

Scots n' water

January-February 1980
Volume XXII
Number 1

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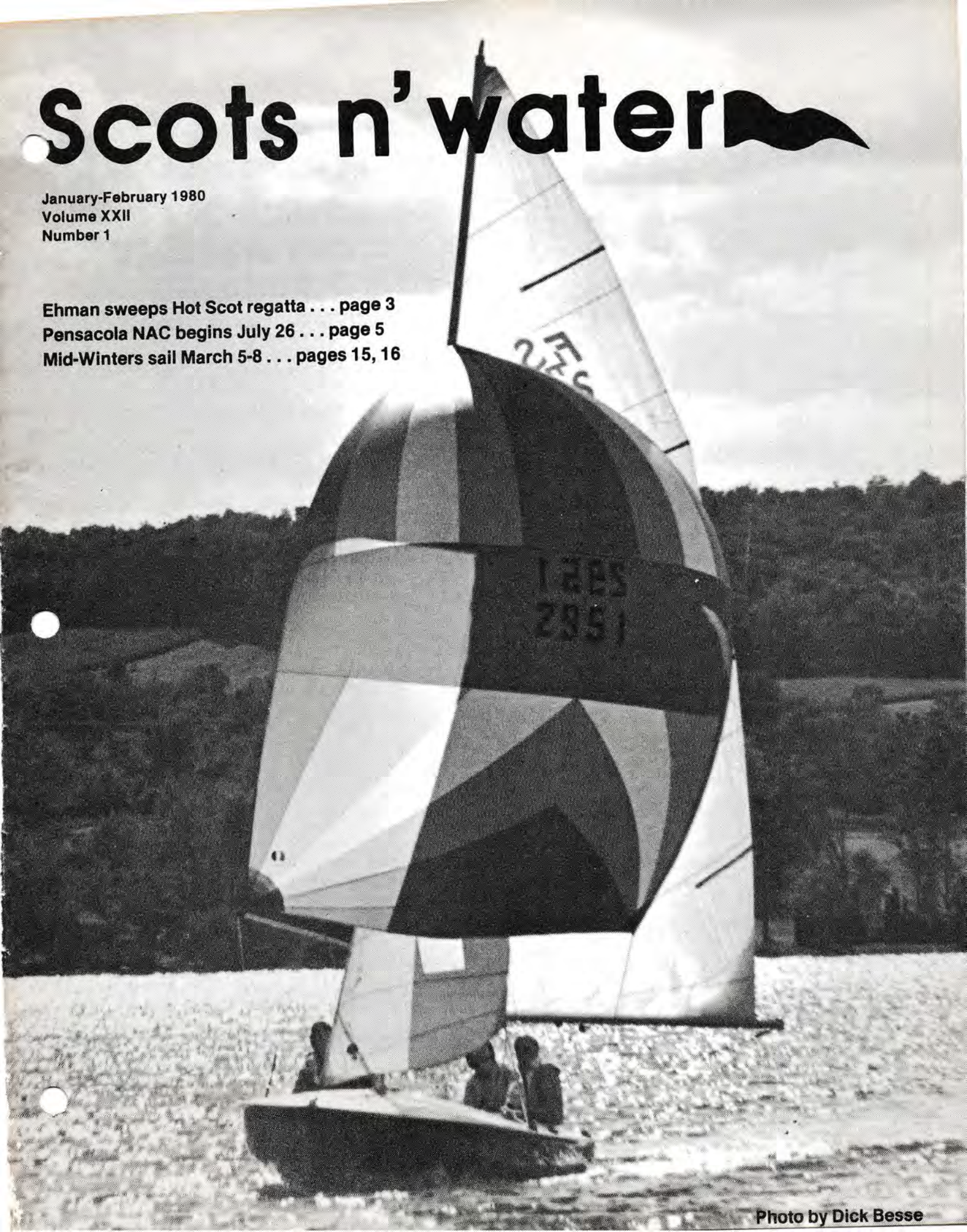


Photo by Dick Besse

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Editor uses Ben's apology: 'truth overmatches error'

On 10 June, 1731, in his "Apology for Printers," Benjamin Franklin observed that men have opinions and printers print those opinions as part of their business . . . "educated in the belief that when men differ in opinion, both sides ought equally to have the advantage of being heard by the public; and that when truth and error have fair play, the former is always an overmatch for the latter . . .

"If all printers were determined not to print anything till they were sure it would offend nobody, there would be very little printed." That's what Benjamin Franklin wrote.

Your editor subscribes to the above apology. Which means your editor really doesn't apologize for "inordinate" or "extended" publication of letters from members of the Flying Scot class—this season the opinions differ about hardware. If nothing else, we're a forum. If you belonged to the Board of Governors, you could breast yourselves at the meetings. If you don't, the Editor will print your opinion.

Besides, the Editor can't agree with his own son, and co-owner, about Scot hardware. While I sailed Hawaii, Kelson screwed on more cleats. While Kelson sails the Mediterranean this winter as part of the Flying Dutchman Olympic (maybe) preparation, I am busy unscrewing cleats. We own one of the "hardware junkyards" that Dave Batchelor describes on page 12. But, we're beautifying this year.

Enough about hardware, for now. You may want to complain because no cruising articles appear? Don't complain. Instead, write a cruising article. Send black-and-white pictures, maps. We're fresh out of good stories. We print how to cruise your Scot, how to repair, how to practice better seamanship. Report your regattas, send advance billing. Put your news behind the 8-Box in Chapel Hill. Run an article up our mast, and we will punctuate, and we will write a headline to accompany. Because if we're not your forum, we're not rigged right.—Dick Elam

ON THE COVER . . . Dave Greiner, new Governor of the New York Lakes District, comes home winner of Fleet 43's season championship. With 32 members and growing fast, this fleet has replaced Lightnings on Skaneateles Lake, the Central New York finger lake where the Lightning class originated in 1938. Photo by Dick Besse, Skaneateles.

Scots n' Water

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Leo Weber, foreground in Flying Scot 1629, covers the Hot Scot Regatta fleet. Ben Hillberry, FS 3162, leads Weber, but to leeward.

Tom Ehman sweeps Hoosier-Wolverine

by Steve Emerson

Tom Ehman, Jr., swept the 1979 Hoosier-Wolverine Hot Scot Regatta with five firsts.

This Regatta is rotated on a three year cycle between Portage Lake (Pickney, MI), Clear Lake (Ray, IN), and Prairie Creek Reservoir (Muncie, IN). This year's host was Flying Scot Fleet 20, Huron Portage Yacht Club, Pickney, MI.

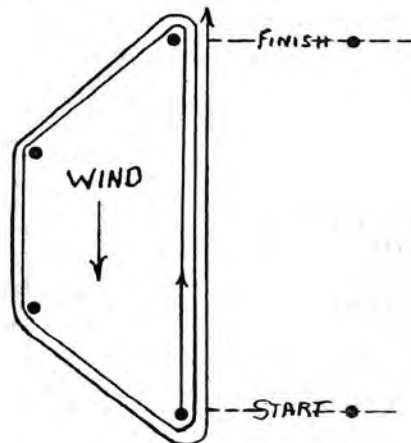
The five race no throw format proved popular as

evidenced by thirty-four entrants from Michigan, Indiana and Ohio. All races were sailed under blue skies with 5-15 mph winds prevailing.

The Race Chairman, Tom Ehman, Sr., saw that entrants got their money's worth. Each of the five races consisted of a nine leg trapezoidal course consisting of three weather legs, four spinnaker reaches and two downwind legs. (See diagram.)

According to his father, Tom's secret weapon was that the entire team aboard Scot 3020 wore special boots. However, those of us in the competition felt that the same ability which captured three Scot National Championships had something to do with Tom's success.

Place	Sail #	Skipper	Race					Total Points
			1	2	3	4	5	
1	3020	Tom Ehman, Jr.	3/4	3/4	3/4	3/4	3/4	33/4
2	3248	George Blome	5	3	4	2	4	18
3	1330	Robert Welty	10	5	3	9	3	30
4	2206	John Ludlow	4	2	11	4	14	35
5	1601	Duncan Edwards	2	10	20	7	6	45
6	2851	John Stanley	12	8	5	3	18	46
7	2328	Pat Barry	11	18	2	14	7	52
8	1687	Ib Bentzen-Bilkvist	6	12	7	13	15	53
9	3162	Ben Hillberry	3	26	9	8	8	54
10	2546	Jack Pointer	7	4	25	10	9	55
11	2547	Pete Thomaasen	13	6	23	11	2	55
12	1978	James Horein	8	7	19	6	21	61
13	3126	David Pryor	19	9	16	19	5	68
14	1629	Leo Weber	22	13	13	5	16	69
15	2826	Steve Emerson	17	15	8	12	19	71
16	1759	Don Scherer	15	17	6	16	22	76
17	548	Jay Ludgate	18	16	10	20	27	91
18	2159	Dennis Gettelfinger	25	22	12	18	17	94
19	2136	Julie Scherer	14	23	22	15	20	94
20	1561	Perry Saunders	16	19	15	23	25	98



USYRU promotes Tom Ehman to Executive Director; Flying Scot picked for Adams, Mallory Cups

Tom Ehman moves to Executive Director of United States Yacht Racing Union (USYRU), a promotion from Director of One-Design Racing, which he will continue until a replacement is secured.

Ehman is three-times Flying Scot North American Champion, and most recently won the Wolverine-Hoosier Hot Scot Regatta.

He continues as second vice-president of FSSA.

Ehman replaces William Bentsen who resigned last April.

Flying Scots will be sailed in both women and men North American championships this year.

Southern Yacht Club, New Orleans, will host the Adams Cup, the women's North American championship, Aug. 23-27.

Bay Waveland Yacht Club, Bay St. Louis, Mississippi, will host the Mallory Cup, the men's championships. The Mallory sails Sept. 24-28.

The eight district champions in both series rotate each race to another boat furnished by the host clubs.

Richard Wade leads 4 Big-D winners at Wurstfest regatta

by Bob Killian

Dallas skippers were first to fill their mugs at the annual Wurstfest Regatta sailed on Lake Canyon between Austin and San Antonio, Texas.

The Dallas skippers, led by Richard Wade in Flying Scot 1191, dominated the 17-boat Scot fleet.

Wade won, followed by Tom Shepard (FS 3265), Roz Bowen (FS 925), and Brad Davis (FS 3331).

Tied for fifth were Bill Berry, now of Houston formerly of Dallas, and C. DuKeminier.

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'On verge of control' describes Tomales Bay sailing condition .or California Scot skippers

by Hobe Landreth

Uniqueness is not a scarcity at the Inverness Yacht Club, home of Flying Scot Fleet #40, on Tomales Bay in Inverness, California. It stares you in the face; lots of wind, all at once, and hull-shuddering chop thrown in for good measure. The Bay provides all of this and more when the IYC runs its annual racing schedule from early July through Labor Day.

Though the 1979 season was dotted with medium winds and general shiftiness, historically the Bay has offered the opposite. Average for a summer day would be clear skies with a strong northwesterly kicking up white caps on the steep chop. An occasional puff from the west keeps the dozen or so Flying Scot skippers honest. That's right, about twelve die-hards, flogging the beamy vessels until shrouds rip from the decks and main halyards surrender to the wind.

The IYC approaches its twenty year anniversary as port for the Flying Scot fleet, and, in those twenty years, more than a handfull of skippers have become familiar with the Scot's heavy-air characteristics. The grace with which they take water over the bow at all points of sail has been noted. Also spoken of is the rapid change of direction when a spinnaker is in use.

Dr. Andrew Noble, proud owner of FS 533 said it best when he stated that "... any Scot with a spinnaker set on an average Tomales Bay afternoon is on the verge of control."

Something about his wide grin makes you think he actually enjoys it. No need to think again. It is this very lack of control that draws these men and women back into their Scots.



Photo by Lawrence Somers

Every sailor has his story, and in Inverness they will generally have a museum piece to back it up. A masthead still black with bottom-of-the-bay mud, snapped spinnaker pole, or a cracked and contorted aluminum rudder are grim reminders as well as lively conversation pieces.

Racing in Inverness is not continually under the strain of high winds. There are off days; light winds oscillating through every point of the compass, flat seas, one skipper one crew afternoons. In fact it seems that these less common conditions come around just about the same time of year as the Regionals. Usually that's near mid-July.

Since the IYC is such a small club (185 members), the Regionals have been dominated by four or five different families over the last fifteen years. Names like Wells, Cardwell, Brock, Witherspoon and Congdon appear with regularity and in some cases represent the efforts of two generations.

IYC sailors can only hope that the shallowing bay, as well as the Scots, continue to hold up. If the condition of Scots 23 and 12 are any indication—still going strong in the salt water—they could be in for another twenty years of racing.

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Cold front blows through Virginia fleet, but Paul Newton rides storm to VISA win

by A.P. Bohannon

When you draw 27 Scots, you deserve a big wind.

'Paul Newton from the Piedmont of Raleigh, North Carolina, climbed into the foothills of Virginia and breezed to first place over 26 other Scots sailing on Smith Mountain Lake near Roanoke.

The 27 Scots registered represented the largest racing class in the 14th annual VISA Yacht Club centerboard invitational.

Strong winds on an October Saturday furnished planing in both races. On Sunday winds of 20 knots rose to over 30 knots, causing capsizes in all classes.

The Carolina Sailing Club newsletter reported the "gale" as a "general dismasting and capsize contest." Quoting from that report:

"The whing-ding started on Sunday when a cold front passed through with most Scots on a run. Those that got their spinnakers down with the 40-knot gust

were tipped off by a loud noise followed by a 30 degree windshift and jibe. The oncoming freight train took Batchelor, Miller, Stone and Wordsworth 'under the tracks' . . . Both Singletary and Newton survived by riding out the storm. Hap Crowe wisely withdrew but eventually took honors in getting to the ramp first . . ."

Competition came from six states, including the first three North Carolina skippers. Besides Virginians, skippers came from Pennsylvania, Massachusetts, Ohio, and Maryland. Armand Angulo sails out of Chambersburg, Pa. Jack Stewart came from Alliance, OH.

Place	Sail #	Skipper	Race			Total Points
			1	2	3	
1	2836	Paul Newton	2	4	1	6 3/4
2	1360	Larry Lewis	6	3	5	14
3	2110	B. Singletary	3	5	7	15
4	3416	Armand Angulo	5	14	9	28
5	1342	Jack Stewart	9	16	6	31



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New skippers join Flying Scot

F/S#	Fleet	Name	Address	City	State	Zip
458		Donald F. Leon, M.D.	1819 Tyriss Drive	Pittsburgh	PA	15241
2282	75	Floyd Davis	1029 Pitts Avenue	Panama City	FL	32401
981	40	Marlin S. Werner	3300 Webster Street, #301	Oakland	CA	94609
3213		Gerald Johnson	241 Illinois	Elmhurst	IL	60126
3317	87	Paul C. Schreck	South Scenic Drive	Lillian	AL	36549
3319		Michael Bauserman	2247 Highway 337, N.W.	Corydon	IN	47112
3397		A.W. Faber	2105 Thornapple	Toledo	OH	43614
845	131	Gordon W. Schleissing	4203 Tahnee Court	Jacksonville	FL	32223
3398	98	William (Buzzy) Heausler	7515 St. Charles Avenue	New Orleans	LA	70118
1503	124	Dan T. Dunn	1347 Tremont Street	Duxbury	MA	02332
1478	87	Hunter R. Riddle	490 South "L" Street	Pensacola	FL	32501
3406	118	Ernest H. McConnell	2707 Oakdale Circle	Jasper	AL	35501
3429		Dennis R. Leyden	1278 Eastern Avenue	Morgantown	WV	26505
3442		John L. Strader	450 Tallowood	Houston	TX	77024
3297	121	Patrick Ferguson	4-S Northwood Lake	Northport	AL	35476
1476	55	Richard D. Peraza	1359 Reams Drive, West	Mobile	AL	36608
3427		Bob Savata	34805 Dogwood Lane	Solon	OH	44139
3505	6	Harry E. Carpenter	204 N. 11th Street	Oakland	MD	21550
2889	9	Paul D. O'Sullivan	68890 Benham Beach Road	Sturgis	MI	49091
3456	6	Robert B. Wooters	623 Robinwood Drive	Pittsburgh	PA	15216
2969	95	Phil Melemed	10240 Colorado Road	Bloomington	MN	55438
3387	143	Daniel Rogers	392 Cole Drive	Meadville	PA	16335
3444	1	A.C. Anderson	7805 Westwind Lane	Montgomery	AL	45242
3184		Manfred Czesla	9111 Glenbrook Road	Fairfax	VA	22031
219		Bud Stuppy	8727 Fox Rest Drive	Brecksville	OH	44141
898		Gerald J. Boyle	1417 Avenida Manana	Albuquerque	NM	87110
2410	83	Grant E. MacLaren	8 Village Drive	St. Louis	MO	63141
1254		John D. Frimberger	4385 Barnard Road	Saginaw	MI	48603
2141		Richard Anderson	93 Wright Road	Concord	MA	01742
283	12	James N. Newberry	4613 Trail West Drive	Austin	TX	78735
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3170	6	Ralph T. Feick	418 McCully Street	Pittsburgh	PA	15216
275		M.J. Debusschere	3105 Hillcrest Road	Bethel Park	PA	15102
3242	111	Roger K. Borkenhagen	1226 Springdale Road, N.E.	Atlanta	GA	30306
3383		Ralph E. Tiller, M.D.	1601 6th Avenue, South	Birmingham	AL	35233
54		Mark A. Balent	1247 South Dillon Way	Aurora	CO	80010
567		John D. Harper	3300 N. 58th	Lincoln	NE	68507
1391		Dr. William D. Parker	318 Grant Avenue	Santa Fe	NM	87501
793		George Poggemann	480 Main Street	Morro Bay	CA	93442
1870		David E. Walker	326 Adear Street	Mandeville	LA	70448
3315		William G. Armiger	5411 Old Frederick St., Ste. 15	Baltimore	MD	21229
842		Edward Higgins	129 North Catherine Street	Plattsburgh	NY	12901
2051		Robert W. McLaughlin	47 Bittersweet Lane	Burlington	VT	05401
3161		J.C. Egli	Box 127, Locust & Mill Streets	Cynthiana	IN	47612
1565		Carl R. Fischer	94 Hiram College Drive	Northfield	OH	44067
551		Andrea L. Kinsey	726 South Quincy Street	Green Bay	WI	54301
3379		Dale L. Brubaker	4641 Roundhill Road	Ellicott City	MD	21043
3326	31	Joseph P. Mault	101 Oakview Avenue	Maplewood	NJ	07040
3277		John H. Morey	339 North Leh Street	Allentown	PA	18104
3334	64	John F. Shettle, Jr.	6859-C Queens Ferry Road	Baltimore	MD	21239
3373	107	N. Kim Peters	1616 E. Longview Drive, Apt. 1	Appleton	WI	54911
3116	124	Francis D. Harris, M.D.	28 Linden Lane	Duxbury	MA	02332
1171	130	Edward S. Clark	P.O. Box 172	Lakewood	NY	14750
1449	97	William Vaughn	8500 16th Street, #323	Silver Spring	MD	20910
1767		Luc C. Henrico	4392 Ste. Anne Street	Pierrefonds	Quebec	H9H-224
2522	95	George F. Port	162 South Ferndale	Wayzata	MN	55391
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3316	131	Mrs. Charles (Em) Harris	35 Winston Drive	Bellair	FL	33516

Joe Hecht Captures Virginia's Last Chance

by Bill Giles

The second annual Last Chance Regatta, sponsored by Virginia Flying Scot Fleet 137, was held October 20th, a beautiful Indian Summer's day, on Swift Creek Reservoir just outside Richmond, Virginia.

This year's winner was Joe Hecht of Hampton, Virginia whose crew was Harry Carpenter, last year's winner.

Place	Sail #	Skipper	Race			Total Points
			1	2	3	
1	3311	Joe Hecht	1	3	1	4½
2	2970	Gary Harris	2	1	2	4¾
3	3141	Gary March	3	2	3	8
4	3136	Jim Jacques	4	4	4	12
5	3199	Bill Giles	7	5	5	17
6	3320	Phil Webb	6	6	6	18
7	2940	Lee Rust	5	DNS	DNS	21

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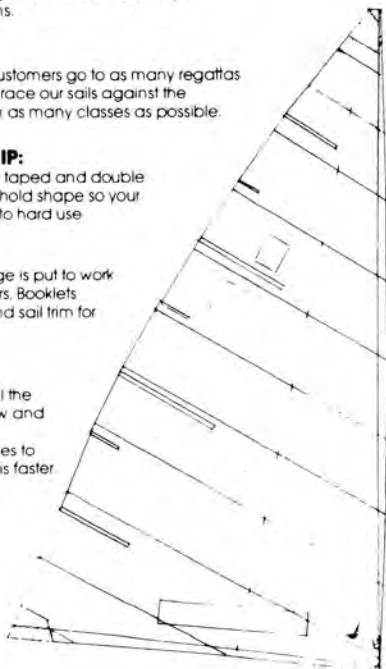
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LeBlancs demonstrate technique, Al Audleman photographs

From windward mark, through jibe, to take-down, Cameraman Al Audleman catches the LeBlanc family in action.

Scene is the 1979 Mid-Winter championships at Panama City, Florida. Dwight LeBlanc finished third in the championships. The LeBlancs sail FS 2094 out of New Orleans, GYA 24 is the Southern Yacht Club sail number.

Left—In an early race, Dwight LeBlanc nears the windward mark. The smallest crew hands Dad the spinnaker pole, preparatory to raising spinnaker.

On a starboard tack that will lay the weather mark, the crew can attach the pole to 1) guy, then 2)

topping life, and 3) then to the mast. With the pole up, the Scot skipper can still tack into port without fouling sheets, but must tack back to starboard before raising spinnaker.

Center—Jibe time. Without collapsing the spinnaker, Ole Dad LeBlanc stands on the deck, unhooks the guy, moves spinnaker pole across to port spinnaker line, which will become the new spinnaker guy.

Bottom, right—End of the run. Spinnaker comes down under the main. Skipper LeBlanc prepares to round the mark behind Rick Baugher, FS 2862, Canton, OH.



Pensacola NAC juniors open July 26, elimination races to begin July 28

On July 26 registration and junior races begin at the 1980 North American Championship at Pensacola. Qualifying races begin July 28.

Mike Johnson and Lewis (Buddy) Pollak promise the 1980 Flying Scot NAC at Pensacola Yacht Club "will have a different flavor than most previous NAC's."

"Your Committee is trying to provide you with as much free time to enjoy the many activities the area has to offer.

"Plan now for a great week—lower entry fees—every entry will receive a trophy from the Regatta Committee plus other handouts.

"The trophy presentation will be held Friday night at a great cocktail party—free to all participants—just for entering."

Saturday, July 26

9:00 a.m.-5:00 p.m.

Registration and Measuring

12:30 p.m. Jr. NAC Skippers' Meeting

Registration and Measuring

1:30 p.m. Jr. NAC Races 1 & 2

Sunday, July 27

9:00 a.m.-6:00 p.m.

Registration and Measuring continue

11:00 a.m. Jr. NAC Race 3

12:00 noon Executive Committee Meeting & Lunch (Topside P.Y.C.)

2:30 p.m. Board of Governors Meeting (Topside P.Y.C.)

3:00 p.m. (Tentative) Warm up race time—weather permitting

6:30 p.m. "Beer and Brats" (Complimentary)

Monday, July 28

9:00 a.m. Skippers' Meeting

10:00 a.m. Race 1-Race 2—Time to be announced

2:00 p.m. FSSA Annual Meeting (If NAC elimination race is scheduled at this time, check official regatta bulletin board for re-scheduled time of Annual Meeting)

7:00 p.m. Board of Governors, R.C. and Officials Dinner Executive Club (3rd Floor Century Bank Building)

Tuesday, July 29

10:00 a.m. Race 3

Evening Open

Wednesday, July 30

9:00 a.m. Skippers' Meeting

10:00 a.m. Race 1—Race 2 to be announced

Evening Open

Thursday, July 31

Races 3 & 4—Scheduled time to be posted

Evening Open

Friday, August 1

Race 5—Time to be posted

6:30 p.m. Cocktail Party—Free to participants

7:30 p.m. Awards

8:00 p.m. Cocktail party re-opens

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BATTENS—New Floater-unbreakable tapered floating flexible, 1" wide smooth butyrate cover, glass rod core—set for main \$11.00 delivered. Wood, same quality you've always received, sanded \$4.75, varnished \$7.50 delivered. Send check to Don Blythe, Battens, 804 Euclid Ave., Jackson, MS 39202 if you can't find our battens at your favorite sailboat dealer.

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

FS 1484—Douglass. Very good condition. Ivory hull/white deck. Two suit sails plus spinnaker and pole. Tee Nee trailer with spare. Price: \$3200. Barry Kramer, Old Albany Post Rd., Ossining, N.Y. 10562, (919) 941-8038 or office, (212) 792-9000.

Flying Scot Builders

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

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

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 Seas 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 1472—Customflex, dark blue hull/white deck; set of sails includes spinnaker; Pamco trailer. All equipment including 1½ hp Evinrude motor, new compass and new boom-tent cockpit cover. Price: \$3,000. Herb Longfellow, Lima, Ohio; days (419) 228-3302, evenings and weekends (419) 999-5622.

FS 2934—Douglass, like new condition, white, one set Schreck sails (two years old), one set Bowers sails (new), new spinnaker & equipment, harken blocks, Sterling trailer, full boat cover, dry sailed, all related equipment (anchor, life jackets, etc.). Price: \$4,650. Ad Gardner (404) 252-7241 after 5 p.m. or weekends.

FS 2012—Douglass; light blue hull, white deck, excellent condition. Schreck main and jib, Ratsey & Laphorn light blue spinnaker, extra main and jib. Sterling tilt trailer with spare wheel. Dry sailed, winter stored indoors. \$3,750. Bill Westerhold, 3025 Forrest Lane, York, PA 17402. Office (717) 755-2921, home (717) 757-3077.

FS 2771—Douglass, light blue, full set Cameron plus new Goldsmith jib. All Harken equipped, compass, outboard mount, lift bridle, Sterling tilt trailer. Always dry sailed, stored inside, excellent condition. Weighed in barely over minimum at 1979 NAC. Stored near St. Louis. Price \$4,500, negotiable for quick sale. Jack Woods, (618) 632-4192.

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GORDON DOUGLASS BOAT CO., Inc.

Deer Park, Maryland 21550



Builders of the

FLYING SCOT®

'Don't amend rigging without Constitutional vote, publish layout to prevent hardward junk yard'

Since I purchased my Flying Scot in 1975 Scots n' Water has devoted an inordinate amount of space to philosophical discussions and polite arguments about how many fittings various people believe should be allowed on the boat as part of what is in fact "optional" running rigging. I believe it's time to decide to leave the rules (specifications) as they are to keep the Scot one of the best one-design classes in the country today. The attempt to amend the specifications without due process under the FSSA Constitution imposes well intentioned, but ultra conservative philosophy on everyone.

More than 3300 Scots have been purchased, and many owners have made minor changes in the running rigging to suit their personal needs or preferences, in compliance with both the spirit and letter of the specifications. With a limited number of rulings by the Chief measurer these specifications have proved sufficient to prevent anyone from gaining an advantage which is the intent of the rules. There are numerous quotes by Sandy to the effect that no addition of equipment to the running rigging has been shown to have an advantage over his stock boat. Obviously our rules work as they are.

Publication of a recommended standard rigging layout would probably do much to prevent new

owners from turning their boats into hardware junk yards. However, requiring modification of existing boats to conform to any standard rigging is, I believe, not in the best interest of the class. To ask all the many members, who have acted in good faith in rigging their boats, to change out all that rigging would lead to the sorriest looking fleet of boats around, judging by the quality of workmanship I've noticed on most boats. The cost of making these changes would be significant and the effect on resale value, which the Association has a responsibility to protect, would be terrible.

I would like to encourage every fleet to join Fleet 95 in blocking the current limited attempt to change the specifications (see their letter in S & W Nov./Dec. 1979 issue) and any additional attempt to limit the optional status of running rigging by the ultra conservatives.

Let's leave a good class alone, go back to racing, and leave politics to the Washington crowd. How nice it would be to read an issue of Scots n' Water without reading yet another opinion about how I should be required to arrange the rigging on my boat. Sorry I can't be at the Midwinters this year to support a more moderate position than the trend indicates the class may be taking.—**Dave Batchelor**

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



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

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(714) 224-2424
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New Orleans, La. 70124
(504) 283-4500
Al Gooch



'I would cry, too, if I had to pull all those lines, writes her grandmother. Photo supplied by Mary Douglass.

'Hot letters show class alive, active, says Sandy

The latest Scots n' Water is excellent. My back is bloody but unbowed. The hot letters certainly show that the Class is alive and active, a very good sign I would say. What we have to fear is the day when lethargy takes over and no-one cares.

I am continually amazed, however, at how many different conceptions there are of the meaning of one-design, how each man sees it through his own eyes only. Dave Solomon, for example, is against "any change which gives one boat a decided advantage over another"—but obviously is not concerned over many small changes which, together, may do the same thing.

The enclosed photo may be just what we need at this time. The Thistle belongs to the son of an early Thistle sailor; the little girl's grandmother, herself a Thistle crew for many years, writes:

"I would cry, too, if I had to pull all those lines."

—Gordon K. (Sandy) Douglass

Tear fears 'proprietary' boat from single builder

The heavily censored brief announcement of the demise of Customflex surely must hide an interesting story. Of course the story cannot be related in the house organ.

There remains in practice only a single source of the Scot. The result surely will be rapid increase in price and eventual achievement of the ultimate goal, a proprietary rather than "one-design" boat.

I will welcome any confidential comments from you or your readers on the behind-the-scenes facts of the case. —Fred Tears

(Editor's Note: The announcement was run in toto. Ranger Boat Company, Washington, is also licensed to build Flying Scots.)

If measurer doesn't rule, then nothing changes

This letter is addressed to the editor instead of to the Chief Measurer because there seems to be controversy on a number of rigging subjects of which we've received no notification.

The September-October Scots n' Water referred to a ruling against double end leads used in a certain way, but since we were unfamiliar with such rigging, everyone waited for the next issue which was to contain the text of the rulings.

The November-December issue, however, contained instead a number of passionate objections to rulings we still haven't seen which must go far beyond anything we had suspected.

Your publication is the most important single function in holding together an organization of this sort; if nobody knows what the Chief Measurer did, then he hasn't really done anything—**Joe McFadden, Fleet 85**

(Editor's Note: In September the Editor reported rigging changes from minutes furnished from the Carlyle 1979 Governors and membership meeting. We faithfully publish the Measurer's rulings—not received yet—when received.)

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- Bainbridge yachtacrylic will not rot, mildew or shrink
- Lasts twice as long as cotton duck covers
- Delrin zipper covered by flap
- Very light & easy to handle
- Never becomes brittle
- 2 Vents with hoods

Flat deck w/6" skirt	white	199.00	colors	204.00
Flat deck w/full sides	white	244.00	colors	249.00
Boom up w/6" skirt	white	225.00	colors	231.00
Boom up w/full sides	white	269.00	colors	275.00
Cockpit cover	white	149.00	colors	154.50
Rudder cover	white	17.50		

*Colors: Blue, green, red, yellow.

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Finally, super championship sails

A real suit of horizon sails. Super Schreck Sails performed so well we couldn't identify our opposition in one of the North American Championship races and showed super speed in all of the races. (8 straight) 2-1-1-2-4-2-12-7. Unfortunately, in the last 2 races we were sailing with a turnbuckle hanging by one thread which we discovered after the races were over. Somehow our turnbuckle became unwired. We wonder how this happened?

Order a suit of Super Schreck sails today. If you are in a light air area, order our super 1/2 & 1/2 which goes in everything but is **super** in light air.

We have experimented with these sails for over a year before we put them on the market. In the short time they have been out they have cleaned up in race after race.

Call us, we'll tell you about them. — **Paul Schreck**

1979 Flying Scot Results

GYA Events

- GYA Opening— 1st
- GYA Spring— 1st
- GYA Candler Regatta— 1st
- GYA Race Week— 2nd and 3rd
- GYA Meigs Regatta— 1st and 2nd
- GYA Championship— three Firsts

Open Events

- Open Scot— Spring Regatta— 1st
- North Carolina Opening— 1st

More finishes in the top at the 1979 North American Championship
Numerous Districts all over the country

To: Paul Schreck & Co. Sailmakers
S. Scenic Drive
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Please ship _____ suit(s). Scot # _____ (Color #) _____

Velocities where I sail most are _____ to _____.

I prefer the all-weather suit.

Please mark colors on spinnaker sketch.

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

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Super Schreck Sails—Suit.	\$497.00
Suit—5 oz. Dacron	447.00
Jib—5 oz. Dacron	136.00
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Spinnaker—combination 1/2 and 3/4 oz.	230.00
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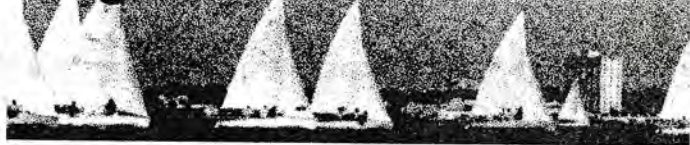
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Swaging — All Hardware for Sails — Covers — Rigging — Rope to Wire Splicing.

Regatta Schedule



June 7-8—The Great Minnow Regatta, Port Oliver Yacht Club, Barren River Lake, KY. (Contact Jim Morrison, Rte. 1, Browning Road, Rockfield, KY 42274; home phone 502/842-9694.)

July 26-27—Grand Ole Open, Percy Priest Yacht Club, Nashville, TN (Contact Doug Anderson, 4014 Coleridge Drive, Antioch, TN 37013; home phone 615/834-0005).

July 26—North American Junior Championships, Pensacola Yacht Club. Also begin registration, measurement for NAC.

July 28—North American Championships begin. Championships continue through Aug. 1, Pensacola Yacht Club.

August 30-31—Kentucky-Tennessee Flying Scot Championships, Port Oliver Yacht Club, Barren River Lake, KY. (Contact Jim Morrison, Rte. 1, Browning Road, Rockfield, KY 42274; home phone 502/842-9694.)

October 4-5—Third Grand Annual Cave Run Regatta, Cave Run Lake, Morehead, KY (Contact Duncan Gardiner, 3569 Bold Bidder Drive, Lexington, KY 40502; home phone 606/272-1574).

October 11-12—Oktoberfest Regatta, Percy Priest Yacht Club, Nashville, TN (Contact Doug Anderson, 4014 Coleridge Drive, Antioch, TN 37013; home phone 615/834-0005).

REGISTRATION FORM

**1980 Flying Scot Mid-Winter Regatta
Panama City, Fla.
March 5-8, 1980**

Skipper _____

Address _____

City _____ State _____

Sail No. _____ Fleet No. _____

Division _____

Registration Fee: \$30.00 (\$25.00 if you pre-register by March 1.)

Make check payable to: Mid-Winter Regatta Fund.

Mail check to:

Mrs. Betty Smith
P.O. Box 406
Panama City, Fla. 32401

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(5) previously owned SCOTS, all with new-boat warranty; #1379, #1559, #2253, #2403, #3020. Call for details.

Parts and Equipment in Stock: WACO 360° trunk mounted swivel cleats for vang and centerboard, HARKEN blocks, adjustable tiller extensions, rudder blade pins, shroud and halyards, hiking aids, shroud covers, ATLANTIS' ultimate weathergear, and all new flotation vests with pockets; and AIGLE boots, absolutely the best foul weather foot wear for the racing sailor.

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"We specialize in helping sailors get the most comfort, enjoyment and performance from their boats."



Inside at the Mark—'79 Mid-Winter Champion Bubby Eagan, behind, but inside with overlap, commands right-of-way over Larry Taggart, FS 2710, at the mark. Photo by Al Audleman

6-race Mid-Winter begins Mar. 5

Six races—throw out one race and count five—will determine the Flying Scot Mid-Winter championships at Panama City, Fla., beginning March 5.

No elimination series will be sailed. But skippers can decide in which of three divisions to compete. Entrants select either Championship, Challenger, or Commodore series. Seven trophies await the Championship contenders. The other two series both award five trophies.

Sails will be measured, but 1979 NAC and 1979 GYA Lipton stamps will suffice. Skippers must be FSSA members with 1980 dues paid. Pre-registrants (by March 1) will save \$5 on the 30 fee.

Warm-up races will be sailed March 1 and 2 at the Ft. Walton Beach Yacht Club.

Motels readily available to Panama City's St. Andrews Bay Yacht Club include:

Howard Johnson 4601 West Hwy. 98 Panama City, FLA 32401 Phone 904-785-0222	Ramada Inn 3001 West 10th St. Panama City, FLA 32401 Phone 904-785-0561	Holiday Inn Bayside 711 West Beach Drive Panama City, FLA 32401 Phone 904-763-4622
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Tuesday, March 4	Registration and sail measurement
Wednesday, March 5	Board of Governors meeting and dinner Registration and sail measurement First race
Thursday, March 6	Raw oyster bar and beer 1730-1900 hrs Second and Third race
Friday, March 7	Cocktail party 1830-2000 hrs Fourth and fifth race
Saturday, March 8	Dance 2000-2400 hrs Sixth race Trophy presentation

Mail Mid-Winter registration form displayed on page 15.

MY ADDRESS LABEL IS NOT CORRECT

My correct name and address follows:

Name _____

Street _____

City _____

State, Zip _____

Change is: Temporary Permanent

(Send this form with present label to the Executive Secretary)

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