

Scots n' water

March-April 1980
Volume XXII
Number 2

**Bubby Eagan repeats
Mid-Winter title . . . page 2**

Mid-Winter Photo by
Al Audleman

Measurer rules double-ended vang, cunnighams legal . . . page 4
When to protest? . . . page 8 **Bound for Honduras . . . page 22**

Bubby Eagan wins Mid-Winters again

With 'able assistance' of crew Corky Hadden, Cindy Steiffel

by Gordon K. Douglass

The 1980 Mid-Winters was perhaps the best ever, with warm sunny days, with 10-12 mile wind for the first race, very light for the second, a dying wind with fog rolling in—necessitating a shortened course—for the third, a heavy 25-30 mile wind for the fourth, and a fresh 15-22 mile wind for the fifth and sixth, back-to-back, races.

The three-division plan did not work out that way. The only two skippers choosing the Commodore division were put into the Challengers, making a total of 16 boats. All of the rest, 33 boats, sailed in the Championship Division, although it became evident that a number of these would more properly have sailed as Commodores or Challengers.

The racing was very close at the top of the Championship division, each race being won by a different skipper, these being Dave Bolyard, John Potts, Marc Eagan, Bubby Eagan, Doug Sansom and Ken Kleinschrodt. Owing to the fact that each contestant would have a throw-out race, until the end it was next to impossible to know who might be the eventual winner. And owing to another fact, that your reporter-subbing for Dick Elam—was for most of the racing stationed on the Committee Boat or a mark boat, most of the time too far away to be able to tell what was going on, my account of the action must be more than a little sketchy.

In the Challengers Division the winners were not so spread, with Mike Johnson taking the 3rd, 4th and 5th races, John Ludlow the 1st and 6th, and Jack Stewart

the 2nd.

When the dust had settled it was found that Bubby Eagan had taken the series with 10, 2, 1, 2, 2, for 16½ points. With the exception of a very poor 26th in the 3rd race, his throw-out, Bubby sailed an excellent series with the very able assistance of his slumple-hiking, fighting-all-the-way crew of Corky Hadden and Cindy Steiffel. Each of the six race-winners finished in the money; and Paul Blonski, without winning a race, finished in 5th place with a very consistent 3, 4, 7, 4, 10 for 28 points.

In the heavy winds of the 4th, 5th and 6th races there were a number of capsizes. Several skillful crews were able to right their boat and continue. Several boats turned over and filled. The skipper of one of these, for example, had raised his centerboard all the way for the run, with the result that he had inadequate control of the boat and then, after the capsize, found no centerboard on which to stand to right the boat.

Charlie Wesley and his rescue crew did a great job. After some trial and error they got the hang of using their rescue bridle with good results. Inexperience and ineptitude complicated the rescues, on the part of the rescuees, indicating that every club should make a point of holding practice sessions, including capsizing and filling boats, in order for all to know what to do when the emergency arises.

Last, but not least, we all owe our thanks to the officers, committees, members and personnel of the St. Andrews Bay Yacht club for making the regatta such a success and our visit such a pleasant one.

Flying Scot® Sailing Association

P.O. Box 11187, Columbia, S.C. 29211 803-252-5646

PRESIDENT

Donald C. Hott
P.O. Drawer 520
Keyser, WV 26726
(304) 788-2500

FIRST VICE PRESIDENT

Allen M. Douglas
P.O. Box 752
Panama City, FL 32401
(904) 763-6623

SECOND VICE PRESIDENT

Thomas F. Ehman
P.O. Box 209
Newport, RI 02840
(401) 849-5200

DESIGNER

Gordon K. Douglass
P.O. Box 28
Oakland, MD 21550
(301) 334-4841

SECRETARY

Robert P. MacKenzie
2804 West Beckett Drive
Muncie, IN 47304
(317) 284-0971

TREASURER

Hallam Walker
P.O. Box 2185
Davidson, NC 28036
(704) 892-1276

MEASURER

Lawrence Taggart
5809 Memphis Street
New Orleans, LA 70124
(504) 586-1505

EXECUTIVE SECRETARY

Ed Eubanks
P.O. Box 11187
Columbia, S.C. 29211
(803) 252-5646

COMMODORE

Robert F. Vance
134 Indian Head Road
Riverside, CT 06878
(212) 349-1632

IMMEDIATE PAST COMMODORE

William V. Singletary, M.D.
32 Beverly Drive
Durham, NC 27707
(919) 489-1528

Scots n' Water

P.O. Box 8
Chapel Hill, NC 27514

EDITOR, SCOTS N' WATER

A. Richard Elam
(H) (919) 967-4543

ASSOCIATE EDITORS

Margaret Elam
Herbert Bodman
(H) (919) 942-2778
Beverly Kawalec
(H) (919) 942-6396

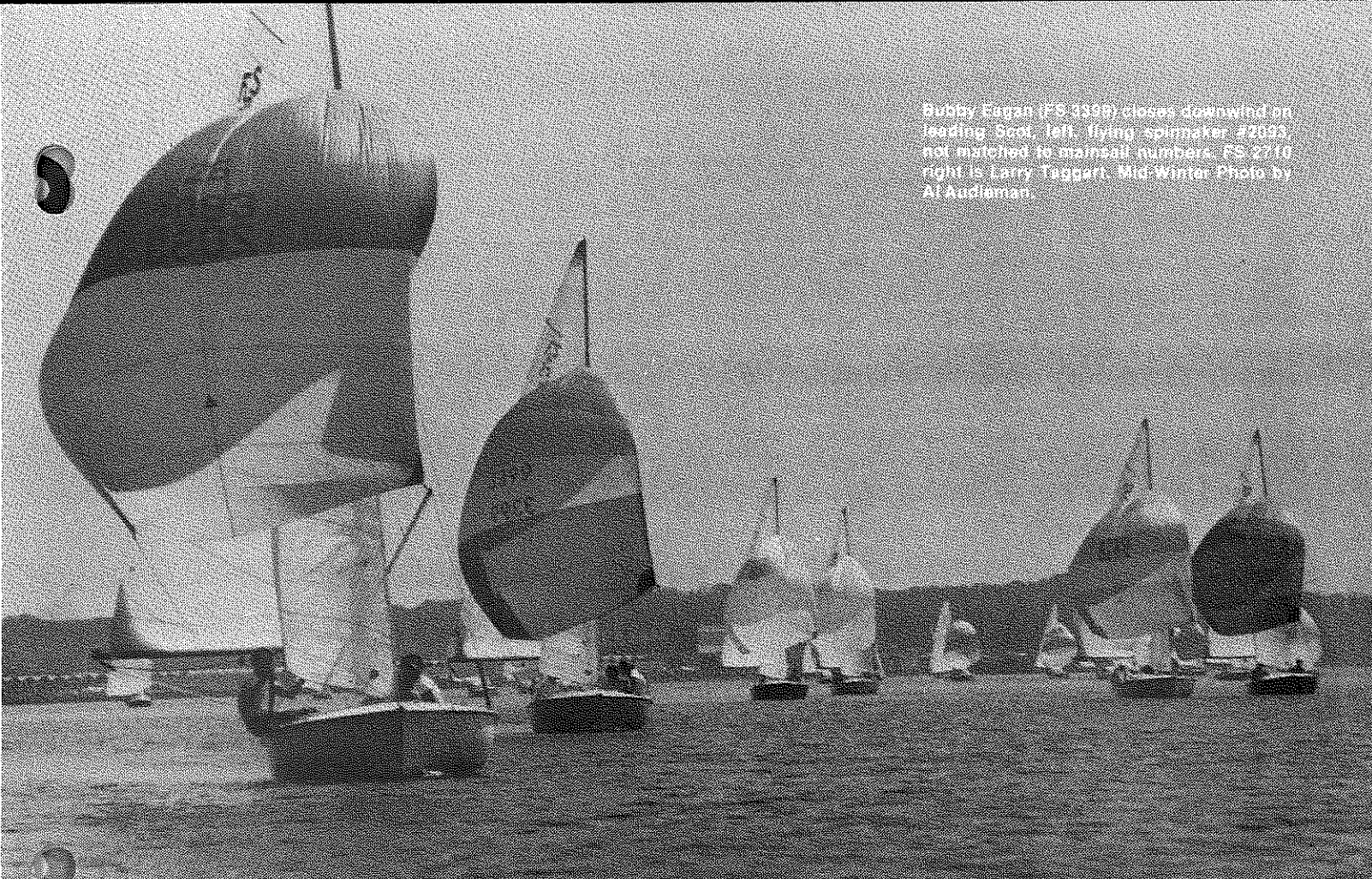
COPY DEADLINE: 15th
of the month
preceeding publication.

Scots n' Water

Registered Trademark. Published monthly
except Jan., Mar., Sept., and Nov. by FSSA
at P.O. Box 11187, Columbia, SC 29211.

Volume XXXII, No. 2. Subscription price
\$8.00 per year. Second-class postage paid
at Columbia, SC 29211 and additional
mailing office.

Postmaster: Please send form 3579 to
FSSA, P.O. Box 11187, Columbia, SC
29211.
Publication No. 882920.



Bubby Eagan (FS 3398) closes downwind on leading Scot, left, flying spinnaker #2093, not matched to mainsail numbers. FS 2710 right is Larry Taggart. Mid-Winter Photo by Al Audleman.

Mid-Winter Championship Race results

Place	Boat #	Skipper	Race						Total Points
			1	2	3	4	5	6	
1	3399	Bubby Eagan	10	2	26 ^x	1	2	2	16.75
2	3051	Ken Kleinschroot	2	29 ^x	8	3	5	1	18.75
3	1191	Richard Wade	4	23 ^x	7	4	8	4	27
4	93	Marc Eagan	6	6	1	12	3	dnf ^x	27.75
5	2843	Paul Blonski	3	4	18 ^x	7	4	10	28
6	3400	Doug Sansom	20 ^x	9	12	2	1	5	18.75
7	2395	Dave Bolyard	1	12 ^x	2	11	11	7	31.75
8	GYA 2096	Dwight LeBlanc	8	8	6	8	dnf ^x	3	33
9	2710	Larry Taggart	14	3	3	10	13	14 ^x	43
10	2094	John Potts	7	1	9	13 ^x	10	11	47.75
11	1010	John Aras	11	17 ^x	20	6	14	8	59
12	3120	Bruce Goldsmith	9	21	5	9	22 ^x	16	60
13	12929	Chuck Barnes	21 ^x	11	17	14	12	9	63
14	GYA68	Randy Miller	17	20 ^x	11	15	17	13	73
15	3413	Benz Faget	dsq	16	4	19	21 ^x	12	86
16	GYA59	John Morrow	23	5	10	20	dnf	dns ^x	92
17	GYA67	Billy Mason	29 ^x	19	16	21	18	19	92
18	1327	Bill Berry	16	26	29	dnf ^x	7	17	95
19	2613	Rick Grajirena	5	7	dnf	16	dnf ^x	dnf	98
20	3434	Jeff Stamper	18	30	32 ^x	17	17	18	98
21	2702	Jesse Borthwick	12	18	19	dnf	dbx	15	98
22	2062	Hunter Riddle	25	15	27 ^x	22	16	21	99
23	2278	Mike Douglas	19	dsq ^x	24	dsq	9	6	104
24	2720	Hap Crowe	22	24	21	dns ^x	20	20	107
25	2280	Dunkin McLane	13	33	22	dnf ^x	6	dsq	109
26	2929	Chip Merlin	15	10	28	23	dns	dns ^x	110
27	3078	Gerry Hartman	26	27	25	5	dns	dns ^x	117
28	2836	Paul Newton	28 ^x	28	15	24	19	dsq	121

29	GYA111	Rick Zern	24	22	23	18	dns	dns ^x	121
30	1991	Gurnie Lee	27	14	13	dns	dns	dns ^x	122
31	3317	Paul Schreck	dnf ^x	13	14	dnf	dns	dns	129
32	2671	Tony Leggitt	33 ^x	33	30	25	23	22	133
33	2678	Paul Strawley	31	25	dnf ^x	dnf	dns	dns	158
34	2377	Michael Hartman	30	31	31	dns	dns ^x	dns	160

Challenger Standings

Place	Boat #	Skipper	Race						Total Points
			1	2	3	4	5	6	
1	1332	Mike Johnson	5	5	1	1	1	dns ^x	12.25
2	2206	John Ludlow	1	7 ^x	3	7	2	1	13.50
3	3130	John Francis	2	12 ^x	2	4	5	6	19
4	GYA1117	Kelly O'Brien	8	11 ^x	6	2	3	3	22
5	3416	Armand Angulo	6	3	4	3	7	dns ^x	23
6	GYA69	Chris Covey	3	4	9	dnf ^x	6	4	26
7	1342	Jack Stewart	4	1	5	10	10	dns ^x	29.75
8	2110	Bill Singletary	12	2	7	6	6	dns ^x	33
9	3007	Dave Mayfield	7	10	dnf ^x	8	9	5	39
10	2609	Joe McFadden	10	8	dnf	dns ^x	4	2	41
11	2277	Don Carson	11	15	11	5	8	dnf ^x	50
12	2301	John Lytle	13	13	10	11	dnf	dns ^x	64
13	46	Don Pell	9	14	8	dnf	dns	dns ^x	65
14	1282	Ted Gramines	14	6	13	dnf	dns	dns ^x	67
15	2942	David Miller	15	9	14	dns	dns	dns ^x	72
16	140	Mike Manning	dns	dns ^x	12	9	11	7	73
17	1190	Doug Christensen	16	16	dnf	dns ^x	dns	dns	83

Double-ended vang, cunninghams now ruled 'legal' because of 'optional running rigging' classification

It has been decided that since double-ended leads on vangs, cunninghams and mainsheets come under the heading of "optional running rigging," and since these arrangements are neither "freak contrivances" nor additional control lines, such rigging is legal. These arrangements had originally been ruled illegal at

the August 1979 Board Meeting. Further, no action has been taken against internal spinnaker sheet leads. They remain "legal" so long as the installation is proper. Any action against such running riggings as the above must be initiated by a fleet proposal as outlined in our Handbook.

— Larry Taggart



Measurer names 'cross-section' committee; Chief Measurer Rulings defined, published

By Larry Taggart

Several of you have written concerning the "limitations on running rigging" discussions. Some letters were published in S&W, and I have received many more. Let me assure you that your comments, suggestions and criticisms have not gone without notice. This is a topic which has been under consideration for several years and which now seems to be reaching a decision point. Your Officers and Governors want to do what is best for the Class as a whole while at the same time fulfilling the desires of the majority of FSSA members. Considerable study and effort will be expended before a final conclusion is reached.

Interest in the Association is exhibited by the many calls and letters I have received—a sure sign of a live and healthy Class. Though it is impossible to respond individually to each of you, I sincerely appreciate your input. To all FSSA members: please keep your District Governor informed as to your own opinions so that your district may be best represented at Board meetings.

The Measurement Committee has been selected and approved by the Executive Committee. They were selected because they represent a reasonable cross-section of Scot sailors and are knowledgeable in FSSA regulations. All recommendations of this committee must be funneled through the Governing Board. Committee Members are as follows:

Eric Ammann—Builder—Oakland, Maryland
Bill Berry—Deer Park, Texas
Sandy Douglass—Designer—Oakland, Maryland
Kent Hassell—Marietta, Georgia
Paul Schreck—Sailmaker—Lillian, Alabama
Jack Stewart—Alliance, Ohio
Ed Theisen—Detroit, Michigan

There has been some question as to exactly what is meant by a "Chief Measurer's Ruling" and when such rulings become binding. Article 10, Section I-f of the Constitution of the Flying Scot Sailing Association, appearing on page 15 of the April 1978 Handbook, defines two related but slightly different functions of the Chief Measurer.

Interpretations: "He shall interpret the rules and regulations concerning construction, sail plan, rigging, and equipment..." Interpretations of existing rules and regulations do not need to be published in Scots n' Water.

Rulings: He... shall make rulings on matters not specifically covered in the Official Plan and Specifications. Such rulings shall be subject to the approval of the Governing Board and shall be published in the first issue of Scots n' Water following such approval. All rulings by the Chief Measurer so approved and published shall be binding as if set forth in the Official Plan and Specifications."

I intend to issue Chief Measurer's Rulings (CMR's) whenever appropriate. I also hope to publish any interpretations of general interest and any significant undertakings of your Measurement Committee in future issues of Scots n' Water. Listed on page 5 are CMR's—some made by my predecessor and some by me—which have been approved by the Governing Board and which may not yet have been published in their entirety.

Let's keep the Flying Scot and the FSSA the best in the country. Good sailing!

Recent rulings by Chief Measurer

1. Only one mast and only one boom may be measured and used for each boat registered in a sanctioned event. The use of a spare mast or boom may be allowed by the Judges if, in their opinion, the use of such spare is necessitated due to the accidental damage of the original equipment. 1979.
2. It is illegal to attach any device (line, cable, etc.) to centerboard to facilitate pulling it aft. 1979.
3. The use of "head foils" on the forestay is illegal. 1979.
4. It is illegal to run the forestay through the seam of the jib luff. 1979.
5. The use of a continuous cloth (or otherwise) hank to attach the jib to the forestay is illegal. 1979.
6. The use of 0, 1 or 2 hand lines as described in the "Specifications" are legal. 1979.
7. There is no limit on the diameter of line used for hand lines. 1979.
8. The length of a hand line is determined after it is tied and includes the knot diameter. 1979.
9. There is no limit on the size of a hand line knot, providing the line length requirement is met. 1979.
10. The use of a doubled nylon tape (or rope) as a hand line is illegal, as it terminates in a loop. 1979.
11. Hand grips of any size, shape or make attached to or through the deck or hull to aid in hiking are illegal. 1979.
12. The outboard end of a hand line may not be cleated, tied or otherwise secured. 1979.
13. All "freak contrivances" are illegal. 1979.
14. Jib battens must begin at the leach of the sail. 1979.
15. There may be only attachment eye (or other device) for jib sheet attachment, and that must be at the clew of the sail. 1979.
16. Wedges or other devices used to control the lateral movement of the centerboard are illegal. 1979.



'Tried my best to convince Board . . . without controls will develop racing machine'

By Gordon K. Douglass

There now is essentially no control, no limitation, over the way you can rig your Scot. At the recent meeting the Governing Board voted to reverse the rulings, made last summer by Chief Measurer Larry Taggart, which ruled out double-led vang, cunninghams, etc., basing the decision on the fact that Specifications Article S-III-5 states that running rigging is optional. With this decision there now are no limits.

I tried my best to convince the other members of the Board that without controls the Flying Scot soon will develop into a racing machine, just as have, for example, the Thistle and Lightning.

Twenty-five years ago, when the Thistle still was a

friendly, simply-rigged boat, I talked in this fashion to the Thistle Class, but to no avail. Time has borne out my contention. Now the Flying Scot faces the same situation.

If this is what the members of the FSSA want, so be it. I am through. I have tried my best. I regretfully told the Board that, since they do not believe what I say and obviously do not value my opinion, I have no choice but to remain silent.

If you, the members and owners, if you, the fleets, really want to maintain the Scot as the simple one-design she has been, it is up to **you** to have your fleets propose amendments to the Constitution and Specifications which will correct this situation. The matter is urgent.

PAUL SCHRECK & CO. *Sailmakers*

Lillian, Alabama 36549

South Scenic Drive

Phone 205-962-4345

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 $\frac{1}{2}$ & $\frac{1}{2}$ 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

Lillian, Alabama 36549

Telephone: 205-962-4345

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.

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

Name _____

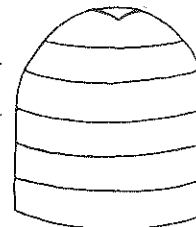
Address _____

City _____ State _____ Zip _____ Phone _____

Signature _____

Super Schreck Sails—Suit.	\$497.00
Suit—5 oz. Dacron	447.00
Jib—5 oz. Dacron	136.00
Main—5 oz. Dacron	325.00
Spinnaker— $\frac{3}{4}$ oz.	215.00
Spinnaker— $\frac{1}{2}$ oz.	230.00
Spinnaker—combination $\frac{1}{2}$ and $\frac{3}{4}$ oz.	230.00
* includes royalty tag	
Quick reef	30.00
Windows	each 10.00
Brummels	set 7.00

10% Fall Discount, 9/1—12/31



**We accept
VISA and
Master
Charge**

Card # _____
Exp. Date _____

Swaging — All Hardware for Sails — Covers — Rigging — Rope to Wire Splicing.



Finish line wedge forms at end of third Mid-Winter race with Bruce Goldsmith (FS 3120) leading the phalanx that includes Jeff Stamper (FS 3434), Paul Blonski (FS 2843), either Randy Miller (GYA 68 on main)

or Mike Douglass (FS 2278 on spinnaker), Goldsmith, and Doug Sansom (FS 3400). Photo by Al Audleman.

Letter to the editor laments rigging alibis

It seems as though the controversy over the Scot's rigging never dies. Back in 1969 when I bought mine, I and the other 15 members of Fleet 63 wrote in (as did Fleet 95 in the last issue—Hooray!) opposing changes. Back then we had two active fleets in Havre de Grace, Md., Scots and Lightnings. After the races the Scot crews were always comparing tactics, but the Lightning crew discussions invariably went like this:

- Well, I must have had my jumper struts too loose.
- I had my backstay set for that heavy air, and when it lightened up on that last leg I guess I didn't loosen it enough.

- I probably made a mistake with the Barber haulers.
- My crew wasn't used to my layout.

And on!!!

Now as Fleet 114 is getting more active, it's interesting to see how many scow sailors look over the Scot and remark how clean she is. "That looks like just what I've been looking for," etc.

Why don't these few people—we all know who they are—get into Lightnings or 505's or 470's, etc. where everybody would be better off?

—John H. Fassnacht
Lake Forest, Ill.

Ted Tolson, USYRU appeals judge, tells how he applies rules to newcomers, burdened yachts, port tackers

By Ted Tolson

Your Editor sent me the following:

"Who is the greater sportsman and Corinthian sailor:

- a) The skipper who protests every infraction?
Or,
- b) The skipper who gives a free foul to the newcomer and ignores the foul when a protest wouldn't change the standings . . . the no hurt, no foul philosophy used to ignore some fouls in basketball?

"How about the starting line strategy that suggests 'when in doubt hit the windward boat' or the starboard-port crossing situation that suggests 'nick his rudder rather than move the helm to avoid the port tackers?'"

Dick went on to say, "I didn't choose these topics randomly. These questions represent practice in our class."

My initial reaction was that the questions were loaded. Later, I commenced to recognize that these could be problems in a growing class, and I should try to respond.

I'll start with (b) the "free foul" of the first question. This question has two parts.

To give "a free foul to a newcomer" might be an act of sportsmanship providing the giver seeks out the recipient after the race and explains the rule which was infringed and the action that could have been taken to avoid it. This would benefit both the "newcomer" and the class. If this is not done, it would have been better to protest so the "newcomer" could learn the application of the rule by the protest

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



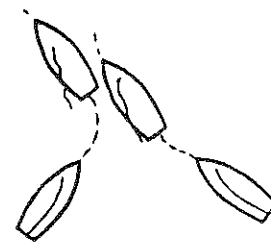
Through extensive analysis of cloth stretch and fatigue characteristics, North Sails can produce identical sails which are not only fast out of the bag, but give superior performance for many seasons' use. To avoid the springtime rush, order today!

Call collect or write North Sails San Diego or New Orleans.

San Diego office: 1111 Anchorage Lane
San Diego, Calif. 92106
(714) 224-2424
Tom Nute

New Orleans office: 404 S. Roadway
New Orleans, La. 70124
(504) 283-4500
Al Gooch

8 When to protest?



process. Such experiences could also encourage the "newcomer" to learn the applications and interpretations of the rules by reading the Appeal Decisions.

The skipper who "ignores a foul when a protest wouldn't change the standings" is not a sportsman. This is the sort of thinking that a person who is only concerned with his or her standing would indulge in. Any rule infraction that is upheld is bound to affect the standing of some competitors in the race and the series. One of the purposes of rule 68.3(a) which requires the display of a protest signal is to discourage, in so far as possible, ignoring a rule infraction if the yacht fouled finishes ahead of the yacht which fouled her.

Question (a) is more difficult because it bears upon human feelings and philosophies. Obviously, a few people enjoy the role of referee or policeman; a few enjoy exhibiting their knowledge of the rules; and some may sincerely believe they are contributing to the orderly conduct of the sport by protesting every rules infraction. I do not wish to judge their respective motives. When I was racing, I tried to recognize that at starting lines and when rounding marks the conditions were often congested and tensions were high. I tended to overlook minor infractions that did not cause damage or a change in positions. On the other hand, when an infraction was flagrant, avoidable, caused damage, or a loss of position, I would protest.

Human nature being what it is, I doubt that there will ever be a uniform code on the matter of when or when not to protest. Yacht racing is a self-policing sport and those enjoying it cannot be expected to act in a like manner with respect to this feature of the sport. Some skippers dislike the time and trouble of attending protest hearings and others consider this as a normal and essential part of the sport.

Let's modify the first part of the second set of questions to include any situation where a yacht is in close proximity to a burdened and a privileged yacht. The burdened yacht must stay clear of your yacht, and you must stay clear of the privileged yacht. If the burdened yacht does not provide room for your yacht to fulfill its obligation to stay clear of the privileged yacht and contact becomes inevitable, your obligation still remains to stay clear of the privileged yacht, and you should fulfill this obligation to the ex-

tent of your ability even if it results in contact with the burdened yacht.

It is not a matter of deliberately hitting the burdened vessel, but rather a matter of fulfilling your obligation under the yacht racing rules. If you act accordingly, this places you in a defensible position providing you protest the burdened yacht. Rule 33.2 is becoming more frequently invoked by competitors; so, whenever contact does occur between yachts one or the other had better protest or both may be penalized.

In port-starboard situations the starboard yacht shall not so alter course as to prevent the port tack yacht from keeping clear. When rule 36 is involved, rule 35 is generally interpreted to mean that when the yachts are within a critical distance of each other the starboard yacht shall hold its compass course so as not to mislead the port tack yacht—see Appeal 203. This does not mean that the starboard yacht should nick the port tacker's rudder rather than move its helm to avoid contact. To not avoid contact in such a situation might result in a violation of rule 32. In any event, it would not be good seamanship. Most importantly, it would not be necessary to prove an infraction of rule 36.

There are twenty-one appeal decisions on the applications of rule 36. All yacht racing skippers should at least read Appeal 32 which sets forth the basic interpretation and application of this rule.

Some who may read this may have other thoughts on how the questions might have been answered. If you have a different opinion, write to **Scots n' Water**, and, if so inclined, send me a copy of your letter (105-25th Ave. N.E., St. Petersburg, Fla. 33704).

Skipper who 'ignores a foul when a protest wouldn't change the standings' is not a sportsman

WHY OUR DESIGNS GIVE YOU THE RACERS EDGE.

COMPUTER DESIGN:

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

REGATTAS:

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

WORKMANSHIP:

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

SERVICE:

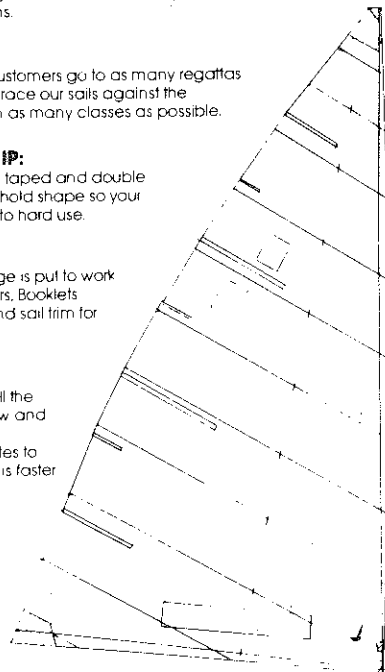
We are involved! Our knowledge is put to work for you in the form of Newsletters, Booklets and update sheets on boat and sail firm for your class.

SAIL TESTING:

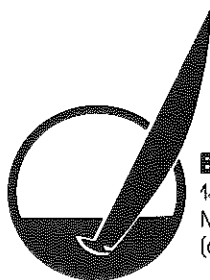
Our computer does not give all the answers. We sail test all our new and existing designs. We take time comparisons, pictures and notes to further refine our "feel" of what is faster.

CLOTH ANALYSIS:

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



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



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

Letters

'Proprietors' praised for determination, ability

I have read with interest the running arguments about rigging and rules. I confess to a far greater interest in the philosophies implied by the correspondents than in the specifications themselves.

In fact, I'm a natural failure at racing. Although my competitive experiences (with the Wollaston Fleet several years ago) have left me with vivid and often enjoyed memories, there are properly no trophies on my shelves. So I've felt neither will nor right to engage in the rigging disputes. But I do feel a bit guilty now, realizing that more is involved. I've left Sandy to say it for me as he does so often and clearly.

The particular impulse that drives this letter is an incredible note in your first 1980 issue, wherein it is said that there exists an "ultimate goal" of making the Scot "proprietary rather than 'one-design'" and that "a rapid increase in price" is a coordinate result.

Now wait a minute!

Jean and I have known Sandy and Eric and the Scot since 1957—through all too rare conversations and communications, mostly in **Scots n' Water**. In my view, these folks do indeed have a proprietary interest, but a proprietary interest in something that any of us is free to share—a sailor's abiding love of the enduring values in art and craft. These "proprietors" have represented, for me, a sparkingly pure and successful example of what clearheaded determination and ability can do when confronted with the confusion of various other more specific desires.

For the record, when we bought a Scot from its only builder in 1957, Sandy offered us a better bargain than what we had hoped for. The same was true when we traded with Eric in 1975, when there were several builders. It was Sandy who initiated licensing of other builders instead of enlarging his own operations. My world would be significantly improved if there were two more Sandys and Erics in it.

May the intense interest in (and resulting disputes about) the Scot continue at ever nobler levels. May the values that gave birth to the Scot and its class be held higher and higher. And may we seek an ever greater sense of proportion and necessitate fewer rules about it.

With appreciation for your editorial work,

—R.I. Rossbacher
Fredericksburg, Virginia



Tears forgets competition from similar daysailers

It is obvious that Mr. Tears does not know Mary and Eric Ammann. If he did he would never have written the letter that appeared in the Jan.-Feb. issue of Scots n' Water.

The cancellation of the license of the Customflex Boat Co. to build the Flying Scot was not done lightly or on a whim.

As to the statement that the price of the boat can now be jacked up as they want to, Mr. Tears appears to have forgotten that there is such a thing as competition in the market place with other competing daysailers of similar size, etc. Eric and Mary bend over backwards in their efforts to maintain quality and still keep the price as low as possible. I have never seen two people more conscientious than they are. In terms of purchasing power of the dollar, the Scot is no more expensive now than it was in 1961.

If Mr. Tears is so disenchanted with the Flying Scot I suggest he sell his boat and sever all ties with the rest of us who recognize what we have ... an ex-



Bill Berry (FS 1327) points to windward while Hap Crowe (FS 2720) foots.

cellent boat and a superior class organization made up of top flight people. —Paul Wells, Raleigh



T-J Sales Company

"Sailing Specialist"

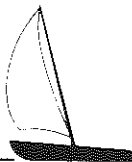
For Immediate Delivery: 1980 teak trimmed SCOT #3419 with yellow hull, triple black cove stripe, our custom outhaul, cunningham, vang, and jib sheeting; adjustable universal hike stick. You can add our WACO 360° vang and centerboard control along with our custom spinnaker gear for a superb race equipped FLYING SCOT. We recommend GOLDSMITH, NORTH, or HOOD (M&N) sails.

Several previously owned SCOTS, all with new-boat warranty. Call for details.

Parts and Equipment in Stock: WACO 360° trunk mounted swivel cleats for vang and centerboard, HARKEN and SAILSPEED blocks, adjustable tiller extensions, rudderblade hold-down pins, shrouds and halyards, hiking aids, shroud covers, WETSKINS weathergear, ATLANTIS and STEARNS flotation vests with pockets, racing timers; and AIGLE boots, absolutely the best foul weather foot wear for the racing sailor. We ship daily by UPS on open account to FSSA members!

Advanced Racing Clinic Friday evening May 9 thru noon on May 11 at Portage Lake near Ann Arbor featuring Tom Ehman, Jr. and Major Hall (YR/C Editor) and our staff. Single/multi handed boats. Start the season off right and write or call for details.

T-J Sales Co.

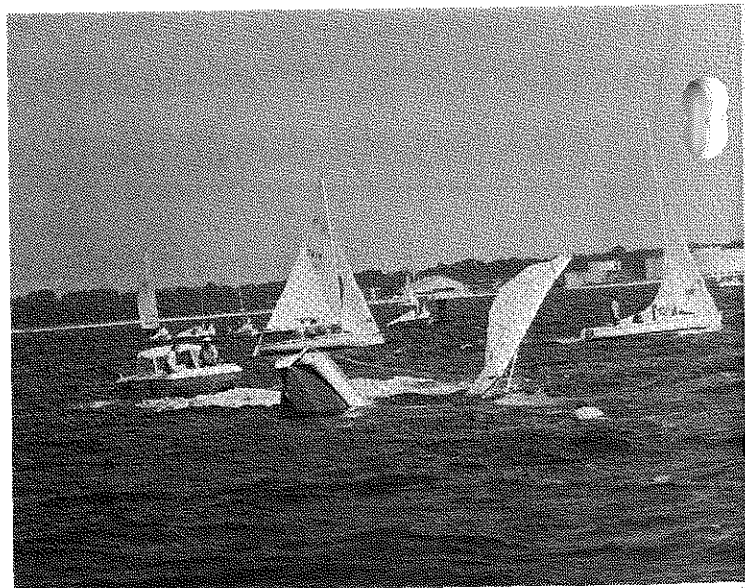
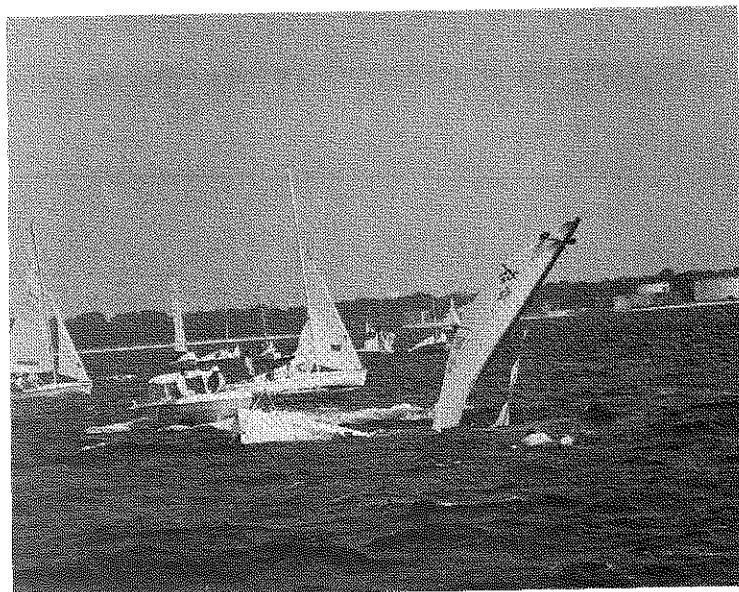


8930 Dexter-Pinckney Road
Pinckney, Michigan 48169

Office: (313) 426-4155
Tom Ehman, Owner

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





'Thar she blows'

'Out of five Scots, only one knew what to do with towing bridle'

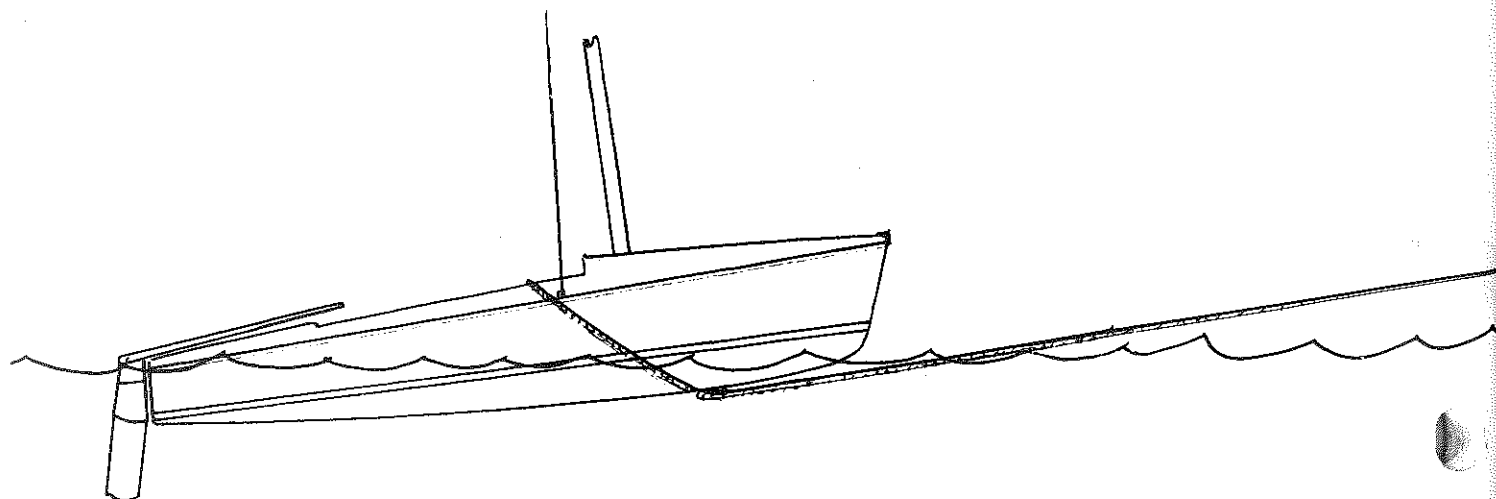
**By Charles V. Wesley
Fleet 75**

I was a member of a rescue boat at the 1980 Flying Scot Mid-Winter Championship. Hopefully, my brief comments will be of some help to other Scot Fleets.

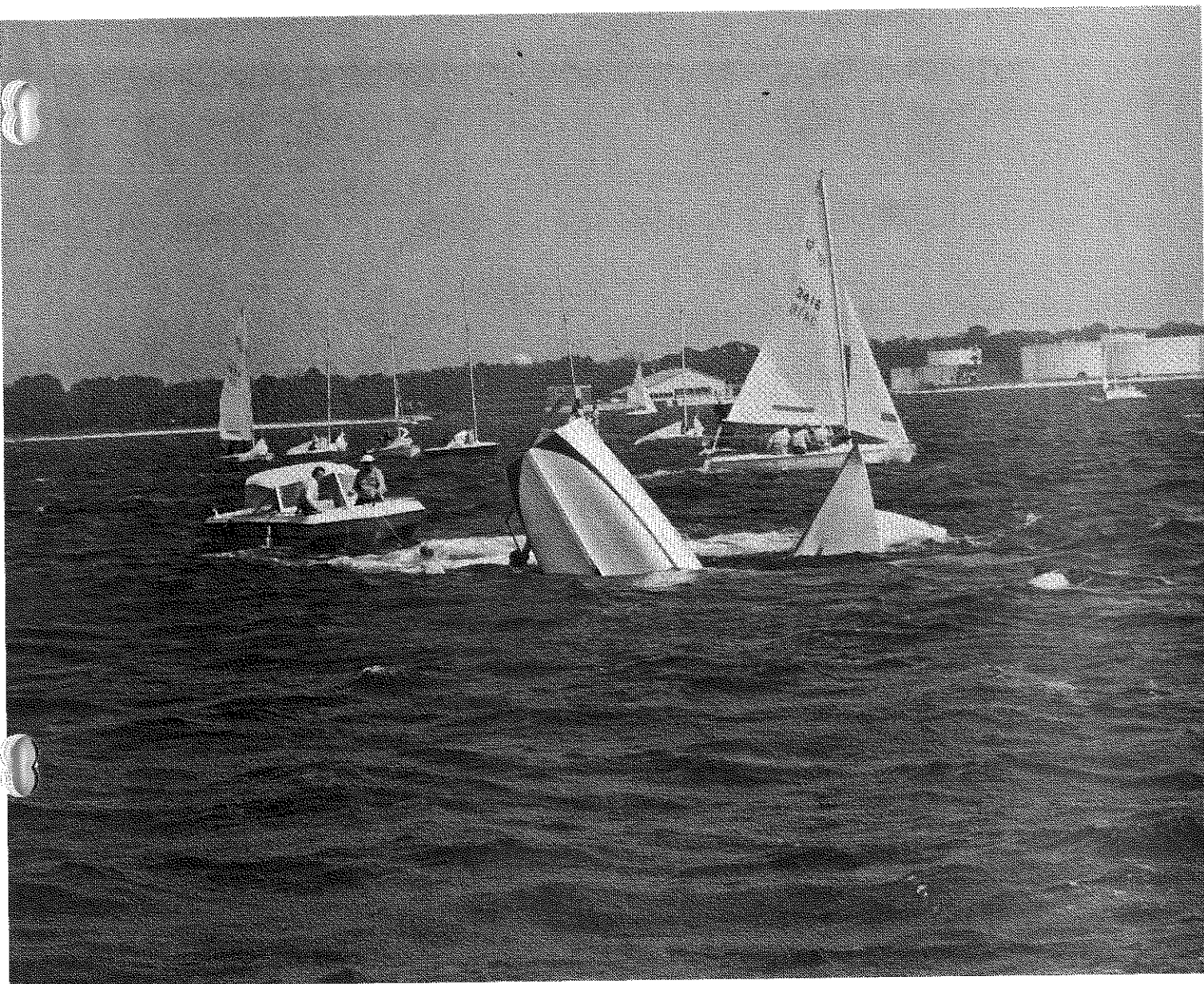
On the two days that the Scots capsized, the wind was 15 knots or better with much higher gusts. The waves were one to two and a half feet with the water temperature in the low sixties.

Out of all the people on the five Scots we towed, only one person knew what to do with the towing bridle. On two of the other four Scots, we were unable to make them understand how to attach the bridle to the Scot.

It became immediately apparent with the first Scot we attempted to tow, that the towing lifting bridle needs to be fastened to the Scot so it will not rotate around the hull. The tow line is most effective when it is kept directly under the keel of the Scot. Our immediate "fix" was to tie the bridle with a short piece of line to the lifting bolt



Sandy Douglass' drawing shows how to affix "lifting" bridle behind shrouds and under hull.



Photos by Dick Elam

that goes through the tabernacle.

The amount of buoyancy in the bow of a Flying Scot is distressingly inadequate. As a person creeps forward on the fore deck of a water filled Scot to pass the towing bridle forward of the fore stay and bow, the bow of the Scot goes down and the stern comes up. The wind and waves get under the stern and lift it further and over you go again. Without additional buoyancy in the bow of the Scot, the quickest way to get the towing bridle forward of the bow is to swim it around.

Towing a Flying Scot filled with water that does not have transom ports, will only reduce the water level inside of the Scot to a little below the top of the centerboard trunk. This is not enough to let him proceed on his own as the boat is still unstable. With transom ports open, a few minutes of towing will clear the water from the Scot, and he can proceed on his own, releasing the

**‘... tow line most effective
when directly under the keel
of the Scot.’**

rescue boat to go to the aid of other Scots in distress.

The last comment, a member of the rescue boat brought his wet suit along so, if, necessary, he could get into the cold water and help. It was necessary.

New skippers join Flying Scot

F/S#	Fleet	Name	Address	City	State	Zip
2369	108	James W. Lung	2615 Gracewood Dr.	Greensboro	NC	27408
587		Robert J. Brandon	9 Flagg Road	Acton	MA	01720
3291		Charles A. Winans	15 Rolling Lane	Dover	MA	02030
3431	118	Cecil Morgan, Jr. M.D.	4 Pine Ridge Lane	Birmingham	AL	35213
3186		Paul DeFalco	223 Deer Lane	Guilford	CT	06437
2005	24	Robert L. Goodell	9 Winthrop Road	Bethel	CT	06801
620		David R. Batcheller	609 Whittier Drive	Greensboro	NC	27403
2172		Rick Grajirena	4711 126th Ave. N.	Clearwater	FL	33520
3351		Calvin Smith	3393 Benbow Court	Dale City	VA	22193
3461		Ford W. Stevens, Jr.	618 S. Elmwood Ave.	Glenolden	PA	19036
3209		Charles L. Woodruff, Sr.	301 Beckwith Ave.	Endwell	NY	13760
2934	111	Wayne James	866 St. Charles	Atlanta	GA	30306
3294		Max Hocutt	1231 Northwood Lake	Northport	AL	35476
3434	42	Jeff M. Stamper	6532 Ashlawn Ct.	Springfield	VA	22150
3420	9	James W. Reeves	522 W. Hickory	Hinsdale	IL	60521
3418		G. David Pelton	1777 Sheffield Ave.	Birmingham	MI	48008
1830	53	William G. Ballard	R.D. #1, Box 62	Norwich	NY	13815
2102	142	Donald Carone	Miamus River Road	Bedford	NY	10506
			Hobby Hill Farm			
2645		Richard I. Kaminester	7 Magnolia Drive	Great Neck	NY	11021
3352	42	Lyle Loveall	1777-B South Hayes St.	Arlington	VA	22202
1787	23	Joe Ruppeport	5943 Marquitz	Dallas	TX	75206
848	23	Gorman Brewer	9979 Edgecliff Drive	Dallas	TX	75238
2714	23	David R. Snodgrass	4432 Potomac	Dallas	TX	75205
3409	46	Jack M. Kaprow	17 Lehigh Ct.	Rockville Ctr.	NY	11570
3306		Rober J. Wikner	501 Bushaway Road	Wayzata	MN	55391
2382		James P. Halay	2424 W. Lawrence Ave.	Springfield	IL	62704
3350	43	Peter P. Pratt	1220 Euclid Ave.	Syracuse	NY	13210
3105	127	John M. Hoyle	702 Covington Ave.	Bowling Green	KY	42101
2477	131	William K. Wood	1119 Marblehead Road	Jacksonville	FL	32218
2837	3	Donald McCluskey	1630 Walnut Ave.	Wilmette	IL	60091
2850		William C. Ritter	445 Whitehorse Ct.	Des Peres	MO	63131
361	3	J.A. Beierwaltes	2441 Iroquois Rd.	Wilmette	IL	60091
264		Charles R. Holbrook, III	1734 Dysard Hill	Ashland	KY	41101
625		Jerry J. Brown	3223 S. 95th St.	Ft. Smith	AK	72903
781		Robert L. Gallatin	19 Old Spring Ct.	Cockeysville	MD	21030

ANTIDOTE FOR MIDWINTER SLOWS . . .

PREPARATION

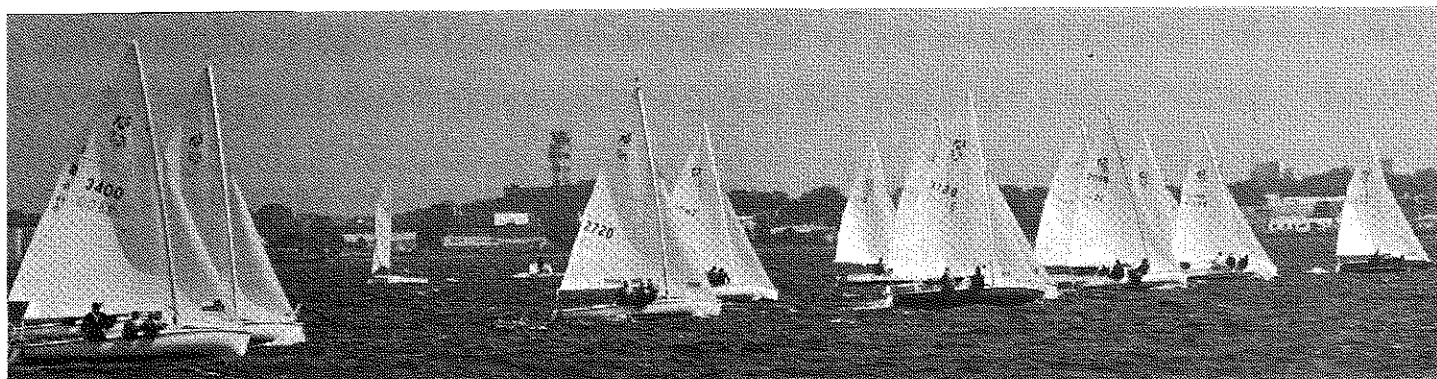
G

Sails by Goldsmith

Sails by Goldsmith

P.O. Box 409 • Lake Geneva, Wisconsin 53147
414-248-0222

OPEN 24 HOURS
SAILS AVAILABLE IMMEDIATELY



Mid-Winter Start—Flying Scots start on St. Andrews Bay. Left to right: Doug Sansom (3400), Hap Crowe (2720), Hunter Riddle (2062), John Aras (1010), Bill Berry (1327), Bruce Goldsmith (3120), Paul Newton

(2836), Dwight Le Blanc (2096), Dave Bolyard (2395), and Michael Hartman (3327).

The Fleet's In: Fleet 127 spans Tennessee and Kentucky

By Duncan Gardiner
Fleet 127

Flying Scots from Tennessee and Kentucky travelled several hundred miles to the Grand Annual Cave Run Regatta in eastern Kentucky last October.

Sounds like a regional championship; but it wasn't.

It was part of the Fleet 127, Kentucky-Tennessee Scots, race schedule. Members of Fleet 127 belong to three different clubs, located in eastern Kentucky, south-central Kentucky, and north-central Tennessee. All of us sail in the handicap races at our own clubs but get together for five or six regattas each season to enjoy each other's company and some good racing.

Fleet 127 has nine members, two in the Cave Run Sailing Association (Cave Run Lake, near Morehead, KY), three in the Port Oliver Yacht Club (Barren River Lake, near Bowling Green, KY) and four in the Percy Priest Yacht Club (Percy Priest Lake, Nashville, TN). Kentucky and Tennessee have few natural lakes. All three of our clubs sail on lakes created by the US Army Corps of Engineers.

We compete for the fleet championship and that competition makes for good racing, but any rivalries are friendly. We enjoy each other's company and feel a special kind of comradeship that comes from a common interest in increasing the number of Scots at our own clubs. This enthusiasm accounts for the 300 per

cent increase in Fleet 127 membership during the past two years.

At the Oktoberfest Regatta banquet, outgoing Captain Jim Morrison presented the 1979 Fleet 127 Championship trophy to newly-elected Captain Doug Anderson (FS3019). This was a big year for Doug: he was second place winner in the Percy Priest Yacht Club championship and has been nominated 1980 Vice-Commodore of the PPYC.

Look at the cover of your 1980 Roster. Pictured are Flying Scots 3299, 2898, and 3010 at the Tennessean Regatta last June. Denes, Morrison, and Anderson of the Kentucky-Tennessee Flying Scots.

Other champions across the country follow:

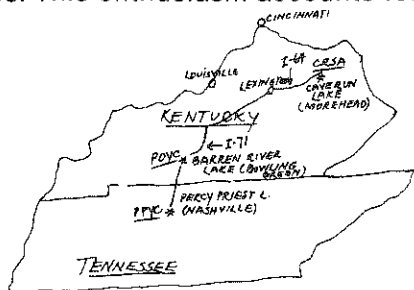
Fleet 112, Edgewater Yacht Club, Cleveland—Champion of A Fleet, Sunday-Holiday Series: David Solomon followed by Murphy, Seifrick, Cieslewicz; Champion of B Fleet: Mahoney followed by McCarthy, Osgrach; Champion Wednesday series: Schaffner, followed by Robinson, Murphy. Solomon also won the Glimmerglass Regatta, and Seifrick won both the Atwood Lake and Berlin Lake regattas.

Fleet 114—Delavan Yacht Club, Wisconsin—Season champion: Tom Langer FS738, followed by Roger Sekera, FS1143, and Harvey Turner and John Lovejoy, co-owners of FS2730.

Fleet 30—Crab Orchard Lake—Spring champion: Peischl; Summer champion: Glass; Gall champion: Templemeyer. Other winners, by regattas, were Hambletonian: Shoemaker; October Cup: Shoemaker.

Fleet 27—Kerr Lake, Henderson, N.C.—Season 24-race series: Champion: Kirk Kirkland, FS 1280; second: Robert Lee, FS1991; third: Herb Bodman, FS649.

Fleet 131—Jacksonville, Fla.—Fall series final standings: Mike O'Brien, 14 1/4 points; Scot Parsons, 21 1/2, Bob Thatcher, 31 3/4, Ewell Menger 29 3/4.



Pioneer Scot owner (FS 49) recalls founding, how 'Scots n' Water' magazine got the name

By Robert Meese
CLU, Mansfield, Ohio

Dave Upham, one of our local Flying Scot (No. 59) skippers, has shared with me the issue of **Scots n' Water**, including the picture taken upon the occasion of the Flying Scot Sailing Association Organization Meeting in Mansfield, Ohio, in February, 1959. I would like to suggest that the gentleman with the glasses, standing next to Dick Peake, is Charles Silsbee from the Wilmette Fleet, rather than the other individual's name.

Seeing the picture of the Organizational Meeting, brought back many fond memories of the year 1959. At the Organizational Meeting in Mansfield, Tru Clark was elected President, and I was elected Secretary. Nine of us in Mansfield had talked Sandy Douglass into selling us nine Flying Scots all at one time. The original Fleet included:

No. 49—Bob Meese, No. 50—Paul Tappan, No. 51—Dick Tappan, No. 52—Hank Huber, No. 53—Warren Rupp, No. 54—Dan Meckley and Paul Berno, No. 55—Tru Clark, No. 56—Gil Dobson, and No. 57—Bill McGraw.

Tru and I, accompanied by our wives, spent many pleasant evenings around my dining room table writing a monthly newsletter to all registered Flying Scot owners, responding to many inquiries of one

variety or another, promoting membership in the FSSA at five dollars a pop, and promoting attendance at the first International Flying Scot Regatta, which was held in August of 1959 on Clearfork Reservoir in Mansfield.

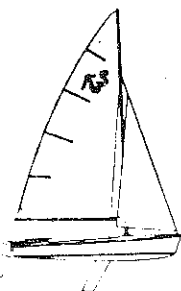
We conducted a contest to name the publication **Scots n' Water** which was very unfair. We named it **Scots n' Water** because we wanted to all along.

Among the many individuals who helped us promote our efforts were: Creck Stewart and John Thierman of the Columbus, Ohio, Fleet; Jack Bierwaltes, and Charles Silsbee and Bob Schneider of the Wilmette Fleet; Bob Greening of the Edison Boat Club, Detroit; Dick Peake and John Melville of the Cowan Lake Fleet; Don Hott and Sandy Douglass of the Keyser Lake Fleet; and Ken Perkins of Edgewater in Cleveland. I am sure there were many others who helped tremendously.

As for me, the 24 hour or 48 hour stands required in most of the Lake Erie Off Shore Races have become almost too demanding. The obvious answer is to return to small boat racing locally, which I may do someday.

It is almost unbelievable that those early beginnings since 1959 have developed into a three-thousand plus boat class. My congratulations to all of those, including the present leadership, who have contributed so much to help it along the way.

Need Any Parts For Your Scot?



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

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

GORDON DOUGLASS BOAT CO., Inc.

Deer Park, Maryland 21550



Builders of the

FLYING SCOT®

Flying Scot Fleet and Districts

MIDWESTERN DISTRICT

Governor: John Anderla, FS #2513
118 Lynn Drive
Appleton, Wisconsin 54911

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

PRAIRIE DISTRICT

Governor: Charles N. Jones, FS #2083
4132 E. 44th Street
Tulsa, Oklahoma 74135

Peter Vogel FS 537*
5902 S. 92nd East Ave
Tulsa, Oklahoma 74145

District Champion: Bob Stone FS 1120

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

TEXAS DISTRICT

Governor: Brad Davis, FS #3331 Alt. Richard Wade, FS # 1191*
423 Aqua Drive 8723 Bacardi
Dallas, Texas 75218 Dallas, Texas 75238

District Champion: Fred Tears FS 553

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

PACIFIC DISTRICT

Governor: Tim McCarthy, FS #2583
Box 347
Placerville, California 95667

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

MICHIGAN—ONTARIO DISTRICT

Governor: Howard S. Teitelbaum, FS #2017 Ed Theisen, Jr., FS #3004*
4667 Kingswood Drive 14903 Bringard Avenue
Okemos, Michigan 48864 Detroit, Michigan 48206

District Champion: Richard W. Hawkins FS 3125

- 8—DETROIT, MI—Edison, BC—Lake St. Clair
- 15—KALAMAZOO, MI—Gulf Lake
- 16—DETROIT, MI—Detroit YC—Lake St. Clair

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

OHIO DISTRICT

Governor: William J. Cushing, FS #3301
3065 Spruceview Court
Columbus, Ohio 43229

District Champion: Jack Leipper, FS 1858

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

GULF DISTRICT

Governor: Bill Davis, Jr., FS #3051
905 David Langan Drive East
Mobile, Alabama 36608

District Champion: Dwight LeBlanc III FS 1992

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

NEW YORK LAKES DISTRICT

Governor: Dave Creiner, FS #2951 Cynthia Rea, FS #1875*
113 Whitestone Drive 924 Nottingham Road
Syracuse, New York 13215 Jamesville, NY 13078

District Champion: Wendell A. Gallager FS 30

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

NORTHEAST DISTRICT

Governor: Charles Byers, FS #355
3 Winston Road
Norfolk, MA 02056

District Champion: Bill Bazley and Chuck Winans

- 11—ROCKPORT, MA—Sandy Bay
- 57—HARWICH PORT, MA—Nantucket Sound
- 58—WOLLASTON, MA—Boston Harbor
- 76—SHARON, MA—Lake Massapoag
- 77—MENAUAHANT, MA—Vineyard Sound
- 105—COHASSET, MA—Cohasset Harbor
- 116—MANCHESTER, NH—Lake Massabesic
- 117—SHELBURNE, VT—Lake Champlain YC
- 124—DUXBURY, MA—Duxbury Bay

GREATER NEW YORK DISTRICT

Governor: Robert Heliendale, FS #1499
21 Shoal Pt. Lane
Riverside, Connecticut 06878

District Champion: Jack Orr FS 1497

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

CAPITOL DISTRICT

Governor: Dennis C. Morris, FS #1096
7412 Elgar Street
Springfield, VA 22151

District Champion: Harry Carpenter

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

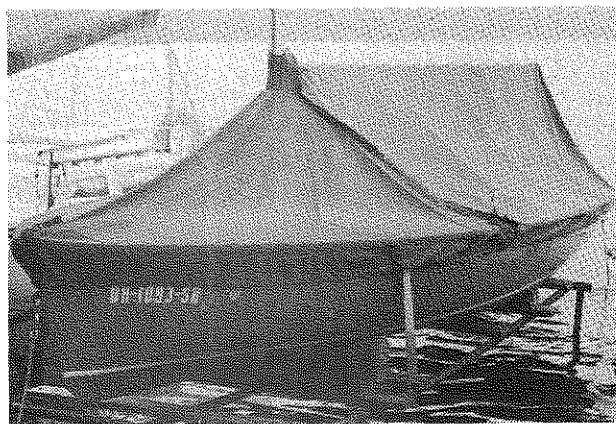
CAROLINAS DISTRICT

Governor: Debbie Peterson, FS #1849 N.C. (Hap) Crowe, FS #2720*
5304 Clemson Street 3509 Arrowood Drive
Raleigh, NC 27609 Raleigh, N.C. 27604

District Champion: Richard Schultz, FS 1885

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

*Alternate



CUSTOM FITTED COVERS

*In stock ready to go
*Made by one design sailors

YACHTCRILLIC • CANVAS • URETHANE COATED NYLON

MOORING full deck over the boom (pictured)

COCKPIT boom tent that covers from mast to transom

TRAILING/MOORING use for trailing and/or fits with mast up for mooring

BOTTOM protects bottom & sides while trailing with nappac canvas flannel-lined

- NOW • MONOGRAMMING • Prevent loss by monogramming your name or boat number on your present or new cover.

EXCELLENT WORKMANSHIP • SATISFACTION GUARANTEED

For more information and samples: OR See your local dealer



The Sailors' Tailor

191 BELLECREST • BELLBROOK, OHIO 45305 • (513) 848-4016 • SANDY

— Junior NAC Registration Form —
Flying Scot North American Junior Championship 1980
July 26-27, 1980
Hosted by FSSA Fleet No. 87 & 28
at Pensacola Yacht Club, Pensacola, FL

Skipper _____ Date of Birth _____
 Crew _____ Date of Birth _____
 Crew _____ Date of Birth _____
 Skipper Address _____
 City _____ State _____ Zip _____
 Fleet No. _____ Hull No. _____
(Sail & hull # must be the same)
 Hull Color _____ Boat Name _____
 Spinnaker Color _____

Registration Fee—None
 Trophies—1st five places
 Send entry form to:

Mrs. L.B. Pollak
115 Shoreline Drive
Gulf Breeze, FL 32561

Note: Skipper and crew must reach their 13th birthday but not their 18th birthday in 1980 to be eligible and must be FSSA members.

Entry Deadline: 12:00 noon, July 26

Note: We would appreciate an indication of entry in this event by mail. Also, if boat is to be sailed in N.A.C. it must be measured early Saturday a.m.—Be here early!

North American Championship Registration Form
Flying Scot North American Championship 1980
July 26 thru August 1, 1980
Hosted by FSSA Fleet No. 87 & 28
at Pensacola Yacht Club, Pensacola, FL.

Skipper _____ Crew _____
 Address _____
 City _____ State _____ Zip _____
 Fleet No. _____ Hull No. _____
(Sail & hull # must be same)
 Hull Color _____ Boat Name _____
 Spinnaker Color _____

Registration Fee \$35.00 before July 1st—\$50.00 after July 1.
 (Registration fee does not include room fee.)

Please make your checks payable to 1980 Flying Scot N.A.C. Committee and mail to:

Lewis B. Pollak, P.O. Box 17209, Pensacola, FL 32522

Note: Flying Scot to be registered with FSSA and 1980 dues paid prior to July 1, 1980.

If you wish to reserve a campsite, please indicate **tent** or **vehicle**.

(Circle One)

Motel information is included elsewhere in this publication. Note!

Indicate FSSA-NAC participation in reservation request.

Please advise us of your approximate expected arrival time:

Date _____ a.m. _____ p.m. _____

Number in your party _____

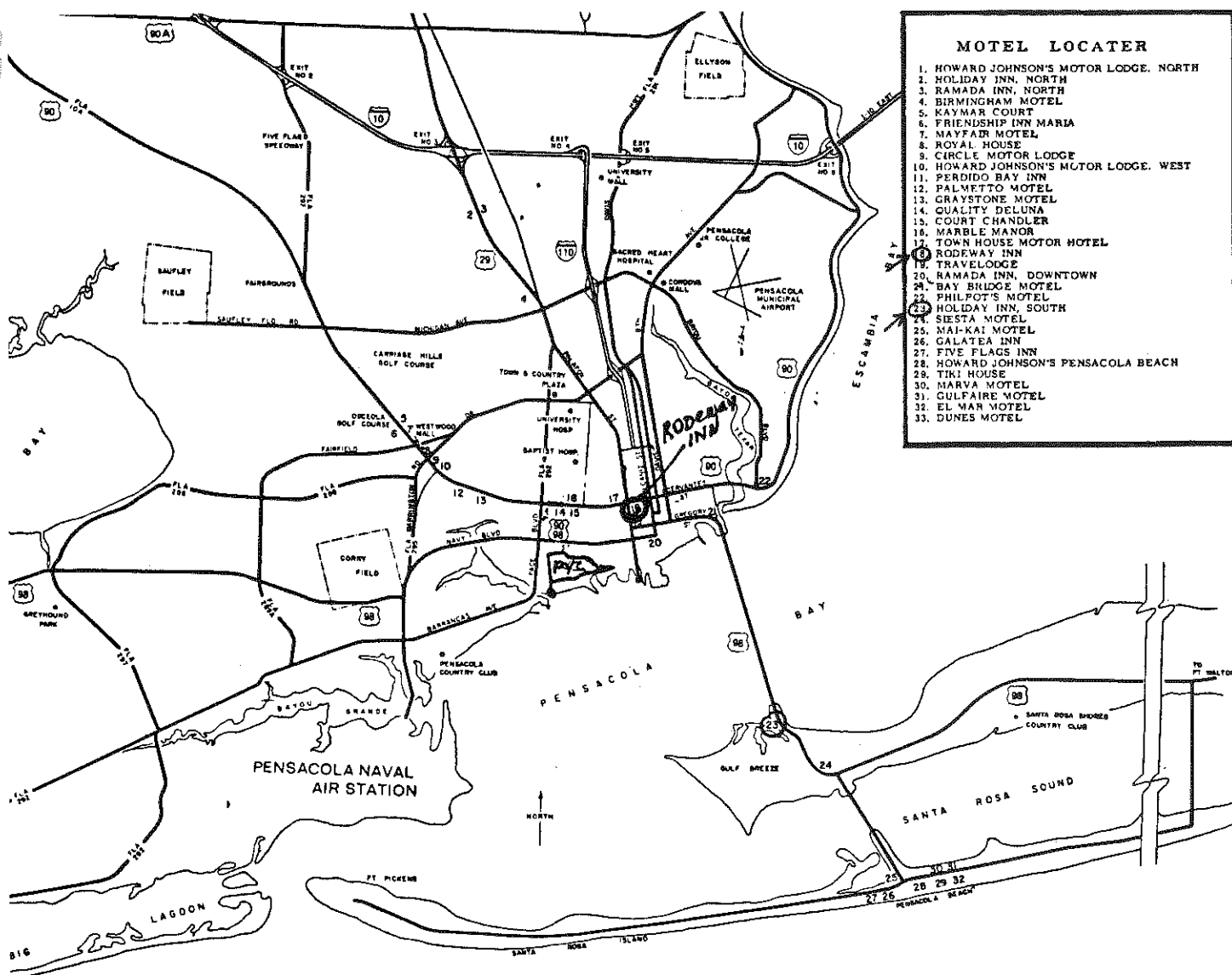


You can call us Murphy & Nye
or you can call us HOOD
Or you can call us FAST.

But we call our new Flying Scot Main FAST.
 Our recent testing has shown our new design to
 be faster in all conditions than the Old
 Murphy & Nye sail. Write or call as at the
 newest HOOD Sail Loft.



2243 N. Elston Avenue • Chicago, Ill 60614
 (312) 384-2828



MOTEL LOCATER

1. HOWARD JOHNSON'S MOTOR LODGE, NORTH
2. HOLIDAY INN, NORTH
3. RAMADA INN, NORTH
4. BIRMINGHAM MOTEL
5. KAYMAR COURT
6. FRIENDSHIP INN MARIA
7. NAVYAIR MOTEL
8. ROYAL HOUSE
9. CIRCLE MOTOR LODGE
10. HOWARD JOHNSON'S MOTOR LODGE, WEST
11. PERDIDO BAY INN
12. PALMETTO MOTEL
13. GRAYSTONE MOTEL
14. QUALITY DELUNA
15. COURT CHANDLER
16. MARBLE MANOR
17. TOWN HOUSE MOTOR HOTEL
18. RODEWAY INN
19. TRAVELODGE
20. RAMADA INN, DOWNTOWN
21. BAY BRIDGE MOTEL
22. PHILPOT'S MOTEL
23. HOLIDAY INN, SOUTH
24. SIESTA MOTEL
25. MAI-KAI MOTEL
26. CALATEA INN
27. FIVE FLAGS INN
28. HOWARD JOHNSON'S PENSACOLA BEACH
29. TIKI HOUSE
30. MARVA MOTEL
31. GULFAIRE MOTEL
32. EL MAN MOTEL
33. DUNES MOTEL

Pensacola entrants urged to reserve motels early for North American Championships July 26

Flying Scot crews planning to attend the North American Championship at Pensacola Yacht Club, July 26 through August 1, are urged to make motel accommodations early.

Rodeway Inn Motel will be Regatta Headquarters. Location is 710 N. Palafox St., Pensacola, FL 32502. 1-904-438-4922. #18 on map.

Please call or write them before July 1, 1980, to make reservations. Rates: 1 person, 22.00; 2 persons 26.00; each additional person, 4.00.

When calling or writing for reservations, you must indicate that you are with The Flying Scot Sailing Association or Pensacola Yacht Club.

July 1 is the deadline for reservations at the Rodeway Inn.

Anyone interested in staying on Pensacola Beach,

the following motels are available:

Holiday Inn Gulf Breeze, So. U.S. 98, Gulf Breeze, FL 32561. 1-904-932-2214. #23 on the map. Rates: 1 person, 39.00 poolside, 42.00; 2 persons, 43.00, poolside, 46.00; each additional person, 4.00, poolside, 4.00.

Holiday Inn Pensacola Beach, 165 Ft. Pickens Rd., Pensacola Beach, FL 32561. 1-904-932-5361. #26 on the map. Rates: 1 or 2 persons, poolside, 48.00, gulfside, 58.00; each additional person, poolside, 4.00, gulfside, 4.00.

Howard Johnson Motor Lodge, 14 Via Deluna Drive, Pensacola Beach, FL 32561. 1-904-932-5331. #28 on the map. Rates: 1 or 2 persons, 44.00, gulfside, 48.00; each additional person, 5.00, gulfside, 5.00.

Pensacola is a summer tourist resort and you should make your reservations early.

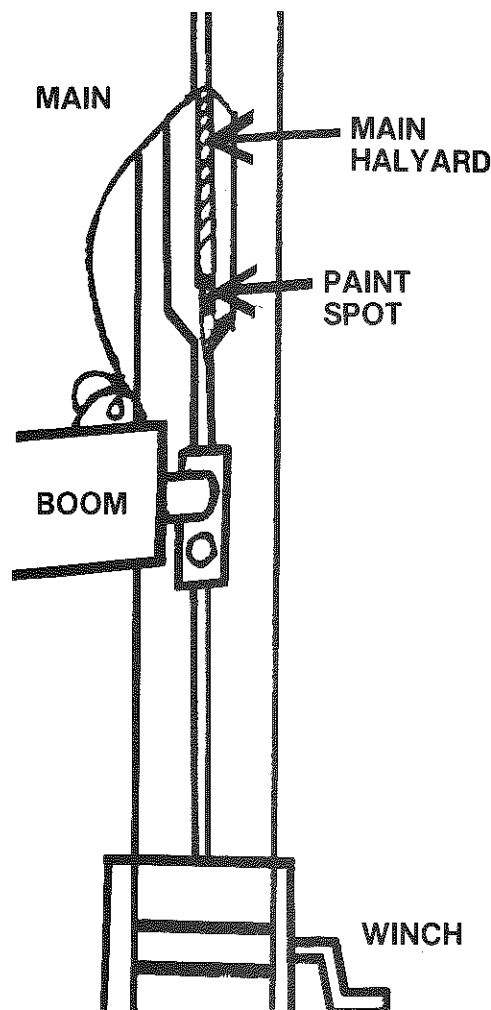
Halyard paint spot marks top

How many times have you sailed past another Scot only to hear someone tell you that your main was not up to the top of the mast? How many times have you raised your main, then walked down the dock to see if it was all the way up—or too far up? Look no more, the **Scot Flyer** has the solution.

Just above the boom gooseneck on the mast is an open area, where there is no sail track for the main. This area, above the boom, is the area where you insert the luffrope of the main. (It's harder to explain than it is to demonstrate.) In this area, one can easily see the main halyard as it comes down to the winch. With the sail raised to its proper position, put a drop of paint on the halyard just at the bottom of the slot. Then, by looking at the paint mark you can be sure that the sail is raised to the correct height.

When I marked mine, I tied a spinnaker line to the main halyard and raised it without the sail, then used some old epoxy paint I had. I let it dry overnight in the raised position to avoid having the paint mark the sail. The only thing I don't know yet is how long it will last, but it has worked like a charm so far.

(Reprinted from 'Scot Flyer' Publication of Fleet 131, Jacksonville, Fla.)



Advertising rates for Scots n' Water

CAVEAT EMPTOR (Maximum 50 words)—\$5

Send written copy and payment to:

P.O. Box 8, Chapel Hill, N.C. 27514

DISPLAY RATES 1 time 3 time 8 time
(per issue)

Full-page \$160 \$130 \$100

Half-page \$ 90 \$ 70 \$ 55

¼-Page \$ 45 \$ 40 \$ 35

Send ad copy to P.O. Box 8, Chapel Hill, N.C. 27514 by 15th of month before publication.

"WALLY — INSURE MY FLYING SCOT WILL YOU"?

YOU SPECIALIZE IN SAILBOAT COVERAGE AND, YOUR POLICY IS REALLY DIFFERENT

1. Every Flying Scot is insured for \$4600 regardless of age.
2. Every Trailer is insured for actual cash value up to \$400.
3. Hull, spars, sails, covers and all miscellaneous equipment is included except personal effects.
4. Coverage is "all risk" while racing, day sailing, trailing, and ashore in the United States and Canada. There is 12 months navigation.
5. Reimbursement for loss is "New for Old" with a \$100 deductible. No depreciation taken even on sails and covers.
6. Medical payments provided up to \$2,000.
7. Your Homeowners liability automatically provides bodily injury and property damage liability.
8. This policy is available in most states where Flying Scots are sailed.

PLEASE PREPARE MY POLICY — HERE'S THE INFORMATION

Effective _____
Name _____
Address _____
City _____ County _____ State _____ Zip _____
Builder _____ Year Built _____
Hull Material _____ Mast Material _____ Mast Age _____
Class _____ Length _____

Are You a Class Member? _____ Hull or Sail No. _____

Trailer Mfg. & Model _____ Year _____

Home Port _____ Is Boat Dry Sailed or Moored? _____

Describe losses past 3 Years _____

Date of Birth _____ Social Security No. _____

Skipper's Experience _____ Previous Ins. Co. _____

Is Boat age over 10 Years? _____ If yes, send detailed information on condition, betterments, etc. and photos.

Annual costs are as follows:

Area 1: \$81.00 per year. Inland lakes and rivers of the U.S. including the Great Lakes and Chesapeake Bay.

Area 2: \$149.00 per year. South Atlantic Coastal and tributary inland waters below the N.C./S.C. state line including Gulf coast.

Area 3: \$119.00 per year. North Atlantic Coastal and tributary inland waters above the N.C./S.C. state line.

Area 4: \$88.00 per year. Pacific coastal waters and inland waters for the states of California, Oregon and Washington.

MAIL TO WALLY LINEBURGH WITH CHECK TO:

LINEBURGH & COMPANY

1960 Bronson Road, Fairfield, CT 06430

(203) 255-1571

ESTABLISHED 1866

Caveat Emptor

(If you have a Flying Scot or Scot equipment to sell, we'll be glad to advertise it in *SCOTS N' WATER*. The charge is \$5 for each insertion, and the deadline is the 15th of the month prior to the month of publication. Send copy and check to Caveat Emptor, *SCOTS N' WATER*, Box 8, Chapel Hill, N.C. 27514.

FS 1271—Customflex, North sails with windows, dry sailed, winter stored, Harken blocks, outboard mount, lift bridle, trailer, rigged for racing, white hull and deck. Price: \$3,500. Call Don Polacheck (414) 352-6876, Milwaukee, WI.

FS 1272—Customflex, red hull, white deck, two suits of sails, spinnaker, outboard mount, Gator Tilt trailer. Price: \$2,500. Don Thiel, Ann Arbor, MI. (313) 663-0292.

FS 1668—Douglass, two suits of sails, spinnaker, Harken blocks, lifting bridle, spinnaker pole, motor bracket, trailer and extra wheel. Price: \$2950. Ralph Bennett, 125 Buckley Lane, Battle Creek, MI. 49017. (616) 968-4830.

FS 587—Douglass. Light green hull, off white deck. Boston main and jib. Sterling trailer. Cockpit cover, etc. Price: \$2800. Bob Brandon, 9 Flagg Road, Acton, MA 01720. Phone: Office (617) 274-7100, Home (617) 263-7813.

FS 723—Douglass, white, blue trim. Hull in good condition; main, fair; jib, good; spinnaker, fair. Harken blocks. Spinnaker pole. Pamco tilt trailer. Price: \$2,200. Ed Kyle, 416 S. College St., Angola, IN. 46705. Phone (219) 665-6751.

FS 2977—Customflex, like new. All white. Dry sailed only. Murphy & Nye main and jib. Pamco trailer. excellent condition. Complete for \$4,200. Lyman Phillips, 2755 Tarrytowne, Toledo OH. 43613, or call (419) 475-5221.

FS 2480—Douglass. White hull, oyster deck, light blue bootstrap. Schreck main and jib raced twice. Working Schreck main and jib too. Spinnaker, pole, et al. Harken blocks. Midboom sheeting with trunk block and cleat. Lifting bridle. Sterling tilt trailer. Cockpit-boom cover. \$3,900. Joe Myers, Rocky Mount, NC. Home (919) 446-4345. Office (919) 977-2000.

Wanted: Used Flying Scots. Call (315) 685-7558, 10 a.m.-6 p.m., Mon.-Sat., or write Dick Besse, Sailboat Shop, Skaneateles, NY 13152.

FS 2619—Douglass, tangerine hull with black stripe, desert white deck. Features: Schreck sails with orange and black spinnaker. Teak trim, Harken equipped, lifting bridle, engine bracket, mast stepping pin, custom fitted canvas envelope through stored inside. Customized Sterling tilt trailer (plus extras). Price: \$3,950. (813) 576-5644, Fred Debieen, Clearwater, FLA.

FS 1026—Lofland, new polyurethane paint, blue deck, white hull. Excellent condition, new boom and running rigging. Harken blocks. Centerboom sheeting. Three suits of sails, complete spinnaker gear. '76 galvanized tilt trailer, buddy hubs, new tires, spare. Mast hinge, compass, lifting bridle—race ready. Dry sailed. \$3,000. A.L. Wood, Lufkin, TX (713) 632-2368.

FS 1345—Douglass. White hull, light blue deck, blue stripe. Blue Vinelast bottom. Dry sailed one season. Schreck main and jib, Boston spinnaker. Sterling tilt trailer. Lifting bridle, OB bracket, preservers, paddle, anchor, fenders. Price: \$4,250. Jack McInlay, 12530 Kavanaugh Lane, Bowie, MD 20715. (301) 262-1727.

SAILS: Paul Schreck main & jib—\$170.00. Click Schreck main & jib—\$140.00. Radial spinnaker—\$50.00. All are in good condition. Larry Taggart, 504-482-7358 (home) or 504-586-1505 (office).

FS 2970—Douglass built. White hull and deck. Schreck sails with spinnaker, outboard mount, compass, anchor, Sterling tilt trailer. Excellent condition. Price: \$4,700. (804) 320-0598, Richmond, VA.

Goodbye, My Love

by Susan Hanes ©

She was my first, now she must leave.
At any parting, I tend to grieve.
I watch her go with a tear in my eye.
Treat well your new love, I say with a sigh.

I remember well her eager spirit.
With the slightest wind, you could almost hear it.
Her laughter, her song, in the open air.
All of the things she was eager to share.

With the wind at her back and running free,
She showed me her world with little girl glee.
When the wind blew in trouble, she stood straight and tall.
Showing courage and strength for one so small.

So now she goes to her new found friend.
I wish them well. It's not the end.
I'll remember her grace like a soaring dove
That lifted my heart to the skies above.

She taught me to sail and to love the sea
So the rest of my life I can now be free.
Goodbye, little sloop, you were my pet.
Goodbye, Yellow Bird, I'll never forget.

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.

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

FS 1890—Douglass, two suits of sails, spinnaker, anchor, bright red hull, white deck, rigged for racing, fast boat, dry sailed, winter stored, teak trim, lifting bridle, excellent condition. Price: \$3,750. Harken blocks, spinnaker pole, trailer. James R. McHaney, (314) 334-5259, Cape Girardeau, MO.

FS 3059—Douglass built. Schreck main and jib, North multi colored tri-radial spinnaker, all gear and pole. 4 hp Evinrude motor with bracket, full tent cover, white yacht crib, compass, paddle, horn, anchor 8 lines, harkens, soft white deck, white hull with orange boot stripe, used seldom and in excellent condition. Price: \$4,595. George Carey, Ft. Myers Beach, FLA. (813) 463-5728.

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.

Scot skippers to organize cruise off Honduras, 12 sloops to sail from Roatan in March next year

by Bob Vance, Commodore

In March of 1981, 36 Flying Scot couples will sail the Bay Islands off Honduras for a full week on 12 CSY 44s. These are the same comfortable 44 foot center cockpit boats that were used for the FSSA cruise in the Grenadines two years ago. There are two full cabins forward and one cabin aft.

Six boats will leave Roatan on Sunday, March 22 and six boats the following day. This timing gives the finest sailing in the Bay Islands and still allows plenty of time to go to the Midwinter's as well as on this cruise.

Although charter rates are going up next season, FSSA has been able to hold this year's costs. That means that the cost will be \$303.33 per person with six people on board for seven days including full provisions. Liquor and soft drinks are extra. Air fare from New Orleans is \$204.00 per person, round trip.

If you are interested in making this very exciting trip and would like to receive a brochure on the boat and the Bay Islands, please fill out the following coupon and return it to Bob Vance at once. Because of the success of the previous cruises, these boats are

going to go fast. If you already know your complete crew of six, please include this information. If you do not have a full crew, send us the information you have and we will team you with other compatible Flying Scot couples.

After we receive your reservation form, we will forward it to Caribbean Sailing Yachts and they will send you information on the boat.


Dick Sylvester at Putnam Travel, Greenwich CT, who has managed two previous FSSA group trips, will be handling all arrangements. He has already booked the key air reservations. It's necessary for our FSSA members to travel together to get the maximum air savings. We can fly to Roatan from New Orleans or Miami.

All skippers will receive a personal resume—questionnaire from Caribbean Sailing Yachts asking for "blue water skipper" qualifications. At least one "blue water skipper" is required on each CSY 44. However, because of so many sailing on previous FSSA cruises, there are plenty of qualified skippers available.

I have just returned from sailing a CSY 44 in the Bay Islands and recommend this area highly. I have also

1980 . . . Schurr Sails move to new sail loft

During 1979, Schurr Sails made their mark. During 1980, Schurr Sails can help you move up on the fleet. Order your Schurr Sails now.



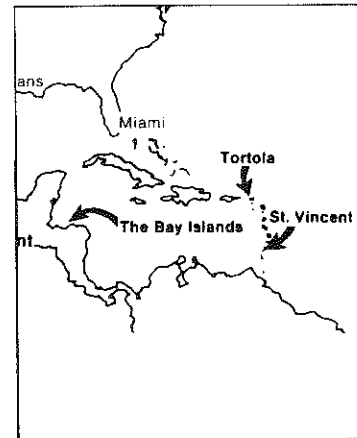
SCHURR SAILS

- North American Championships
Lake Carlyle
2nd, Schurr spinnaker
Full suit of sails finished 4th
Main and jib finished 6th
- Deep Creek Lake, Maryland, 1st
- Carolina Districts, Morehead City, 1st, 2nd
- Punchbowl Regatta, Montgomery, 1st, 2nd, 3rd
- Gulf Districts, Montgomery 1st, 3rd
- Mid-Winter (1980), 1st, 2nd, 5th, 6th; (1979), 1st
- Chandler—Open Scot Regatta,
Panama City, 1st, 3rd

Send orders to: 490 South L Street, Pensacola, Fla. 32501 (904) 438-9354



Bay Islands off Honduras.



CSY 44 under sail during Scot cruise of Grenadines, two years ago.

been able to arrange for an extra week for any FSSA members who are certified scuba divers (or want to become one). The reef off Roatan is the world's third largest and is one of the finest diving areas in the western hemisphere. FSSA members will get a special diving package at a rate that is not available to the general public. The exact costs haven't been tied down yet, but the cottage plus all meals plus all diving for a week should be very close to \$400.00 per person per week.

Anthony's Key Resort would be our headquarters in Roatan. The hotel is a cluster of 30 Tahitian-style huts with private baths, scattered on Anthony's Key, a small island and on a hillside overlooking the sunset. Although Honduras is a Spanish country, Roatan has retained the English and Indian cultures of its past and English is the language of the natives.

All FSSA members participating in the diving week must be certified scuba divers. If you are not certified and always wanted to be a scuba diver, now is the chance to sign up for this trip and arrange to take a course and get your certification before we leave.

Fill in the coupon today and reserve the CSY 44 plus the optional week at Anthony's Key Resort if you are a scuba diver. Even if your spouse or loved one is not a diver, there is plenty to do at Anthony's Key Resort.

Please return to: Bob Vance
233 Broadway, Room 3214
New York, NY 10007

☐

Yes, we are very much interested in this cruise. Please send me a brochure about the CSY 44 and Bay Islands sailing.

☐

I am a "blue water skipper," with a cruising boat sailing experience.

We have the following people lined up to make our full crew:

(1)	Name	Address	City, State, Zip
(2)			
(3)			
(4)			
(5)			

☐

Count me in on the Scuba Diving week at Anthony's Key. Send me a brochure. Enclosed is my refundable deposit of \$100.00 per cottage.

My name and address is: _____



Quick, violent luff into wind helps unidentified porttacker avoid mark and Jesse Borthwick (FS 2707); rounded and headed for next mark are Dunkin McLane (FS 2280), Randy Miller (GYA 68), Bill

Berry (FS 1327), and John Aras (FS 1010). Mid-Winter photo by Dick Elam.

Regatta Schedule

May-31-June 1—High Rock Yacht Club Memorial Day Regatta (Contact Larry N. Lewis, 1314 Kensington Dr., High Point, NC 27260, Phone 919/883-3122.)

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.)

June 21-22—Wisconsin Cup Regatta, Delevan Lake Yacht Club, Delevan, WI, Contact Roger Sekera, 614 Westgate Rd., Deerfield, Ill., Phone 312/945-9115. Home, 312/641-2977, Business.

June 21-22—North Carolina Governor's Cup Regatta, Kerr Lake, Carolina Sailing Club.

June 26-27—Norfolk Naval Sailing Association—Regatta.

July 12-13—Oriental Sailing Social, Oriental, NC, Carolina Sailing Club.

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

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

August 16-17—Fishing Bay Yacht Club Regatta, Deltaville.

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.)

September 6-7—Wolverine Hot Scot Regatta, Clear Lake Yacht Club, Fremong, Indiana. (Contact Jim Horein, 7034 Melody Lane, Ft. Wayne, Ind. 46804, Home Phone 219/432-3209, Office 219/424-5421.

September 27—Va. Sailing Assoc. Regatta, at King's Mill Yacht Club.

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, VN (Contact Doug Anderson, 4014 Coleridge Drive, Antioch, TN 37013; home phone 615/834-0005).

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)

Send Form 3579 to:
P.O. Box 11187
Columbia, S.C. 29211

Second Class Postage Paid
at Columbia, SC 29211
and Additional Mailing Office