

Scots n' water

November-December 1980
Volume XXII
Number 8

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Doug Sarsom sails Flying Scot 3400 across the line.

Wilma Audleman Photo

Al Schurr wins Douglass regatta

McKinney, Gordon and Champman capture Adams,
with Scot sailors Bowen, Glass pushing them on

Al Schurr won the fifth annual Sandy Douglass regatta sailed from the Rudder Club at Jacksonville, Florida.

The Alabama sailmaker defeated 14 other Flying Scot skippers, including Flying Scot designer and honoree, Sandy Douglass.

Floyd Davis finished second.

In opening day light winds, Schurr won the first race, with Douglass and Davis following.

Sandy Douglass came back to win the second race, with Schurr taking second. But in the third race, Schurr moved into command, helped by a restart taken by Douglass.

In other season-ending national regattas, Flying Scots were used for both Mallory and Adams championships.

Judy McKinney and her Bay Waveland crew of Charlotte Gordon and Amy Chapman won the U.S. Women's Sailing Championship sailed at New Orleans in late August.

Not reported was the fourth place finish of Dallas

Flying Scot skipper Ross Bowen. Florence Glass, who crews for former Commodore Ted Glass, crewed on the third-place Springfield, Illinois, team, which won the last two races in heavier winds.

Yachting magazine reported (November issue) that "The McKinney crew was the only contingent to droop-hike around the course—by entwining their legs in the weather jibs sheets—which appeared to run contrary to the Scot's original family-style intent, but still seemed to place the team on a more even stance with their heavier counterparts."

The Men's Sailing Championships—also sailed in Flying Scots—went to Dave Ullman of Newport Beach, California. Ullman also won the Thistle championships and the Champion of Champion series this year.

The 1980 Flying Scot Champion, Danny Killeen, finished fifth in the Prince of Wales match-racing series. Killeen sailed with a crew of Gregg Sonnier and Dwight LeBlanc, representing Southern Yacht Club.

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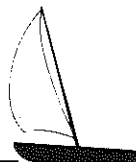
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Scots n' Water

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Sandy observes roll-tacking Scots 'did more harm than good' at Mallory

By Gordon K. "Sandy" Douglass

The 1980 Mallory Cup Series will be remembered for its cliff-hanger finish of the last, and deciding, race. At the start of the race, Dellenbaugh of Connecticut and Ullman of California staged their own private start, complete with tailing in the fashion of the America's Cup Twelves. They were so close in points that whichever one beat the other would win the series, and far enough ahead of the rest of the fleet as to be almost unbeatable. In this starting duel Ullman came out ahead.

The wind was light, variable and dropping. As they came up the last beat to the finish of the Olympic course, it seemed doubtful that they could finish within the time limit. A quarter mile yet to go, with only minutes remaining and the wind down to a whisper. Would it hold? Could the first boat make it? From the flying bridge of the swap boat we had a clear view of the leading boats. We could see the little cats' paws here and there.

But for the disqualification of contestant in one race, which moved Ullman up one place, Dellenbaugh would have been first in points, but now he and Ullman were even, and the outcome of the series depended on the finish of this race. As they neared the finish line with only minutes left to go, could they make it in time? Ullman, on port tack, appeared to have a slight lead, but to our left a starboard tack boat was closing in, and Dellenbaugh also on port, a little behind but a little to weather, had picked up a breeze and was closing rapidly. Would any one of them reach the line in time?

Ullman finished first, winning the Mallory, with only three minutes to spare. Dellenbaugh, after having lost it once as a result of the disqualification of another contestant, lost it a second time by coming in just seconds behind Ullman. What a shame it was after having come that close to winning.

Eric Ammann and I were most fortunate in having been invited to the regatta as honored guests and observers. (Eric, of course, had the responsibility of

supplying the boats—which had been used as well for the Adams Cup.) In addition to our enjoying the marvelous hospitality of the Bay-Waveland Yacht Club and the members, we also were privileged in having our grandstand seats on the flying bridge which gave us an unusually good chance to study the tactics and boat handling of the Mallory skippers.

It has been my feeling all along that roll tacking is undesirable. In the first place, I'm not in favor of roll tacking, sculling, ooching, pumping and other such forms of propulsion. Secondly, while roll tacking may perhaps be effective with smaller and lighter boats, I've questioned its effectiveness in a boat as heavy and stable as the Scot. I think we have had our answer. All of us, including our skipper, Bob Breeden, and other experience sailors, all agreed that, more times than not, the roll tacking we saw did more harm than good. All of the Mallory crews were doing it—after all, isn't it the latest thing? All too often, after the tacking the boat ended up dead in the water, having killed its way by spinning too fast.

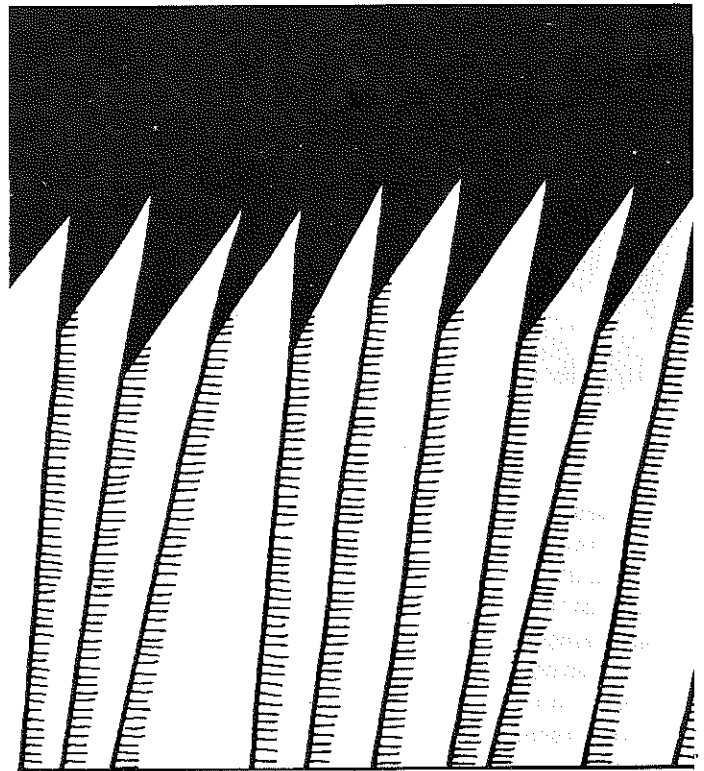
I thought the boats could have been handled more carefully by their crews. Doesn't it seem right that when a boat is lent, the lender should expect it to be returned in as good condition as when it was lent? Shouldn't the borrower be even more careful with a borrowed boat than he would with his own? The swap system used for the back-to-back races was excellent. The boats were called to the swap boat by posted numbers, two at a time, and held apart by a rubber dinghy trailed astern of the swap boat. I don't know how it could have been done better. But I was not happy about the careless manner in which some of the crews treated the boats at the club. For example, many couldn't be bothered with using the boom crotch but dropped the boom down onto the deck, with the result that most of these new boats ended up with scratches and gouges. One crew hoisted jib and mainsail before they went to the club for breakfast, leaving the jib to flog and beat against the mast. I asked permission of the Race Committee to lower it. And these are supposed to be some of our best sailors? Have they no appreciation for what is being done for them?

'Bama 'Red Baron' takes David Wagon to first in Georgia championship

A visiting skipper from Birmingham, Alabama, invaded neighboring territory at the sixth annual Barefoot Open Regatta in October and captured the Georgia State Flying Scot Championship. With his father crewing, David Wagon sailed the Red Baron (FS 1784) to three first places, dropping back to fourth position only in the third of four races.

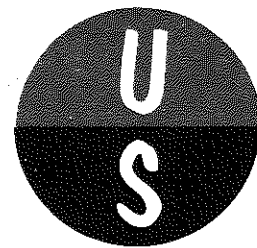
Weather conditions on Lake Lanier varied. Two races on Saturday saw bright sun, cool temperatures and winds at 6-10 m.p.h. On Sunday the temperature dropped and winds jumped to 15-20 m.p.h., challenging all skippers to a different racing than they had seen the day before.

Second position in the Flying Scot fleet went to Peter Condo and third to John Henderson, both of Barefoot Sailing Club.



Graphic design invites sailors to the sixth annual Barefoot Open regatta.

Ullman Sails introduces a Championship-caliber Flying Scot suit of Sails



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The Ullman loft developed a prototype suit of Flying Scot sails to compete in Mid-Winter Championships of 1978. The prototype version sailed well, bringing home a second place in the Mid-Winters that year.

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We evolved a Championship suit of Ullman Sails for the 1980 American Championships.

The 1980 Ullman Sails demonstrated ability to point high, but still furnish enough power to drive through the chop in Pensacola Bay.

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Mid-Winters will sail March 3-7, Warm-ups scheduled for Feb. 28

by Betty Smith

March 3-7. That's the date set for the 1981 Flying Scot Mid-Winter championships. Place: Panama City, Florida.

The Mid-Winter Warm-Up race will be sailed the weekend before, Feb. 28-March 1, at Ft. Walton Beach, Florida.

St. Andrews Bay Yacht Club and Fleet 75 will host the Championship and Challenger Mid-Winter races starting March 3.

This year there will be only two divisions in the Mid-Winters: Championship and Challenger. (The scheduled third division, a Commodore division, drew only two entries in 1980. Consequently, the Mid-Winter committee moved back to the two division series.) Each participant selects his own division to sail in.

There will be **NO** elimination races.

The Mid-Winter Regatta will consist of six races, head to head, with one throw-out race if all six races are sailed.

Bubby Eagan of Bay Waveland and New Orleans will be the defending champion. In 1980, Eagan defeated Ken Kleinschrodt by two points in a six-race series. Eagan threw out a 26th place finish, which left him with a first, three seconds, and a tenth.

Trophies will be awarded to first seven places in each division and the winning skipper and crew of each individual race.

All sails will be measured. 1980 NAC and 1980 GYA Lipton stamps will be accepted. All boats must be registered, and skipper have his 1981 dues paid. FSSA secretary will be present to accept dues.

Entrance fee: \$35.00 (\$30.00 if pre-registered by March 1st).

Local motels readily available to the the club are:

Howard Johnson
4601 West Hwy. 98
Panama City, Fla. 32401
Tel: 904-785-0222

Holiday Inn Bayside
711 West Beach Drive
Panama City, Fla 32401
Te.: 904-763-4622

Ramada Inn
3001 West 10th St.
Panama City, Fla. 32401
Tel: 904-785-0561

Mid-Winter schedule looks like this:

Tue., March 3: Registration and sail measurement
Board of Governors Meeting

Wed., March 4: Registration and sail measurement
First race
Raw oyster bar and beer 1730-1900 hrs.

Thurs., March 5: Second and third race
Cocktail party 1830-2000 hrs.

Fri., March 6: Fourth and fifth race
Dance 2000-2400 hrs.

Sat., March 7: Sixth race
Trophy presentation

REGISTRATION FORM

1981 Flying Scot Mid-Winter Regatta
Panama City, Fla.
March 3-7, 1981

Skipper _____

Address _____

City _____ State _____

Sail No. _____ Fleet No. _____

Division _____

Registration Fee: \$35.00 (\$30.00 if you pre-register by March 1.

Make check payable to:
Mid-Winter Regatta Fund

Mail check to:

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P.O. Box 406
Panama City, Fla. 32401

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Fast Flying Scot Sails, sails that make a difference, are now available at Paul Schreck & Co., Sailmakers. After years of testing, Paul Schreck has developed a suit of truly fast sails. Even racers who haven't quite mastered the fine points of tuning and trim have begun to win with these sails.

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Bruce and Arlys Bjorke won three of three races to capture the Fleet 123 Championship at the Weekend Regatta, Lake Metegoshe, North Dakota.

Harry Carpenter and Eric Ammann won the Great 48 Regatta, Lake Norman, North Carolina

Harry Carpenter won the Egyptian Cup Regatta on Crab Orchard Lake, Illinois.

Tony Krug won the 1980 (Greater) New York District Championship.

Paul Schreck won the 1979 GYA Championship "Cock of the Walk" Series.

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Please ship _____ Suits, Scot # _____ Color # _____

Average wind speed _____ to _____ mph.

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- I am enclosing payment in full. You pay the freight.
- I am enclosing references and a 50% deposit. I will pay the balance in ten days.

Please Charge Visa Mastercard
Card # _____ Exp. Date _____

Name _____

Address _____

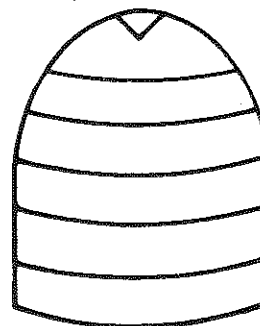
City _____ State _____ Zip _____

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. (Red, white & blue only)	\$230.00
Spinnaker—Combination $\frac{1}{2}$ and $\frac{3}{4}$ oz.	\$230.00
Quick Reef	\$ 30.00
Windows	\$ 10.00 each
Brummels	\$ 7.00 set

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FS 2318—Douglass; Schreck main, jib, and spinnaker. Sterling tilt trailer, light blue hull, white waterline, white deck. Harken blocks, two compasses, motor mount. Always dry sailed, never seen salt water. \$3900. F.H. Overton, 904 Hunting Ridge Rd., Martinsville, Va. 24112. (703) 632-2228.

FS 2237—Douglass, white hull, light blue deck, red boot top, Sterling trailer, Sea-Gull, cockpit cover, boom tent, two suits of sails (fast), spinnaker, anchor, life jackets, compass, some new standing and running rigging and centerboard gaskets (Dacron), Harkens. \$3975. Dr. William B. Adams, P.O. Box 1201, Sanford, NC 27330. After 5:30 (919) 776-5662.

FS 367—Douglass, Murphy Nye sails 2 yrs., galv. Sterling trailer, anchor, blue/light blue, cockpit cover, Seagull motor. Fast boat still. Is in good shape! \$2900. Lou or Rene (203) 853-3995 or 852-0185, Norwalk, Ct.

FS 1196—Douglass. Complete. Well found. Red hull, white deck. Two suits sails. Spinnaker and gear, Sterling trailer, Chrysler 3.6 H.P. O.B. MOTOR, LIKE NEW. Compass, inclinometer. Anchor. Cover and winter cover—10' x 20' tarp. Lifting bridle. Hammocks under seat for life jackets. \$3800 fair price this fall for quick sale. \$4000 next spring. Charles W. Robinson, 552 Bancroft, St. Louis, Mo., 63109. Phone, Res. (314) 351-0221; office (314) 351-6134.

Many used and prototype mains and jibs for sale. Also one used dynac spinnaker for sale. Some still very competitive. Prices start at \$50. Call Greg or Patti at Shore Sails (614) 221-2410 or home (614) 299-3426.

FS 2702—Douglass white hull with green boot, at minimum weight, race equipped, complete set Schreck sails, new Horizon main and jib, Sterling galvanized trailer. Always dry sailed. \$4,200. Jess Borthwick, 343 Marie Circle, Fort Walton Beach, Florida 32548. Office (904) 243-8129, home (904) 243-7930.

FS 3400—New August, 1979, Grey Douglass. Mid-boom sheeting, Harken blocks throughout. Heavy duty deluxe galvanized trailer. Seventh place in 1980 North American Championships. Very fast. All equipment included. In perfect condition and ready to race or day sail. Doug Sansom, 627 Rue Max, Pensacola, FL 32507. (904) 456-2286.

FS 2140—Douglass. Two sail suits, two spinnakers, anchor, paddle, Harken blocks, boom tent, Seagull motor, Sterling trailer w/Elect. Winch, etc. \$4,100. Call (919) 682-0496 8-5 Mon.-Fri.

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STATEMENT OF INCOME AND CHANGES IN FUND BALANCE

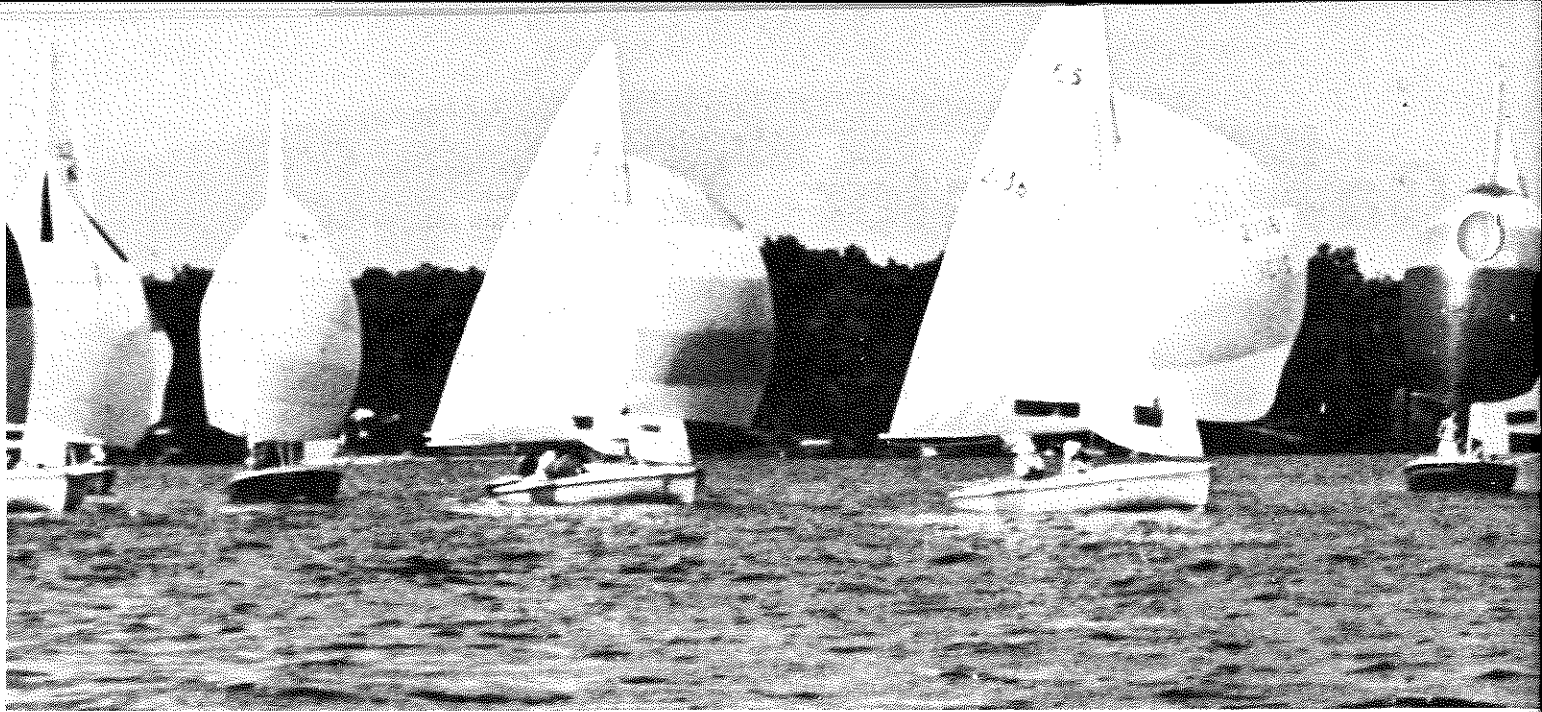
AUGUST 31, 1980

	Budget	Actual
Income		
Dues	\$27,000.00	\$30,123.75
Transfers	200.00	307.00
Boat Transfers	2,700.00	1,800.00
Royalty Labels	2,500.00	2,775.00
Handbook and Roster	-0-	25.07
Highlights of Scots' n Water	150.00	260.00
Scots' n Water Subscriptions	50.00	88.00
Advertising - Scots' n Water	4,000.00	1,853.00
National Advertising	6,000.00	-0-
Merchandise for Sale	1,000.00	646.46
Interest	1,200.00	2,121.92
NAC Advance	200.00	-0-
Miscellaneous	150.00	167.40
Scale Rental	100.00	-0-
Roster Advertising	-0-	1,650.00
Totals	45,250.00	41,817.60
Expenses		
Management Fee	14,300.00	14,300.00
Editor's Fees and Expenses	2,200.00	1,805.18
Printing and Mailing Scots' n Water	10,000.00	13,307.09
Telephone	400.00	471.30
Postage	1,600.00	2,600.34
Office Expense, Printing and Supplies	1,200.00	3,192.99
Merchandise for Resale	-0-	334.02
Dues and Subscriptions	100.00	103.97
Miscellaneous	150.00	341.29
S. C. Capital Stock Tax	-0-	10.00
Income Tax	-0-	320.17
Travel	1,500.00	1,919.20
Legal and Accounting	1,000.00	475.00
National Advertising	9,000.00	-0-
Meetings (Boards)	100.00	1,453.13
Printing Handbook & Roster	2,000.00	3,715.51
NAC Advance	200.00	-0-
Liability Insurance	156.00	476.00
President's Expense	-0-	177.09
S. C. Tax Interest	-0-	29.07
Totals	44,506.00	45,031.35
Excess Income (Loss) Over Expenses Before Income Tax Refund		(3,213.75)
Income Tax Refund Due to Prior Year's Carryback		773.00

EXHIBIT B
SHEET 1



Sailing Flat—Skipper Hopkins and crew sit to weather to trim FS 3337 on a close reach. Wilda Audleman photo.



Randy Blome wins Hoosier-Wolverine

by James R. Horein

Randy Blome, with father, George, and sister, Jib, as crew, through consistent sailing, captured first in the Hoosier-Wolverine Hot Scot.

The regatta brought 26 boats out for 5 races on Clear Lake, Fremont, Indiana, with host Fleet 34. Every type of wind, short of heavy, was offered with

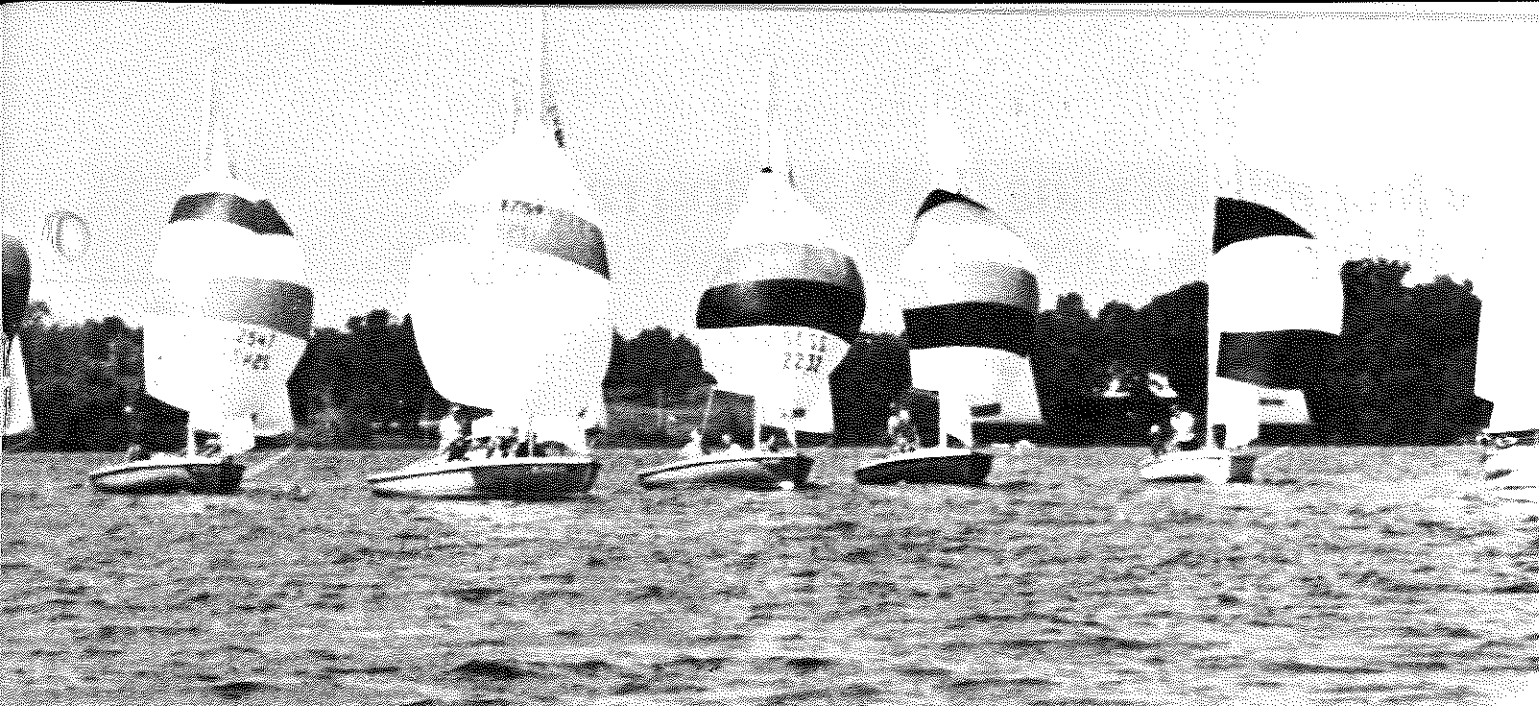
skies ranging from clear to rainy over the two days.

While Blome held a nice lead on Saturday evening as the sailors were enjoying a full buffet dinner, all finishing positions were determined in the last race.

The younger sailors made their presence felt as Pete Thomassen, age 17, finished 4th, Jeff Horein, age 16, finished 5th (and the only sailor to win 2 races) and Julie Scherer, age 17, finished 6th.

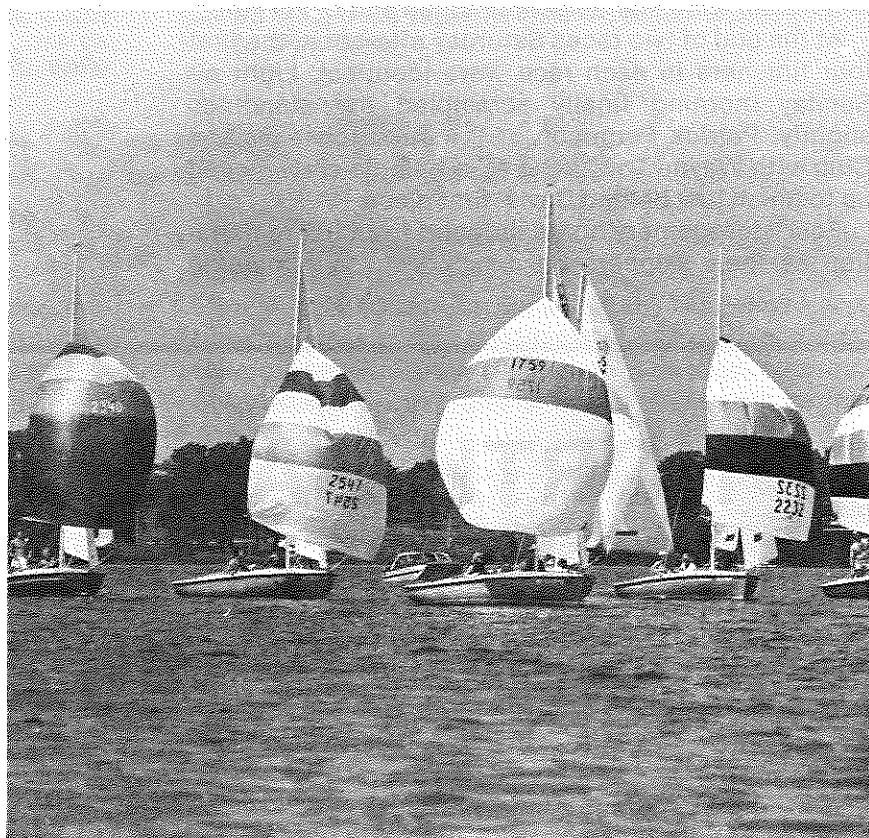


Sailing 'skills' tested at turning mark in light airs.



Hot Scot

Place	Sail #	Name	Race					Point Total
			1	2	3	4	5	
1	3248	Blome	3	2	1	16	5	26 3/4
2	2206	Ludlow	11	1	6	2	10	29 3/4
3	3421	Barry	2	12	9	1	8	31 3/4
4	2547	Thomassen	18	3	2	6	7	36
5	1202	Horein, Jeff	1	16	8	15	1	40 1/2
6	1759	Scherer	5	5	17	13	2	42
7	2865	MacKenzie	24	6	10	3	3	46
8	1978	Horein, Jim	12	11	7	4	12	46
9	1601	Edwards	6	4	3	18	17	48
10	2232	Schwartz	9	17	16	7	15	64
11	1559	Maassen	8	9	19	12	16	64
12	1330	Welty	7	13	4	20	20	64
13	2856	Spangler	4	15	18	14	14	65
14	3191	Rehm	20	18	13	10	6	67
15	617	Glass	13	22	12	9	13	69
16	1687	Beutzen-Bilkvist	25	20	11	21	4	81
17	1629	Weber	17	10	14	19	21	81
18	2826	Emerson	19	8	5	24	26	82
19	396	Shoaff	10	23	23	17	11	84
20	1190	Christensen	15	14	26	8	22	85
21	2136	Laird	14	7	15	26	26	88
22	2340	Fabian	23	21	21	5	23	93
23	548	Moyer	22	25	20	22	9	98
24	3160	Knautz	16	19	26	25	18	104
25	2562	Doolittle	21	24	22	23	19	109
26	2548	Terhune	26	26	26	11	26	115



Spinnakers parade at 13th annual Hoosier-Wolverine Hot Scot Regatta.

Photos by Kim Gazella
 Courtesy of Steuben Republican

Joe McFadden wins Dixie Sailing regatta as high winds encourage 3-crew strategies

Precise timing of a fall frontal passage brought coastal sailing conditions to the Dixie Sailing Club's annual Flying Scot regatta, Oct. 25-26, on Lake Martin near Montgomery, Ala.

Visitors from the coast took two of the top three spots as 20-knot winds, gusting near 30, sent long rollers curling across the inland water and caused local skippers to consolidate their weight on fewer boats.

Joe McFadden of Dixie Sailing Club won first place, but barely nosed out Paul Strauley of Fairhope, Ala., with his featherweight crew, T. Galloney. Third was the veteran and imperturbable Floyd Davis with Linna Landgraf from Panama City, Fla. Crewing with McFadden were Marianne McFadden and Lister Hill.

At the end of two races Saturday afternoon, the first four finishers in each race were identical. Light air Sunday morning finally scrambled the standings slightly. Patrick Ferguson of the Tuscaloosa Sailing Club with Wayne Townsend as his single crew moved up to finish just behind Davis' first place.

Four Montgomery boats dropped from the registration as their skippers became crews on remaining

boats. All races were in bright sunshine. Final standings:

Place	Boat #	Crew	Race	Points	Club
1	2609	Joe McFadden Marianne McFadden Lister Hill	1 1 3	4½	DSC
2	2678	Paul Strauley T. Galloney	2 2 4	8	FYC
3	2281	Floyd Davis Linna Landgraf	4 4 1	8¾	St. AYC
4	2491	Burl Murphy James Bryan Mike McCorkle	3 3 6	12	DSC
5	3297	Patrick Ferguson Wayne Townsend	6 5 2	13	TSC
6	3238	Walter Mills Dave Stein Ken Morris	5 7 5	17	DSC
7	2857	Earle Cross Charles Griffes Ted Vallery	8 6 7	21	TSC
8	GYA 82	Todd Snow John Demiller Allison Morgan	8 6 7	23	FYC

NORTH SAILS SWEEP 1980 NORTH AMERICAN 1st, 2nd and 4th

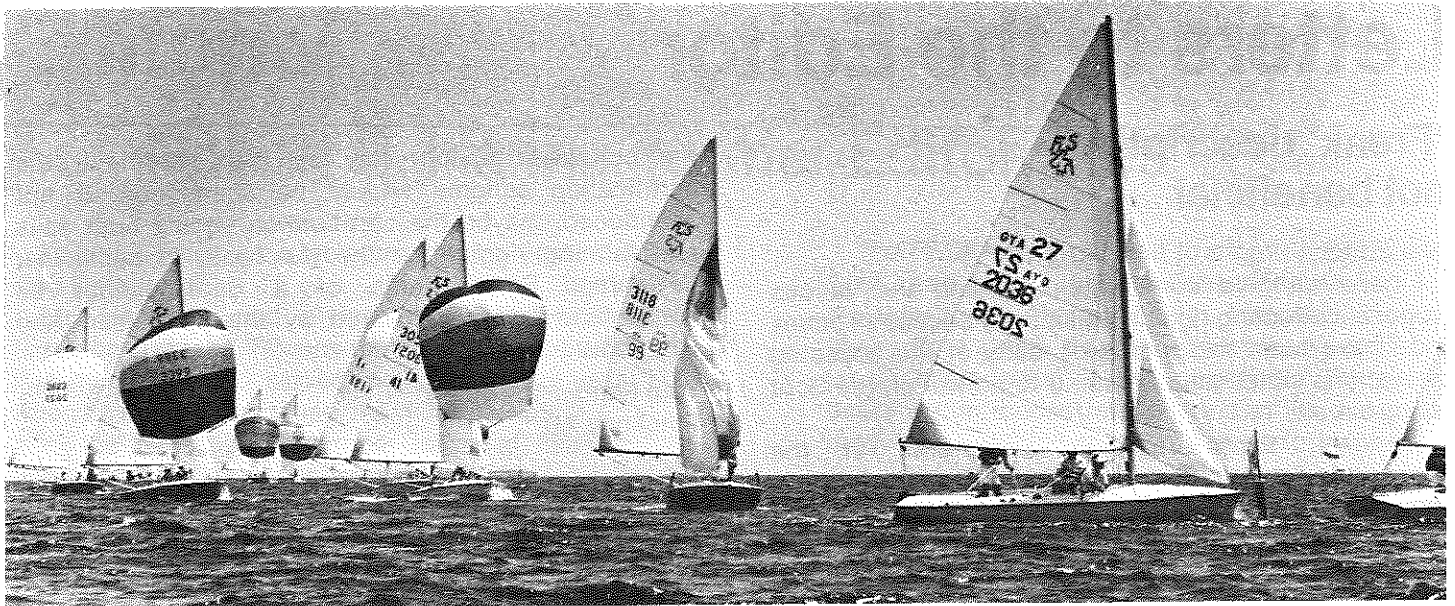


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Contact us at:

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(714) 224-2424

404 S. Roadway
New Orleans, La. 70124
(504) 283-4500

1235 Elm Street
Manitou Beach, MI 49253
(517) 547-5920



Champion rounds—Danny Killen (FS 2036, GYA 27) rounds leeward mark. Judy McKinney starts spinnaker take-down (FS 3118, GYA 99). Behind McKinney come Ken Kleinschrodt (FS 3051, GYA 41), Kelson

Elam (FS 1198), Bubby Eagan (FS 3399) and Eugene Walet (FS 2623). Photo by Wilda Audleman.

Pat Barry beats Scots, Thistle

by Duncan Gardnier

"It's the prettiest lake we've sailed," said one participant. Cave Run Lake near Morehead, Kentucky, halfway between Lexington and Ashland, is the 8200-acre site of the Cave Run Sailing Association's Grand Annual Regatta, held the first weekend of October.

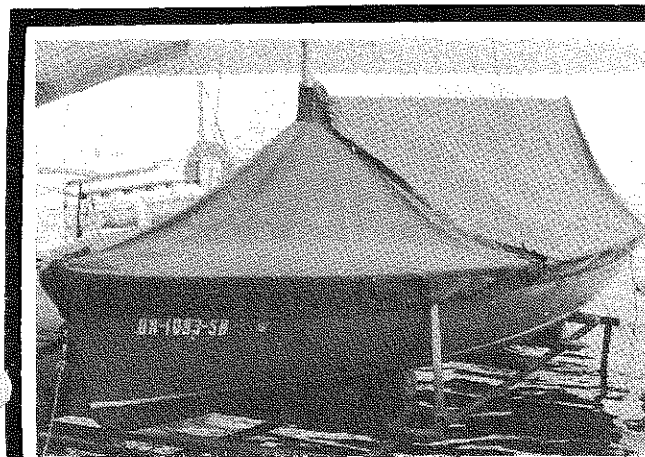
Thirty boats gathered in October for the three-race event. Two Olympic courses and the traditional ten-mile Down-the-Lake Race were held in winds of 8-15 MPH.

Skipper Pat Barry (FS 3421) and crew Tom Ehman, Sr. were awarded the Best-in—Regatta cup, donated by Michelob Beer. Barry swept the Scot class with

three very convincing firsts and won the overall title on corrected time over Thistle 3397.

Seven Scots from Kentucky, Ohio, Tennessee and Michigan were on the starting line. Other class starts included seven Thistles and two handicap classes, centerboarders and cruisers. Complete results for the Flying Scots:

Place	Fleet #	Sail #	Skipper	Points
1	20	3421	Pat Barry	2 1/4
2	1	2835	Chuck Hoffman	8
3	127	3019	Doug Anderson	10
4	127	2898	Jim Morrison	13
5	127	1728	Duncan Gardiner	15
6	127	355	Charles Byers	17
7	127	3299	Bill Denes	18



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Letters to the Editor

'Freak' description not beneficial

Dear Editor,

I have withheld comments regarding the various proposals effecting rigging philosophy because Tommy and I have been the source of many of the accepted innovations which are beginning to prevail on the Scot racing circuit.

However, Larry Taggart's comments in the September-October *Scots n' Water* do prompt these comments. First, I don't see how the description "freak contrivance" by a class officer in a class publication to characterize someone else's approach to a rigging problem (or philosophy) can be beneficial to the class. The flip-flop action by the Measurement Committee and Board at Lake Carlyle and following, plus the lag in reporting because of the seasonal publication of *S & W*, have caused enough confusion among Scot owners, especially new ones, without adding this inflammatory dimension.

Second, hull and centerboard weight and mast balancing problems were mentioned. I find it incredible that these items are measured by the Class when each purchaser gets a measurement certificate issued by FSSA (signed by the builder) certifying the Scot to "all—requirements and specifications of the FSSA". If

the purchaser cannot rely on this statement, the certification scheme should be abandoned. If not abandoned, maybe the certification should omit sails and running rigging so the purchaser is *somewhat* forewarned. Some items of a Scot cannot be conveniently double-checked by the purchaser. And why should they have to?

Tom Ehman (the elder)
Pinckney, MI

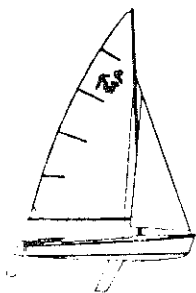
Time for Scot class to decide true desire

FSSA:

The Flying Scot is now entering a new potential era in its growth and popularity with the addition of a new builder serving a large potential market. It is now important for the class to set down once and for all its true desire for the rigging rules. This is important to both new and old builders and buyers. The importance of any new rules is that they can be used for guidelines as well as limitations. I'm not sure of the difference between "optional" and "limitless" or "no rules" but it's time for the class as a whole to decide.

Paul Nickerson, FS 511

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Editorial

Robert B. Hanna, former Editor, dies

Robert B. Hanna, the previous editor of *Scots n' Water*, died October 30.

Mr. Hanna owned Flying Scot 396. He lived at Fremont, Indiana. He was the eighth of nine editors of this magazine, and served in that capacity until 1973 when he resigned because of a vision disability.

In the November/December issue of 1969, eleven years ago, Mr. Hanna observed that membership neared 1700 Flying Scot owners, and that "The designer, builders, dealers, FSSA officers and members have all played a part." His 1969 editorial, now reprinted on the last page of the *Scots n' Water Highlights* concluded with these two paragraphs:

The FSSA was organized to promote Flying Scot class racing under uniform rules, and to maintain rigidly the one-design feature of the Flying Scot sloop. It is the Association's policy, to keep the cost and upkeep of Flying Scots within modest means, and at the same time, insist on high standards of performance and seaworthiness. The Association strives to, and does, promote a one-design class in which racing shall be to determine the skill of skipper and crew by ensuring competition in boats of essentially identical design.

The Association will continue to meet the objectives and remain a strong force by maintaining a roster composed of a high percentage of the Flying Scot class. The fleet is the basic territorial unit. Each Flying Scot Fleet Secretary has the responsibility to collect the annual Association dues, and to extend to new Scot owners an invitation to join the Association. We can help the Fleet Secretaries by our enthusiastic support of the Association. Then we will, as Jack Beierwaltes suggested ten years ago, make new friends, have fun, excitement and stimulating experiences. At the same time, we will be protecting a total class investment of well over four million dollars—and that's worth protecting.

Robert B. Hanna, former Editor of *Scots n' Water*, played a significant part in the Flying Scot Sailing Association. We regret his death.

Welcome New Fleet

The Executive Committee approved the application of Fleet 147, Piseco Lake, Piseco, New York. Fleet Captain is Clarence R. Jones (1770), and Secretary is Edith L. Jones. Other charter members are Dr. Jerome Urban (1886), George Brownlow (2458), Tom Harrison (944), John C. May (2067), George Smith (2181), and George Ramage (362). Welcome Fleet 147 to FSSA!

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Fickle airs favor Dallas' Brad Davis at Texas Wurstfest

by Bob Killian

The airs were light and very fickle for 15 Flying Scots sailing the Lake Canyon Wurstfest Regatta north of San Antonio.

But the winner, Brad Davis of Dallas, enlivened the proceedings by arriving with an extremely large yellow cowboy hat. Maybe that's what prevented Kelson Elam from pulling off a hat trick. (A "hat trick" refers to three goals scored by one skater in an ice hockey match.) Maybe Elam was doomed when he misspelled "Flying Scott" on his entry.

At the end of the Saturday races, Elam had two firsts. Davis and Bill Berry of Houston had split second and thirds.

But the Sunday drifter was fickle to Elam, who finished fifth, and fortunate to Davis in first and Berry in second.

					Total
1. Brad Davis	2	3	1	—	5¾
2. Kelson Elam	1	1	5	—	6½
3. Bill Berry	3	2	2	—	7
4. B. Magill	5	5	6	—	16
5. R. Robinson	4	4	9	—	17
6. K. Strader	10	7	3	—	20

Regatta Schedule

February 28-March 1—Warm-Up regatta for Mid-Winters. Fort Walton Beach, Florida.

March 3-7—Mid-Winter Championships. St. Andrews Bay Yacht Club, Panama City, Florida. (Registration, sail measurement March 3. First race March 4. Last race, Saturday, March 7.)

March 3—Board of Governor's meeting. Panama City, Florida.

August 1—Beginning date of North American Flying Scot Championship. Lake Norman, North Carolina.

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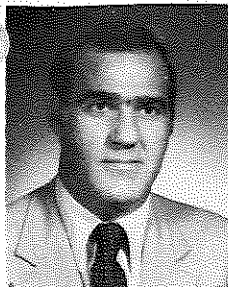
Deep Creek Lake, Maryland, 1st
 Carolina Districts, Morehead City, 1st, 2nd

Punchbowl Regatta, Montgomery, 1st, 2nd, 3rd
 Gulf Districts, Montgomery 1st, 3rd

Mid-Winter (1980), 1st, 2nd, 5th, 6th; (1979), 1st
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Rules 'not restrictive enough' reply 23 of 29 to questionnaire

By Ed Eubanks

Responses to a survey in *Scots n' Water* about "class rules concerning rigging" shows sentiment is about four to one that the rules are "not restrictive enough."

In fact, 23 said "Not restrictive enough", six said "About right", and no one replied "Too restrictive."

Twenty-nine responses is not what you would call a good response, but the questionnaire from the Measurement Committee which went out with statements are now coming in at a much better rate. We'll keep you posted on this.

Opinions have been edited by *Scots n' Water* to reflect cross-section of replies without running all letters and comments in toto. Some responses were not signed.

"ABOUT RIGHT"

"The present rules have stopped some of my good ideas, but I would never want them any more liberal than they are."—**FS 1950**

"... A member should have some freedom in setting up running rigging—vang, cunningham and centerboard sheeting—to his own personal desires..."—**Larry N. Lewis, Fleet 108**

"... Present rules governing rigging... specifically define the Scot as a one-design, well removed from a development boat, and yet the rules are sufficiently liberal to allow those alterations that are necessary to enable the boat to be raced by various crews."—**Peter M. Vogel, FS 537**

"I would like to see absolute prohibition of any further relaxation of present restrictions—a 'strict Constitutional interpretation'."—**Rufus Allen, FS 37**

"I am against long hand lines and internal spinnaker sheets."—(unsigned)

"Additional restrictions, such as those suggested by Sandy are rather inane. They do not affect boat speed. Remember the argument over the length of jib track leads!—**Phil Sturtevenat, Fleet 37**

"NOT RESTRICTIVE ENOUGH"

"Keep the boat SIMPLE."—(unsigned)

"Let's keep it sailing skills—not how much junk can be added to the boat."—**Jerry Brown, FS 625**

"The Flying Scot, in its present form, has, in my opinion been developed to an optimum level. Any further change (improvement?) to the running rigging would not add that much to the safety, speed, or enjoyment of the boat... I wanted to avoid being involved with a class where I would have to engage in a never-ending search for the 'hot set-up'."—**Richard G. Cooke, FS 1271**

"Please observe Strict one-design!"—(unsigned)

"Because of my limited experience, I have been confused over the rigging controversy. Recently, however, I saw some boats which were both foreign to my fleet and, seemingly, to the Flying Scot class. Many have made changes, but those who have lived by the rules should be protected by (the rules)."—**Jim Morey, FS 3277, Fleet 6**

"My philosophy agrees with Sandy Douglass. Keep the Scot simple."—(unsigned)

"Let's go strictly one-design—all boats the same. Why not one-design for sails, too?"—**A.W. Gallagher, FS 3085, Fleet 53**

"I support Sandy Douglass 100%."—**W. Scott Peterson, FS 3433**

"As the Scot today is 'about right', a specifications amendment to make running rigging NOT optional is urgently needed."—**Cynthia Rea**

"Let's not lose what we have."—**B. Lawson, FS 2879**

"I do not care for the complexity of the rigging on many of the Scots I see, and I think we should stop it before it is completely out of hand."—(unsigned)

"Running rigging should be controlled. Internal spinnaker sheets prohibited."—**Bob Vance, FS 2700**

"One of the primary reasons I got my Scot was the purported strict class rules."—(unsigned)

"Let us not become a development class. We don't want our boat—FS 667—to become outclassed by rigging or less weight."

"One-design—not allow changes."—(unsigned)

"I'm with Sandy!"—**Doyle Cougler, FS 1587**

"I would like to see NO changes made or allowed once a boat is delivered from the factory, and that all (Scots) be rigged just like boat Number 1."—**K.R. Dorner**

"Let the only variable be the sailing ability of the helmsman."—**M. Davis, FS 434**



JIBING—Skipper S. Hopkins jibes Flying Scot 3337, while Mike Douglas (FS 2279) holds high. Mike Johnson, Jr., follows in FS 1432. Photo by Wilda Audleman.

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