass' comments on rigging. That copy was spaced one point (1/72nd of an inch) smaller than other copy. You can compare the readability with other copy. By reducing the space, we have saved this much space per column:



Type size picked for this magazine provides an optimum size available for a 21½-pica column, our wide column needed to correspond with the size of advertisements.

This smaller type, already used in captions and regatta results, does not serve a readable function spread this wide. And form should follow function.

Harry Carpenter wins Northeast Open, Greg Wheeler cops SMYRA, Districts

Winds were unseasonably light for Nantucket Sound, but 29 Flying Scots furnished excellent racing for the combined Northeast Open Regatta and the Southern Massachusetts Yacht Racing Association and Northeast District Championships.

That's three championships rolled into one regatta. And, in addition, the contestants split into Championship and Challenger fleets.

Harry Carpenter won the overall Northeast Open. Greg Wheeler stayed close to Carpenter, winning the last race in winds a little stronger. Wheeler won the SMYRA and became the first Northeast District champion.

Tom Kulterjahn won the Challenger division. Seven fleets were represented among the 29 Scots. Stonehorse Yacht Club, Harwichport, Mass., hosted the championships. Frank Pettee was chairman.

CHAMPIONSHIP

Place	Boat #	Skipper	Race			Total Points
			1	2	3	
1	3319	Carpenter, Harry McMillan, Keith	.75	.75	4	5.50
2	1054	Wheeler, Greg Wheeler, Gary	3	2	.75	5.75
3	1636	Bazley, Bill	3	2	.75	5.75

Caveat Emptor

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FS 107—Classic gem of any fleet, completely refurbished hull inside and out, like new, white with red strip water line and blue trim line, New Schreck main and jib. New trailer, spinnaker, anchor, paddle and preservers. Everything in excellent condition ready to race. Price: \$4250. Wynn Topley, Appleton, WI. (414) 734-4628.

FS 1822—With trailer and sails. Price: \$2600. Bob Wilson, 3170 Mercier St. Kansas City, Missouri 64111, Phone: Office—(816) 931-6177, Home—(913) 642-2057.

FS 2975—Douglass. White hull, light blue deck. Schreck sails, Harken blocks, motor mount, and galvanized trailer. Excellent condition. Price: \$3900. (404) 322-3702. Stephen Hollis, M.D., St. Francis Medical Park, Columbus, Georgia 31904.

FS 662—Douglass—Green hull/light green deck. One set Schreck sails, two years old; one set storm sails; trailer. Price: \$2000. Boat located: Lake Hopatcong, New Jersey. J. Specthrie, One Penn Plaza, New York City, days: (212) 594-5300; evenings and weekends (212) 548-4520 or (201) 633-3274.

FS 2255—Customflex, white hull, blue boot-top and white deck, Cameron jib, main and radial head spinnaker. Gavanized heavy duty trailer. Dry sailed, hull rigging and trailer in mint condition. Price: \$3900. David E. Price, 15203 St. Cloud, Houston, Texas, 77062. (713) 488-2704.

FS 1890—Douglass, 2 suits of sails, spinnaker, anchor, new Dupont Imron finish, bright red hull, white deck, rigged for racing, fast boat, dry sailed, winter stored, teak trim, lifting bridle, excellent condition, Price: \$3750. Harken blocks, spinnaker pole, trailer. James R. McHaney, (314) 334-5259.

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FS 2067—Douglass, white and white with blue water line, 2 suits of Schreck sails and Ratsey spinnaker, lots of extra gear, Sterling trailer, dry sailed, full cover, Price: \$4000. Larry Blackhurst, RD 1, Herkimer, NY 13350. (315) 866-3434

FS 2908—Douglass. Yellow hull—off white deck—teak trim. Goldsmith and Schreck sails, multi-colored spinnaker (never used). Sailed approx. 30 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. D.D. Kinkead, 20720 W. Coral Rd., Marengo, IL 60152. Phone (815) 568-5649.

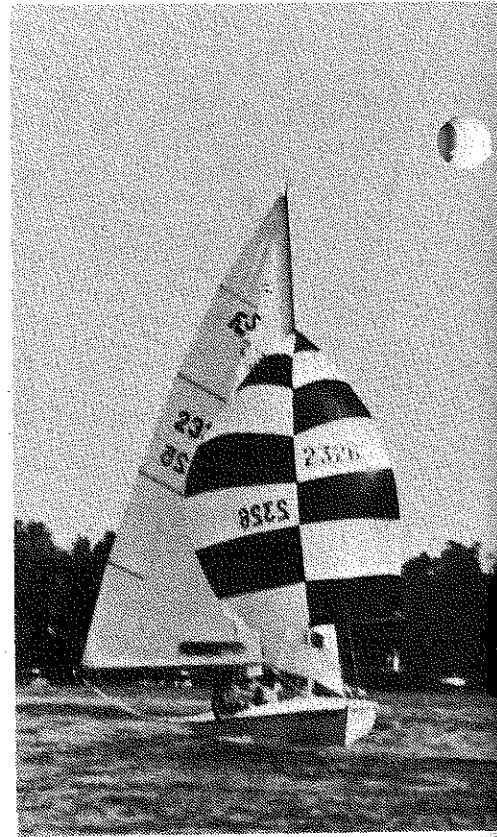
FS 3105—Douglass—tangerine hull, yellow deck, Sterling heavy-duty tilt trailer, Schreck main, jib, and spinnaker. Full length fitted cover, compass, and many other goodies. Dry sailed and in unbelievably good condition. Price \$4600. Robin Gardner, 5039 Hillsboro Road, Box 145, Nashville, TN 37215. Phone (615) 292-0602 (home) or (615) 367-7334 (office)

FS 3122—Customflex, white hull—white deck, Murphy Nye Sails, trailer, tent cover, spinnaker rig, excellent condition, stored inside in wintertime. Price: \$4200. George Rootring (216) 879-5635 office or write 8485 Sprankle S.W. Navarre, Ohio 44662.

FS 2049—Customflex—Black hull, oyster deck, black and gold spinnaker, Schreck sails. Two spinnaker poles, one whisker pole, compass, Harken blocks, motor mount, 4 hp Evinrude, Pamco tilt trailer with spare boat cover always dry sailed. EXCELLENT. \$3200. Robert Applegate (608) 643-6267, RFD I Prairie Du Sac, Wis. 53578.

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Photos by Dale Greer

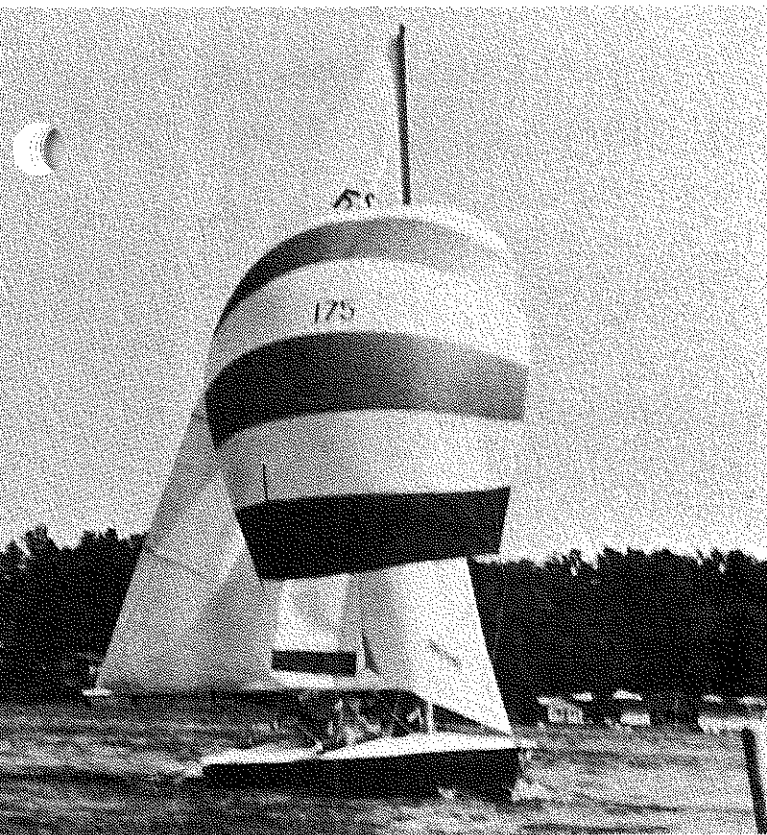
Crystal hosts Adams, Huron-Portage takes Michigan eliminations

By Dale Greer

Crystal Sailing Club in central Michigan hosted the Adams Cup eliminations for the Michigan Inland Yachting Association in July.

These races for women are sailed round-robin with as many races as there are entries from clubs in the association. Huron - Portage Yacht Club won this series, besting Barton Boat Club and Coldwater Lake Sailing Club.

For the Adams Cup series, the boats loaned by the host club must handle a three person crew and a spinnaker. Because of its design qualities, the Flying Scot is an ideal boat for these types of events. Its inherent stability makes it an excellent boat for races both on sheltered inland lakes and on larger bodies of water.



Members from Huron-Portage Yacht Club are Skipper Jill Borton and crew Kristen Thomassen and Sarah Lochuer.



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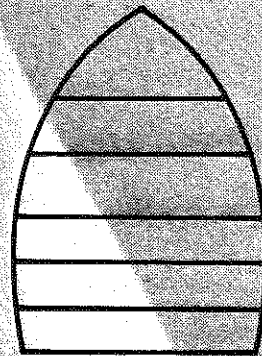
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DEALER INQUIRIES INVITED

Rettig outduels Blackhurst, Greiner to win New York Lake District cup on Otsego Lake

by Dick Allen

Last year Rich Rettig and Larry Blackhurst finished second and third in the New York Lakes District Championships.

And when last year's champion, Wendell Gallagher, decided not to defend his title, Rettig and Blackhurst took up where they left off the year before.

The two skippers were tied going into the last race. Saturday races were sailed in steady, southwest winds blowing 8 to 10 miles. But the Sunday finale turned flat, 0-4 mile winds, variable.

Rettig finished ahead of Blackhurst in the last race to win. Dave Grenier finished third.

Ten Scots sailed five fleets in the seven-fleet District. Championships were held on Otsego Lake, Cooperstown, N.Y. Gave Greiner was elected District Governor.

Place	Boat #	Skipper	Race					Total Points
			1	2	3	4	5	
1	1905	Rettig, Rich Rettig, Dick & Bob	3	1	4	2	1	10.50
2	2067	Blackhurst, Larry Blackhurst, Mary Carey, Michael	1	2	1	4	3	10.50
3	2951	Greiner, Dave Blackler, Walt	2	3	2	2	5	13
4	1936	Schwartz, Dick Daughter & Son	4	4	3	3	6	20
5	1612	Mollach, Les Mollach, Kathy	6	7	5	5	4	27
6	1297	Allen, Dick Havens, NormaLee & Jack	5	8	6	8	2	29
7	1289	Fritz, Roy Hoffman, Jim	7	5	8	7	7	34
8	932	Jones, Roy Jones, Michael & Steve	8	6	7	6	10	37
9	2077	Lerman, Fred & Marilyn Tom Hammel	9	9	9	10	9	46

Tim McCarthy wins Pacific District, crashing finish enlivens 5th race

By Hobey Landreth

It was plain from the beginning that Tim McCarthy intended to better last year's fourth place effort in the West Coast Flying Scot Regionals. After suffering through an eighth place finish in the open race, he strung together a third, two wins and a second to take the series in the IYC racing action.

Second was three time champion Robert Cardwell with a 7-1-6-2-1 record, with Ned Congdon placing third with a 1-6-4-8-5 effort.

McCarthy admitted that much of the boats adjustments were set for off the wind speed. The tuning paid off when McCarthy passed four boats on one downwind leg of the course, and two more on the next to catch up with Cardwell and other leaders.

In the first of three races held on Saturday, Ned Congdon sailed into the lead at the jibing mark and held on to win. Simpson pulled in second and Brock third.

In the next race, Cardwell edged Brock to win, with McCarthy placing third.

Race Committeeman Tim Murison decided to continue straight into another starting sequence for the third race of the day. The finish line was set at the yacht club and with the long downwind run McCarthy pulled away to win. Brock finished second and Somers edged Ned Congdon to place third.

By Sunday morning it was evident that the wind and racing were going to be altogether different than Saturday. A northwesterly, in the traditional Tomales

Bay style, pounded down the bay stirring up whitecaps.

But the wind died out just after mid day, and McCarthy was once again able to pull by competitors downwind and win.

In the final race of the series McCarthy could afford to lose to Cardwell by a position and still win the Regionals. But at the start McCarthy was over early and was forced to restart behind the fleet. Cardwell was out in front battling with the Phelan/Andersen piloted boat.

McCarthy reached the windward mark well behind the leaders, a position he could not afford to be in. With this in mind he set his spinnaker and walked away from the boats near him, thus catching up with the leaders in the two downwind legs of the course. Cardwell held him off while dueling with Phelan/Andersen to the leeward mark.

On the way upwind to the finish line, Phelan/Andersen went west on a starboard tack and then went onto a port to lay the line. Cardwell did the opposite to the east and approached the line on a starboard. While screams of "starboard tack" flew through the air, the two boats collided at the finish line just as the Phelan/Andersen Scot finished. The port tack boat was disqualified for the infraction.

McCarthy sailed safely to a second place finish to win the five race series with a total of 14½ points. Cardwell pulled in 16½ for second, and Congdon 23¾ for third.

Pensacola, Florida, in 1980, then NAC moves to Lake Norman, North Carolina, in 1981

Pensacola in 1980—then back to Lake Norman, North Carolina, in 1981. That's the schedule for North American Championships.

Selection of Lake Norman near Charlotte, was announced at the Carlyle, Ill., annual meeting. The action was taken by the Executive Committee and announced by Robert Vance.

Vance noted an invitation from the Detroit Yacht Club was carefully considered along with Lake Norman. Vance told the meeting he hopes Detroit would reissue the invitation for the 1982 NAC.

Mike Johnson reported on the 1980 Pensacola NAC, promising good sailing. Camping facilities will be provided, he said.

Other announcements included there:

- Tim McCarthy of Placerville, California, received the Foremost Trophy for the contestant who travelled the greatest distance. Wally Lineburgh Insurance donated the trophy.
- Fleet 83, the host fleet for the North American Championships at Lake Carlyle, won the "Fleet of the Year" award.

- The 1979 Junior North American Championship—not held at Lake Carlyle because of limited entries—will be decided at the Mid-Winters warm-ups in 1980 at Fort Walton Beach.
- Flying Scot Sailing Association is now incorporated in the state of South Carolina.
- Charters for Fleets 112, (Memphis, Tenn.) and 70 (Rochester, Minn.) were revoked for not maintaining three active members.
- Questions from members about another Caribbean cruise were noted by Don Hott. Robert Vance, organizer of last year's 11-boat cruise from St. Vincent, said he would investigate the possibility of another cruise in 1981. Brad Davis suggested a cruise of the Tennessee Valley Authority, or similar body of water, by districts. Davis said sailors in the Texas District had organized such a cruise (on Lake Travis near Austin). Scot sailors sailed and camped together on the cruise.

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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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First to Finish—Benz Faget and crew, Chris Wientjes, drift 3413, Bit of Wisdom, across the finish on Lake Carlyle. Faget won two of five firsts, and finished fifth in the North American Championship. Photo Dave Beatty.

Measurer rules out double-led vang, cunninghams and considers internal leads

Measurer Larry Taggart ruled—and the Executive Committee approved—to eliminate double end leads on vangs, cunninghams and main sheets and also consider outlawing inside spinnaker leads.

Taggart announced the ruling to the August 7 annual meeting held at the Carlyle VFW Hall.

The new Measurer presented his rulings to the Board of Governors at their meeting August 5 at Carlyle, Ill.

Minutes of the Board of Governors report:

"There was a great deal of discussion regarding the recommendations of Jack Stewart and Sandy Douglass to standardize the various fittings on Flying Scots. After discussion, the Measurer ruled illegal dual leadings for cunninghams and vangs, and also ruled illegal internal spinnaker sheets.

"It was also decided that there would be no "grandfather clause" for those already installed, and it was decided that Taggart's rule as Chief Measurer would be effective September 1, 1979.

"Motion was made by Brad Davis that all rulings be published in *Scots n' Water*. It was noted that there is some confusion in what is defined as a ruling by the Chief Measurer and what is defined as an interpretation by the Chief Measurer. It was decided that Larry Taggart would send a copy of recent rulings and recent interpretations."

(Editor's Note: Measurer Taggart's copy, not received in time for this edition, will be printed in the November-December issue.)

"Regarding freak contrivances, Vance said that Sandy Douglass feels that the warning in the Handbook is not official. He wants the Board of Governors to direct the Measurer to rule that all freak contrivan-

ces are illegal. It was further noted that is in the by-laws already with Article B—VIII. A motion by Davis to ratify the Measurer's ruling that all freak contrivances are illegal.

Two days later, at the annual meeting, Taggart reported (in annual minutes) "he would interpret any changes with an intent to conform to the one-design class."

At the same meeting, under new business, Fred Tears from Dallas made three points (summarized in the minutes):

1. "that a marine architect be retained by the Flying Scot Sailing Association to document by the proper drawings the one design of the Flying Scot, and
2. "that the association broker all sails to the membership for any one year allowing no other sails to be sold to members be raced in official regattas... and these could be purchased by the association through open bidding by all sail makers and that it would be an income producer and a standardizing effect for the class.
3. "that all rulings be published...and not effective until published."

Tears requested a vote of intent, stating his awareness no action could be taken without prior notice.

"After due discussion, during which the point was made that the vote be taken would purely be to determine the sentiment of the members present, the first proposals were defeated and the third was approved with the knowledge that all Measurer's rulings are already printed in *Scots n' Water*."

Sandy's letter to Measurer explains his reasons to limit hardware

By Gordon K. Douglass

I have studied Jack Stewart's Preliminary Recommendations with great interest. He has worked it all out very well, better than I had expected it could be done, and he is to be commended for a good and objective study of the matter. In most cases I agree with his conclusions.

As I hope you and the rest of the Class understand, my aim from the beginning has been to establish and maintain a good one-design class. The maintaining part is the difficult part because all too many skippers think that if only *they* had this or that gadget they would have an advantage—forgetting, of course, that if it works the others will have it too. One-design racing involves using what you have as well as the other man can. The Laser is the classic example. In my own case I purposely kept my own boat just as she came, with none of the go-fast gadgets others seem to think are essential, to prove that they are not needed. Also, with a little ingenuity, with no added hardware, I accomplished the same results.

This gives me an idea for an article for *Scots n' Water*. So many sailors do not know what sweating in a line is, do not realize that sweating a taut line gives, mathematically, infinite power at first, and practically, many times the power of straight pull on the line. In Jack's discussion of the topping lift, for example, he suggests a turning block which—"this permits a small crew to make an adjustment by pulling up and back." This gives a 1:1 pull. On my boat I set the pole just below level and cleat it on that cleat in the sail groove. When I want the pole higher I sweat up the line, raising the pole, and wrap the excess around the cleat. To lower it, take off a turn or two. It works with no block at the pad eye. None needed. And the sweating does not require strength. You grasp the line in the middle of the span and throw your weight back against it.

What I am saying is that it is not hardware which wins races, it is learning to use what you have. I do not cross-sheet and have not found it necessary. If I want a narrower sheeting angle a slight pull on the weather sheet will bring it in as far as needed. So much for the dissertation.

There is talk of "convenience". It seems to me that the term has two meanings. If the reference is to the way the anchor is stowed, or the life jackets, for ease of stowage and removal, that is one thing. But the term has an entirely different meaning when it applies to the way the boat is raced. For example, those who like to cut through the deck and through the seat back in order to run the spinnaker sheets below decks do so because they believe it facilitates handling and trimming the spinnaker. In other words, it gives them

an advantage over those who continue to do it the conventional way. Isn't this contrary to our philosophy of one-design racing "to determine the skill of skipper and crew"? Unfortunately we did not think to cover this in our rules because at that time no one had thought of doing it. I, for one, am against it. The same result can be achieved by having the turning blocks above deck. It was one advantage of the original snubbing winches that they could be used for both change of direction and for snubbing.

I think Jack Stewart is correct in saying that the husband-wife crew may want to have additional hardware to help them compete with a crew of three—and also that the three-crew boat will add the same additional hardware, thereby still leaving them with a competitive advantage. There always will be a difference. The light-weight two-crew will have an advantage in light weather, the three-crew in heavy weather. It is only extremely *skillful* two-crews, such as Kelson Elam and Bruce Goldsmith, who can compete. There is no good substitute for two additional hands. Adding hardware will not do it. And as for the original equipment, Mary and I never thought we needed anything more. She was not a husky person anything more than your Jean, but we worked together. I helped her and she helped me. But we knew that just we two could not complete with three-crew boats in heavy weather, and, so, we carried a third.

1. Main Sheeting. The mid-boom block is a fait accompli, and there is not any discussion here.

2. Jib Sheeting. I agree with Jack that we should be able to standardize this with a lead block, snubbing block and cleat.

3. Centerboard. I can see no need for anything but a cleat. I put the cleat where I did so that any member of the crew can reach it, including the skipper, on either tack. (Here is an example of where the "convenience" of the Waco 360 might give a competitive edge to the skipper who had one. It also makes another hazardous device to fall on.)

4. Vang. This should be standardized, and more power than we regularly furnish is dangerous in leading to broken masts and booms. When a mast breaks it generally is the result of too much vang.

5. Outhaul. The boom is supplied with a single block shackled to the outhaul fitting. Here Jack is wrong in saying that this furnishes no mechanical advantage. For 2:1, run the outhaul line through the sail cringle and back to the outhaul fitting there you put it through the hole and tie a figure eight knot. For 3:1, as on my boat, I use a 1/8" nylon outhaul line, a short length,



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Your total contribution can't top \$25,000 in a calendar year.
But note this: If you earmark a contribution for a specific election,
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Gifts other than money are permitted...services, goods, etc.
But the limit on their value is the same as for other contributions.
A loan or a guarantee of a bank loan counts too...the unpaid balance.

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to federal & state gov'ts...and these records are open to the press.

If you want to help a candidate independently, with no strings
or ties to the candidate, that's OK. Newspaper ads, posters, fliers,
even radio & TV spots. But you are required to report to the gov't,
the Federal Election Commission, any expenditures over \$100 per year.

You may also volunteer your services on behalf of a candidate
without having to report to the gov't...for such things as home parties,
travel expenses, etc...if value is \$500 or less. Must report over that.

This is the gist of the law on personal gifts to candidates.

Remember, gifts by corporations are forbidden...in ANY amount.

If you have doubts about various angles of the law, get in touch
with the Federal Election Comm., 1325 K St., NW, Washington, D.C. 20463,
or call (800) 424-9530 toll free. In Washington, D.C., area...523-4068.

An important primary to watch...Illinois, March 18.

It's probably crucial to BOTH parties. For Carter and Kennedy
it will be the first "neutral" ground, with 179 delegates to be nabbed.
Kennedy expects to win the earlier New England primaries. And Carter
counts on pulling through in Ala., Fla., Ga. and the Iowa caucuses.

For the Republicans, Illinois is a linchpin for Bush, Baker,
Connally and any others still in the race, trying to overtake Reagan.
If Kennedy takes Illinois, he's nearly certain to be nominated.
If Reagan takes it, ditto. If EITHER loses it...on the ropes.

Yours very truly,

Austin Kiplinger
THE KIPLINGER WASHINGTON EDITORS

Nov. 2, 1979

Editor's note: letter helps understanding

The Measurer ruled, and the Governors approved, limits on double-lead vang and cunningham lines and prohibited internal spinnaker sheets. (See page 17.)

To better understand reason for those rulings, members may read this letter written by the designer, Gordon K. (Sandy) Douglass. Sandy wrote about Jack Stewart's preliminary recommendations for hardware system limits. Sandy wrote the letter in early summer, before the annual meeting. He furnished officers with a copy.

The then Measurer, Jack Selfrick, wrote he saw nothing new in Sandy's comments. Selfrick has resigned to race larger boats. The new Measurer, Larry Taggart, issued the limits on double leads. Gordon Douglass was in Europe during the annual meeting, and therefore his letter, written in advance of the meeting, takes on added importance.

Sandy's opinion vs. proposal

System	Needed	Proposed Additions	Cost
1. Main Sheet	Nothing	Mid-Boom Block & Swivel (Harken)	\$66.10
2. Jib Sheet	Nothing	2 cam cleats \$12.50 each	\$25.00
3. Centerboard	Nothing	WACO Swivel Cleat	\$28.00
4. Vang	Nothing		
5. Outhaul	Nothing	Customflex uses shackle	\$ 2.57
		Wire cable with Ball	\$ 2.45
		Vang block with V-jam	\$10.75
		Double block	\$ 9.30
6. Cunningham	(With eye strap and V jam cleat)	Bullet block and shackle	\$ 4.25
7. Topping Lift	Nothing	Block & shackle	\$ 4.25
		Turning block	\$ 4.25
		Thru-deck fitting	\$ 1.25
		Cam cleat	\$ 7.15
8. Spinnaker Halyard	Nothing	Block & shackle	\$ 4.25
		Thru-deck fitting	\$ 1.45
		Turning block	\$ 4.85
		V-jam cleat	\$ 1.45
		(Turning block and Reel, est.)	\$ 4.85
			\$10.00
9. Spinnaker sheet and Guy	Nothing	2 Captive hooks at \$6.30	\$12.60
		2 Hexaratchet blocks \$22.50 each	\$45.00
		2 Guy cleats at \$7.15 each	\$14.30
		2 Thru-deck fittings at \$9.50 each	\$19.00
			<u>\$283.60</u>

'Sweating' line provides leverage

which I tie into the sail cringle; run it through the block, back through the cringle and a second time through the block alongside the first time, and tie it into my regular outhaul line just forward of the end of the boom. Then, with something like eight feet of span from there to the forward turning block on the boom, on top of 3:1 at the clew, I have tremendous power to sweat out the foot of the sail.

We now have the block at the rear end of the boom, a turning block forward and a jam cleat. Why not standardize on that? It is only in the case of an old impossibly-shrunk sail that anything more is needed—and it needs re-roping.

6. Cunningham. Here I agree with Jack. Maximum 4:1 and mounted on the mast.

7. Topping Lift. There is an unidentified something shown on the side of the mast near the bottom, and also a cleat in the sail groove. This is the one I use for my topping lift, and never have thought I needed anything more. In the beginning of the article, I explained how I use it. I do not want a block at the lift pad eye (nor at the spinnaker halyard pad eye, nor at the spinnaker sheet fairleads) because there are certain places where I need friction. I agree that in a fresh breeze the load on the lift is such that it is not easy to pull the pole up. But by sweating it up, jerking sideways on the line, it will come up—and then the friction of the pad eye helps me hold it while I cleat it. Without that friction it would be most difficult to hold. And I can see no advantage to having a turning

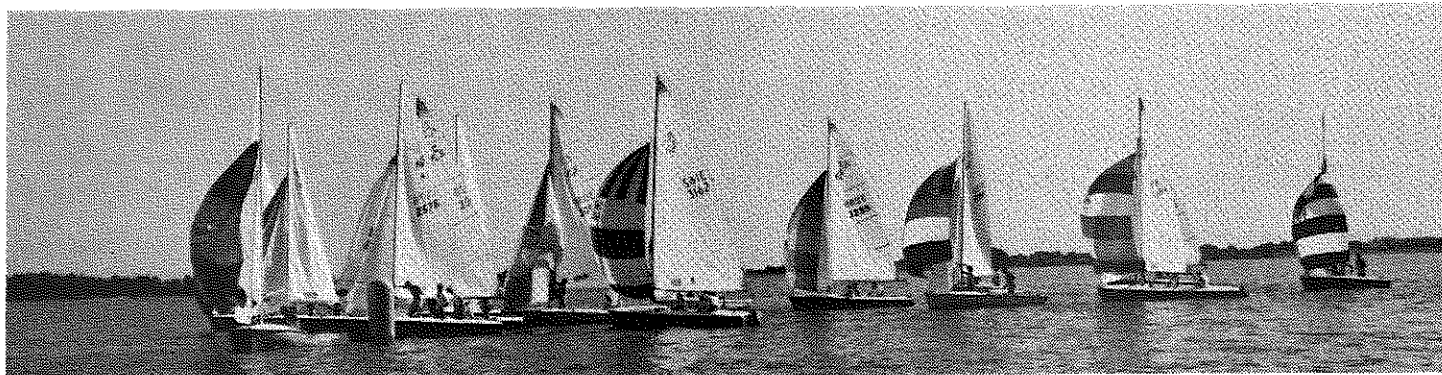
block which gives no more purchase or advantage. What are we sailing, a Flying Scot or a Flying Dutchman?

8. Spinnaker Halyard. The double-ended halyard system works well, with a ring in each of the main shroud terminals to anchor the ends when they are not in use. Douglass has a wooden jam cleat on the tabernacle for the halyard in use. I do not want a block at the top. If I cannot hoist a sail weighing a pound or two without a block I should quit sailing. But when I lower the sail I can cast off the halyard and let it go without having it land in the water because the drag of the line through the pad eye slows it down. I have used both, and much prefer the pad eye without a block.

For many years most of my sailing has been as crew for a local skipper, two-man, where I have had a chance to use different systems, and see no advantage to the single-ended system. Both skipper and crew are frantically busy at that time, and it is a trade-off. While I hoist the sail, about three seconds or four, the skipper is working on trimming the sheet and guy, after which I take them—instead of the other way around. Let's keep it simple and not cut holes through the deck. And what does the take-up reel accomplish?

9. Spinnaker Sheet and Guy. First of all, I do not want spinnaker lead blocks unless they are hexaratchet blocks. I have handled the spinnaker sheet on a boat with lead blocks, and in a good breeze the unrelenting pull of the sheet nearly pulls my arms off. That is why

—Continued on page 20



Bubby Eagan in FS 3399 leads a parade of Scots around turning mark. Following Eagan are FS 2576 (Slocum), FS 3096 (Cornish), FS 3162

(Ben Hillberg), FS 3299 (Bob Rich), FS 1191 (Richard Wade), FS 1184 (Carpenter), and FS 2985 (Redhan). Photo by Dave Beatty.

Scot's greatest asset 'is maintaining one-design character', Douglass writes

—Continued from page 19

we use fairleads. The sheet is harder to pull in, yes, but then the friction helps to hold it.

I know of no solution to the problem of the guy. On a close reach in heavy weather the pull is very great. But here the fairleader helps. We sweat in the line by lifting up or sideways in the middle of that long span from chainplate to fairlead, and they try to hold and cleat what we have gained. I use the jam cleat on the coaming for the guy—as well as for the jib at other times.

I do not like the idea of cutting holes through our side deck and seat back. Even with proper fittings and holes the deck no longer is watertight. Also, it involves taking out the foam, and in most cases that means that the foam will not be properly installed. I recommend that the practice be forbidden. Also, it is a major step away from our one-design.

I recommend that two hexaratchet blocks be permitted, either in place of the fairleads, or mounted amidships.

SUMMARY

Standard equipment and proposed additions. (First of all we must decide just what is standard practice today and bring the blueprints up to date.) (The following presupposes we are agreed on the standard Douglass Boat Co. boat.)


These extras may not seem like so much when they are bought piecemeal, but if they become standard and expected, like the mid-boom block and swivel hexaratchet, their cost may become included in the quoted price for the boat but the price nevertheless will be that much higher—providing another reason for people to buy one of the stupid little cabin boats instead of a Flying Scot.

We are faced with a problem, the problem that hardly any two sailors will agree with how the Flying Scot should be rigged. And yet, it is my feeling that the Class at last has come to the realization that something should be done. Even some of our worst offenders at gadgeteering now are willing to admit that we may have gone too far, willing to say that if the

others are willing to take off most of the gadgets they will too. In fact, some of our top skippers have found that much of the garbage is not worth having and are now sailing cleaner boats.

It is gratifying to us all to see our growth from year to year, and at the same time I think we are realizing that one of our greatest assets is our growing reputation for being the one class which is maintaining its one-design character. We cannot afford to lose this character. The Thistle always has been a performance boat and now has developed into a very sophisticated high-performance boat. This is her character. The Scot is not a high-performance boat, and nothing we can do will make her one. There's no sense trying. Let us stay in character. If we are not the top class in the country, we are close to being that and are attracting and developing some of the best skippers in the country. Let that be our aim.

What can we, the Measurement Committee, do? What can the Class do? We can set reasonable limits for future rigging. There are a few ways in which we can be more liberal beyond the original specifications. I think we should rule out dual controls leading aft, such as has been done in a very few boats. Just about everything else we can forget about, give it grandfather treatment, because I think it is not important. I never have thought cross-sheeting the jib sheet is important, and now I am told—and hope my information is correct—that, for example, Bubby Eagan used one of our stock boats in winning the Mid-Winters, a boat with almost nothing added—and did not even cross-sheet the jib.

As you can see from my summary, just the few little things some people think necessary for a husband-wife crew, just these "few" cost very close to \$200.00, perhaps more with labor added. Do we want to become known as a gold-plater class, along with most of the others? Is this the image we want to cultivate? Lord knows the Scot costs enough as it is. That sort of talk frightens away many who are just looking for a good family boat. 

New skippers join Flying Scot

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881	105 Raymond Kasperowicz	172 South Main Street	Cohasset	MA	02025
2599	132 Darwin L. Breeding	2132 Sylvan	Abilene	TX	79605
3332	Sue L. Brase	666 Sylvan	Cape Girardeau	MO	63701
3390	Stoney's Sailboat Sales	641 Brevoort Lane	Green Bay	WI	54301
2334	Alan Asarnow	19 Jefferson Avenue	Northport	NY	11768
	Richard B. Storey, CAE	1750 Old Meadow Road	McLean	VA	22102
3358	31 Porter B. Dougal, Jr.	41 Hazelwood Avenue	Livingston	NJ	07039
	Elaine M. Godfrey	660 Whitmore, #306	Detroit	MI	48203
803	43 Paul Rowell	127 Mary Street	Auburn	NY	13021
3017	133 Karen M. Bogan	2000 Mill Creek Road	North Little Rock	AR	72116
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2718	1 Robert Thompson	10581 Latina Court	Cincinnati	OH	45218
2501	83 Lawrence S. Rothman	62 Fiesta Court	St. Louis	MO	63141
2227	Lindy T. Cergizan	2150 Auston	Schererville	IN	46375
334	Gary Walker	R.D. #1, Box 194, Blatt Road	Fenelton	PA	16034
2269	64 William S. Heinekamp	5230 Gwynndale Avenue	Baltimore	MD	21207
956	Marjorie L. Sutton	6108 Maywood Avenue	Baltimore	MD	21209
3142	Dr. Janet E. Campbell	Route 8, Box 206	Raleigh	NC	27612
1879	124 Robert J. Discoll, Jr.	3 Bassett Brook Lane	Duxbury	MA	02332
3377	Kenneth E. Tempelmeyer	25 Hillcrest Drive	Carbondale	IL	62901
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3394	Henry C. DeSeguirant	7647 Long Pine Drive	Springfield	VA	22151
2546	20 John D. Pointer	310 Gralake	Ann Arbor	MI	48103
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Slocum finishes 2-2-2-2 to capture Midwestern Districts, also wins election

by Mike Andert

Bob Slocum wins both races and elections in the Midwestern Districts.

Thirty-one Scots from Minnesota, Wisconsin and Illinois participated in the 1979 Midwestern District Championship on Lake Minnetonka near Minneapolis, July 21 and 22. Fleet 95 and the Wayzata Yacht Club sponsored.

District Governor Bob Slocum became District Champion with a consistent record of four seconds in each of the four races. He had a comfortable lead of 8 points over second place finisher Bud Dick.

Rain showers on Saturday morning gave way to medium winds and sun for three races on Saturday, and died only after the fourth race on Sunday was finished.

Place	Boat #	Skipper	Races				Total Points
			1	2	3	4	
1	2576	Slocum, Bob	2	2	2	2	8
2	1305	Dick, Bud	3	6	3	4	16
3	2173	Jamieson, T.	9	1	4	3	16.75
4	1901	Schultz, Don	6	3	5	5	10
5	3078	Hartman, Jerry	5	4	10	1	19.75
6	2693	McKee, D.	15	7	7	6	35
7	2832	Rothfelder, R.	8	11	6	11	36
8	3304	Andert, M.	20	9	1	8	37.75
9	2161	Schroeder, T	1	5	22	14	41.75
10	617	Glass, T.	11	8	11	15	45
11	2214	Gordon, B.	13	10	16	7	46
12	2871	Heyl, B.	4	12	21	13	50
13	3106	Anderson, B.	7	19	8	16	50
14	2617	Warren, B.	17	15	9	23	64
15	643	Doylen, B.	12	18	17	18	65
16	2056	McCormick, J.	16	16	26	9	67
17	2305	Coleman, T.	14	14	14	25	67
18	1354	Heithoff, K.	10	23	12	24	69
19	1180	Dieschbourg, T.	18	21	20	20	79
20	3107	Mitchell, G.	31	20	18	10	79

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78—MOREHEAD CITY, NC—Bogue Sound
108—SOUTHMONT, NC—High Rock Lake
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Jacksonville to host Sandy Nov. 17-18

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Margaret Elam

November 17 the Sandy Douglass Regatta opens its 4th regatta at the Rudder Club, Jacksonville, Fla.

Gordon (Sandy) Douglass—last year's Champion—will attend, speak on Saturday night, and listen to local Barber Shop Quartet and Sweet Adelines.

Yachting Magazine plans to cover the regatta which includes Flying Scots and Thistles.

Mid-Winter to let skippers pick lot

By Allen Douglas

Mid-Winter Championship organizers plan something different in Panama City next year.

The 1980 Flying Scot Mid-Winter Championships will be held in Panama City on March 5-8 with the board of governors meeting on March 4th.

Next year there will be six races with no eliminations—six races, head to head, with one throw out race if there are six.

There will still be three divisions with each skipper selecting his own Division.

Trophies will be awarded for the first seven places in the Championship and Challenger Division and the first five places in the Commodores Division. Trophies will be awarded for the winning skipper and crew in each individual race.

Inlaid trophies, handcrafted by Jerry Bennett, will be awarded to the first five skippers and crews. Plaques also will be awarded to the next fifteen skippers. Bennett uses the ancient art of marquetry to fashion the trophies.

Entry fee of \$15 will be partially returned, \$5, to skippers as chit books "to use as skipper sees fit."

David Mayfield, Governor of the Florida Sailing Association, and Mike o'Brien, captain of Scot Fleet 131, will furnish details to Scot skippers.

Saturday, Nov. 17. 9-11 a.m. Registration; 11 a.m. Skippers meeting; 12:30 p.m. Start, first race. Second race and third races to follow as soon as possible.

Sunday, Nov. 18. 9:30 a.m. Start, fourth and final race. 1 p.m., Trophy presentation.

Housing, all within five minutes of Rudder Club:

Days Inn of Orange Park, Highway 17, Orange Park, (904) 264-0511.

Holiday Inn of Orange Park, I-295 and US 17, (904) 264-9513

Best Western, US 17 and I-295, Orange Park, (904) 264-1211.

No camping facilities at Rudder Club.

Contact: David Butler, 4312 San Juan Ave., #4 Jacksonville 32210, (904) 387-1812 or David Mayfield, 2317 Costa Verde Blvd., Jacksonville Beach 32250, (904) 241-2431.

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