

# Scots n' Water

March-April 1981  
Volume XXIII  
Number 2

Photo by Wilda Audleman



Mike Johnson, Jr. wins Mid-Winter...2

# Mike Johnson, Jr. wins Mid-Winters with crew Alex Cooke, Kelly O'Brien

by Debbie Peterson

Nineteen-year-old Mike Johnson, Jr. of Fort Walton Beach, Florida, won the 1981 Flying Scot Midwinter Championship.

For the ninth consecutive year, Flying Scot Fleet 75 and the St. Andrews Bay Yacht Club, have hosted this event. This year, 50 boats from 15 states representing 27 fleets competed in the four day, six race series.

Skippers chose in which division (Championship or Challenger) they wished to participate. This choice system did away with having to sail an Elimination Series at the start of the regatta, which was the arrangement used prior to the 1980 Midwinters.

Competition in the 34-boat Championship Division was stiff. A different skipper won each race. Individual race winners were Buzzy Heaulser, John Potts, Mike Johnson, Jr., Paul Blonski, Paul Schreck, and Gene Walet.

Because each contestant was allowed one throw-out race, it was almost impossible to determine trophy winners until the last race.

Johnson, with Alex Cooke and Kelly O'Brien as crew, sailed an excellent series with finishes of 2-2-1-7-4 for 15 3/4 points. (His throw-out race was a 13th.) This makes Johnson the only person who has won both the Championship and the Challenger (1977 and 1980) Division Titles.

Chuck Barnes of Pensacola, Florida, took second place overall, with a 3-5-3-8-7 score for 26 points. Just 3/4 of a point behind Barnes was Buzzy Heaulser from Metairie, Louisiana; and three points behind Heaulser was Pass Christian, Mississippi, sailor, Gene Walet. Fifth place went to Kelson Elam of Dallas, Texas. Paul Blonski, who won the Warm-Ups the weekend before at Fort Walton

Beach, finished sixth; and New Orleans' Benz Faget was seventh.

In the 16-boat Challenger Division, Paul Newton of Raleigh, North Carolina, with Bob Murdock crewing, sailed a

consistent 2-1-2-1-1 series to easily claim first.

Second place went to Michael Hartman of Urbana, Illinois, who also won two races. Ted and Florence Glass of

## Flying Scot 1981 Mid-Winter Championship Championship Division

Skipper	Home	Sail No.	Fleet No.	R a c e s						Total Points
				1	2	3	4	5	6	
1. Mike Johnson, Jr.	Fort Walton, FLA	GYA 111	28	2	2	1	7	4	15	15 3/4
2. Chuck Barnes	Pensacola, FLA	2062	87	3	5	11	3	8	7	26
3. Buzzy Heaulser	Metairie, LA	3398	98	1	17	3	4	2	18	26 3/4
4. Gene Walet	Pass Christian, MS	2623	79	4	6	13	6	19	1	29 3/4
5. Kelson Elam	Dallas, TX	1198	23	dnf	4	12	8	10	3	37
6. Paul Blonski	Brecksville, OH	2843	12	12	21	9	1	7	10	38 3/4
7. Benz Faget	New Orleans, LA	GYA 101	99	7	15	2	11	11	8	39
8. Jerry Hartman	Champaign, IL	3578	135	11	7	16	5	5	14	42
9. John Potts	New Orleans, LA	3521	96	18	1	18	13	9	5	45 3/4
10. Bubby Eagan	New Orleans, LA	3599	98	dnf	3	29	10	6	2	50
11. Billy Mason	Metairie, LA	3413	98	8	27	8	18	15	4	53
12. Ken Kleinschrodt	Mobile, AL	GYA 40	55	6	20	14	2	24	11	53
13. Paul Schreck	Lillian, AL	3317	87	9	14	25	15	1	23	61 3/4
14. Randy SantaCruz	Bay St. Louis, MS	GYA 95	98	15	8	19	19	3	17	62
15. Chris Gambel	New Orleans, LA	GYA 20	96	21	26	4	20	17	6	68
16. Rick Baugher	N. Canton, OH	2862	19	dnf	22	6	9	13	19	69
17. Randy Miller	Panama City, FLA	GYA 63	75	16	25	10	17	14	12	69
18. Scott Sonnier	New Orleans, LA	GYA 26	96	20	19	5	22	26	9	75
19. Rick Lyons	Pinckney, MI	3421	22	5	16	28	14	20	dnf	83
20. Harry Carpenter	Oakland, MD	3601	6	10	24	30	16	16	20	86
21. Jerry Dees	Fairhope, AL	2708	102	17	13	15	28	30	16	89
22. Eldon Harvey	New Orleans, LA	2096	98	dnf	9	7	26	32	22	96
23. Scott Strokes	Evanston, IL	715	3	19	25	21	12	25	24	101
24. Bill Pope	Panama City, FLA	GYA 68	75	dnf	18	20	27	12	28	105
25. Joe McFadden	Montgomery, AL	2609	85	14	28	17	29	28	21	108
26. Pearson Potts	New Orleans, LA	GYA 27	96	24	11	dnf	31	27	26	119
27. Paul Moore	Ballwin, MO	3520	83	13	29	23	20	dns	dnf	119
28. Jack Stewart	Alliance, OH	1342	65	22	12	26	32	29	dnf	121
29. Kent Hassell	Marietta, GA	2481	111	dnf	10	31	33	18	dnf	123
30. Dennis Morris	Springfield, VA	1096	42	23	32	27	23	22	29	124
31. Jeff Stamper	Springfield, VA	3434	42	dnf	31	32	24	23	16	126
32. John Lytle	Falls Church, VA	2301	42	25	34	24	24	31	25	129
33. John Lovell	New Orleans, LA	GYA 23	96	dnf	30	22	30	21	27	130
34. Bob Cornish	N. Canton, OH	3096	65	26	33	33	34	dns	dnf	160

Scots n' Water

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When the wind won't blow, and the tide is running out the river, you anchor and wait. That's what happened in this scene from the Sandy Douglass regatta, Jacksonville, Fla., two years ago.

Sanibel, Florida, took third. John Lee of Panama City was fourth, and David Wagon of Birmingham, Alabama, who also won a race, finished in fifth overall.

This reporter was stationed on the race committee boat, which was not close enough to the action to provide a detailed mark-by-mark account of the races.

High winds greeted the sailors on Wednesday and the first day of racing was postponed. For the few hardy sailors who wanted to race, the first "Allen Douglas No Points Heavy-Air Midwinter Race" was held on the inner bay in front of the yacht club. Six enthusiastic teams

competed. The winner, John Lee of the host club, received a case of beer for the first place prize.

Three races were then planned for Thursday, but only one race was completed.

The first race of the series started in winds of 18 to 20 which built to 28 to 32, causing five boats to capsize and several more to experience gear failure.

Boisterous winds postponed the other two races for the day.

The wind showed more cooperation on Friday, and three races were held. The second race of the series started after one general recall. Skippers sailed in winds from 5 to 10. The third race of the series

was sailed immediately following the second. The wind ranged from 8 to 12.

Race number four was sailed that afternoon following a break for lunch. The wind blew 12 to 14.

Saturday was the final day of racing and the last two races were held back-to-back that morning with an overcast sky. The wind was 12 to 14 for the fifth race, but dropped to 10 to 12 at the start of the sixth race, and then decreased to 5 to 7 for the finish.

Once again, we thank all the officers, committee members, and personnel of the St. Andrews Bay Yacht Club for making the regatta successful and showing us hospitality at its finest.

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 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.

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## 1st Southern Regional sailed in 1967 notes former Governor Tears

To the Editor:

The letter by Messrs. Berry and Kleinschrodt inside the front cover of the Jan.-Feb. 81 issue needs some historical background.

The first Southern Regional Championship was held in 1967 and won by Ms. Harris Garrett. The last running (the 5th annual) was in 1971 and was won by Robert Jefferies, III, of Houston (who still retains the perpetual trophy "Fastest Scot In The South").

Governors during the subsequent decade have not troubled to continue the event.

I certainly hope that the present Governors are successful in re-establishing the event.

Fred Tears

P.S. (for Berry and Kleinschrodt) A major hurdle is compliance with Art. B-VIII of the Bylaws far ahead of the selected date for the event.

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## Sandy pays 'tribute' to the Bill Myatt who made him launch, sing, talk, unrig...

*When Fleet 27 honored Founder William Myatt with a life-time membership in March, Gordon K. (Sandy) Douglass spoke at the ceremony. The following letter was read in "Honor" of Bill Myatt, Scot skipper and dealer.*

by Gordon K. (Sandy) Douglass

*Bill Myatt? Don't ask me about him!*

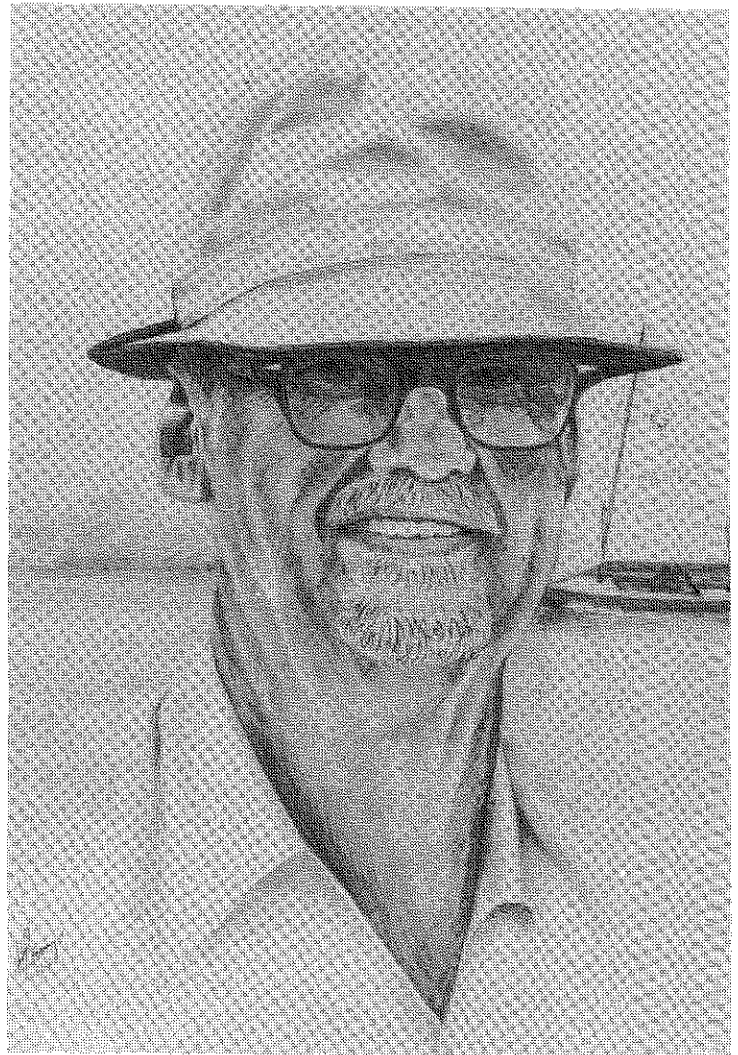
There was a time, for many years, in fact, when I trusted William A. Myatt, III—commonly known as Bill Myatt—but in retrospect I now can see that in his sneaky and fiendish way he was only softening me up, making me drop my guard, so that he could use me to accomplish his underhanded purposes. And I, trusting soul that I am, I succumbed to his wiles.

It started out innocently enough, or so it seemed at the time, with an invitation to be his North Carolina house guest on the occasion of a fleet get-together, perhaps a S.W.E.A.R. party. Then the plot commenced to unfold, very slowly and subtly, of course. Would I mind, he asked, as long as I was driving to Raleigh, would I mind taking along a couple of Scots? Always one to help a friend, I agreed. Simple, wasn't it? After all, it's only a little jaunt of about three hundred miles.

I arrived at the Myatt residence in good season, very happy to think that my troubles were over, and was met at the door by a smiling Bill Myatt, a dissembling rogue giving no hint of what he had planned for me.

Oh yes, he asked, would I mind taking the boats to the shop of a friend who had a hoist we could use to transfer the boats onto their proper trailers? And we must not waste any time because he had arranged for an interview for me with a local sportscaster at the radio station, after which we would have to change our clothes for the dinner. Why were we having to start out so early, and why were we taking along one of the boats? The boat was for the spinnaker drill we were to stage after I had given my talk. My talk? Yes, I was scheduled to give a talk, and there would be three members of a barbershop quartet on hand, expecting me to make the fourth.

We might have a little problem with launching the boat, Bill casually mentioned. This, of course, was because there was a head-high fence surrounding the swimming pool, and the boat would have to be lifted over it, both in and out and, naturally, we would have to rig and unrig the boat, and to load it back onto its trailer in readiness for the trip to Lake Norman. Lake Norman? Yes, we were going there for their regatta—it's only a hundred and fifty miles—and yes, we were taking both boats, both having been bought, and the new owners, of course, were most anxious for me to rig the boats for them, so they could be sure it would be done just right.



The drive to Raleigh, the unloading, interview, launching in pool, dinner, quartet, talk, spinnaker drill in the pool, unrigging, lifting over fence, loading on trailer, to bed at about two A.M. I had had a full day. Then! Up at five o'clock, drive to Lake Norman, launch and rig two boats, sail two races, haul out two boats, then deliver one to Charlotte. By the time I hit the sack that night I was just about done in. I can just picture Bill Myatt, rubbing his hands and chuckling in ghoulish glee! But I foiled him, and am still here to write the story.

\*\*\*

Seriously, though, I have had a long and pleasant association with Bill Myatt, and I'm greatly appreciative of what he has done for sailing, and of the generous hospitality shown me by Jane and Bill on many occasions.

# Newton recovers to capture title in Challengers

By Debbie Peterson

When Paul Newton sailed around the port end of the finish line—neglecting the leeward mark that had been set below the committee boat—the sixth race of the Challenger Division took on new meaning.

Newton had two firsts, two seconds, and was sailing second in the fifth race when he followed the fifth-race leader, Bob McKenzie, to the wrong mark. McKenzie and Newton were disqualified.

Michael Hartman of Urbana, Ill., took all the correct marks, finished second, in the fifth race and with a sixth place throw-out also entered the sixth race with two firsts and two seconds.

In the sixth race, Newton, the North Carolina skipper from Raleigh, started at

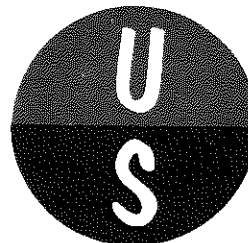
## Flying Scot 1981 Mid-Winter Championship Challenger Division

Skipper	Home	Sail No.	Fleet No.	Races						Total Points
				1	2	3	4	5	6	
1. Paul Newton	Raleigh, NC	2836	27	2	1	2	1	dnf	1	6 1/4
2. Michael Hartman	Urbana, IL	3204	135	1	6	1	2	2	8	11 1/2
3. Ted Glass	Sanibel, FLA	617	30	4	3	5	6	3	2	17
4. John Lee	Panama City, FLA	GYA 65	75	5	5	6	3	4	dnf	23
			3217							
5. David Wagnon	Birmingham, AL	1784	118	dnf	4	4	7	1	11	26 3/4
6. Bob McKenzie	Muncie, IN	2865	29	dnf	2	3	5	dnf	3	29
7. Eric Mason	Panama City, FLA	GYA 67	75	7	10	dnf	4	5	4	30
			2280							
8. Bob Magill	Dallas, TX	1383	23	dnf	8	10	8	6	6	38
9. Ted Graminer	Brooklyn, OH	1282	65	6	7	9	dnf	10	9	41
10. Bill Thorpe	Panama City, FLA	GYA 69	75	8	9	11	11	dnf	5	44
			2280							
11. Bill Singletary	Durham, NC	2110	27	9	dnf	8	12	12	7	48
12. Steve Hartman	St. Joseph, IL	3205	135	3	16	14	9	8	dnf	50
13. Clinton Smith	Casselberry, FLA	3510	131	dnf	13	13	10	7	12	55
14. Charles Byers	Oak Ridge, TN	355	127	13	12	7	dnf	13	13	58
15. Doug Christensen	Ann Arbor, MI	1190	—	12	11	15	15	9	dnf	62
16. Robert Clay	Urbana, IL	3577	135	10	15	dnf	16	14	14	69

the pin, tacked on a header, crossed three sterns and sailed into the favorable lift. Newton led at all marks.

Ted Glass followed Newton home for a third in the Challenger behind Hartman.

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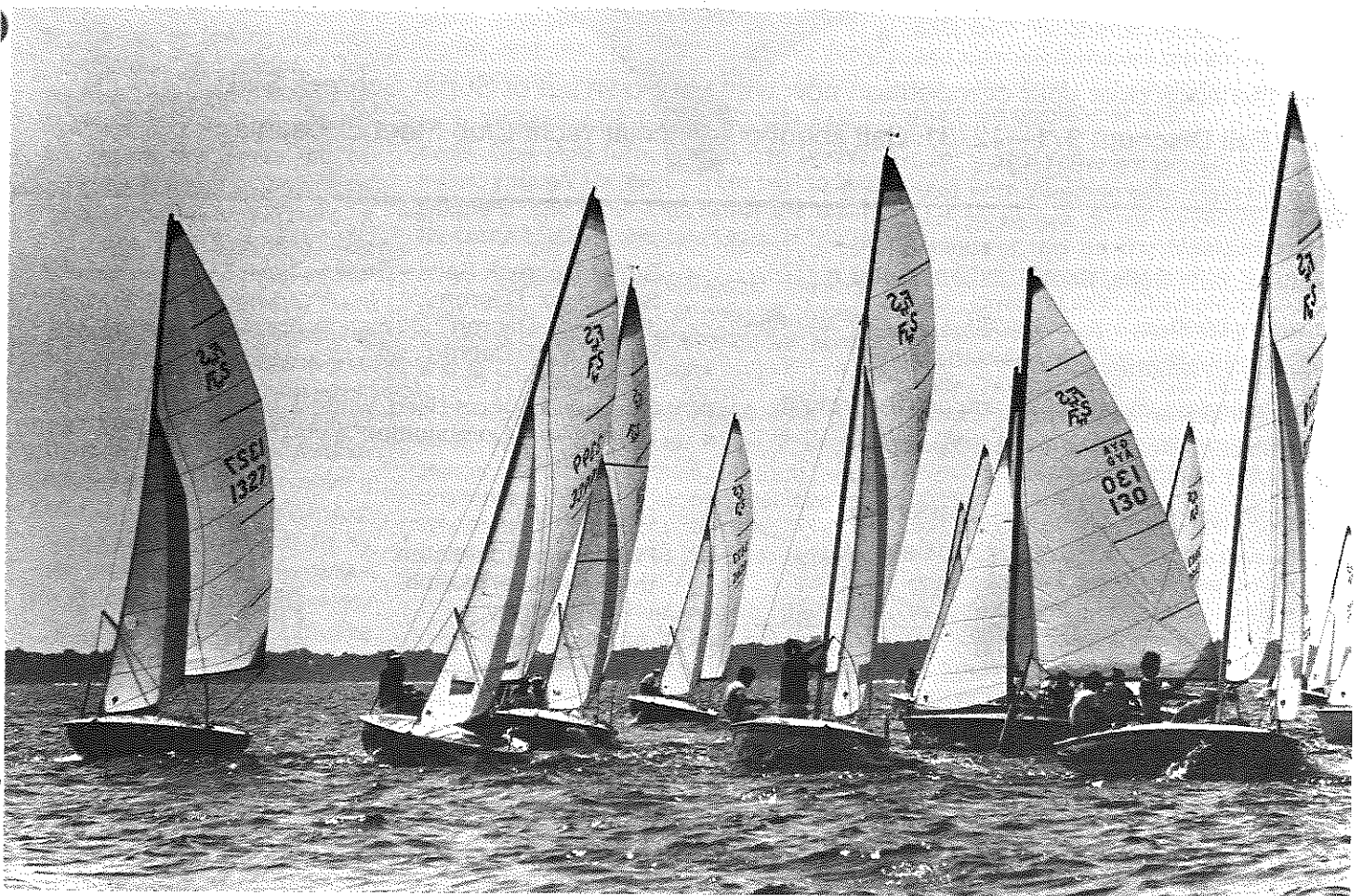
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Inside position helps as Mike Douglas demonstrates. In the top photo, the unidentified leader rounds the windward mark and sets spinnaker. That's Douglas, FS 2278, inside of Barry, FS 3421, Bubby Eagan, FS 3399, and Berry, FS 1327. In the lower photo, Douglas' advantage becomes apparent as he reaches up while his crew prepares to set the spinnaker pole. (Photos by Wilda Audleman.)



# Blonski crew takes Ft. Walton warm-ups

By Mike Johnson, Sr.

"Not bad considering we haven't sailed for six months," commented Paul Blonski after the Ohio skipper won the Mid-Winter Warmups sailed from the Fort Walton Yacht Club.

Of the top ten boats in the warm-ups, five of the craft were refugees from snow-belt states.

What Florida is all about was the order of the day as the last-day-of-February, Saturday presented 75-degree weather, slightly overcast skies, and 5 to 8 knots of southwest breeze. Ohio Lake Sailer Jack Stewart, with wife Martha as crew, showed them how with a pair of first places.

On Sunday, however, the wind increased to 12 to 18 knots. Paul

Blonski, with wife Mary Jo and brother John as crew, won the final race, hard-pressed by Mike Johnson, Jr. with Alex Cooke and Kelley O'Brien aboard. Jack

Stewart, with a tenth in the final race, slipped to third overall.

A senior's division series was won by Marshall Brown and crew John Black.

Skipper	Home	Fleet No.	Crew	Races			Total Points
				1	2	3	
1. Paul Blonski	Cleveland, OH	12	Mary Jo Blonski John Blonski	2	7	1	9 3/4
2. Mike Johnson, Jr.	Ft. Walton, FLA	28	Alex Cooke Kelley O'Brien	6	3	2	11
3. Jack Stewart	Alliance, OH	65	Martha Stewart	1	1	10	11 1/2
4. Gene Walet	Pass Christian, MS	79	Doug Sansom	4	4	4	12
5. Chuck Barnes	Panama City, FLA	75	Duncan McLane Danny Parham	9	5	3	17
6. Christian Gamble	New Orleans, LA	97	Bill Gamble Doug Gamble	5	9	5	19
7. Rick Baugher	Canton, OH	19	Jo Baugher Jack Seifrick	8	2	11	21
8. Paul Newton	Raleigh, NC	27	Bob Murdock	7	14	8	29
9. Bob Clay	Urbana, IL	135	Mike Salmon	10	15	6	31
10. Billy Mason	Panama City, FL	75	Cris Covey Dave Warner	18	8	7	33

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

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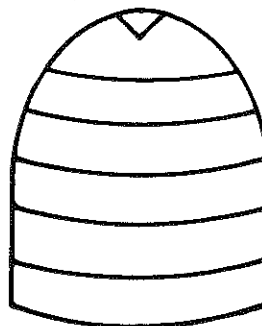
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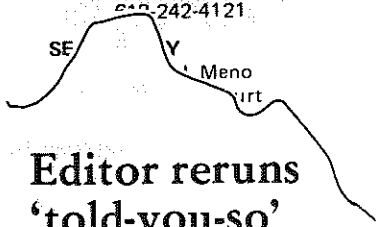


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## Editor reruns 'told-you-so' 1974 column

By Dick Elam

This Editor's column, reproduced with current editing, appeared in the March, 1974, Scots n' Water.

Your Editor claims some power of clairvoyance, and one reason for re-running an old column falls under the category of "I told you so."

The only comment the 1974 column drew came from Joe Becker of Deep Creek Lake. Joe took exception to the flip remark about leaving the race committee on station. Joe retorted "may the Bluebird of Happiness fly up your tiller." Joe missed the point, and by now the Bluebird of Happiness has flown up all our gas tanks.

In the past five years, the North American Championship and the Mid-Winter Championship have failed to attract Flying Scot skippers who had to travel great distances. The time may have arrived to think about a North American Championship that resembles a Mallory—a championship where District qualifiers fly to the regatta and sail furnished boats. Those boats could always be new boats, thereby assuring our boatbuilders some contracts for next year. If all Flying Scots are rigged the same, then this plan would work.

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## Editor's report

# Move people, not boats, to beat fuel shortage

By DICK ELAM

As the bumper sticker says: Sailors have more fun. In the midst of a gasoline shortage, sailors may continue to have more fun than power-boat skippers. And if the sailor happens to be a Scot owner, he may have some ready answers to the energy ~~crisis~~ <sup>crisis</sup>. We have conjured several ways to circumvent a regatta gasoline ~~shortage~~ <sup>bankruptcy</sup>.

Whipping the shortage of regatta fuel lies in the valid assumption that the Scot remains a strict one-design class. That is, speed between boats differs mainly by sails and the nut-on-the-tiller. So, if boats differ little, and because Scots are rugged enough to loan, then the secret emerges. Move people, not boats. Or move more people, fewer boats.

Try these ideas — some mine and some borrowed from Lewis (Buddy) Pollak and the NAYRU — to save fuel, and increase out-of-town sailboat racing:

1. **TEAM RACE** on a home-and-home basis. One club furnishes four to twelve boats, enough for teams from two to six skippers. The other club sends the team by cattle truck or chartered bus.

2. **STAGE A REGIONAL** Mallory Cup type regatta. Furnish all boats. Invite skippers, let them draw for boats and sail on a rotation basis.

3. **SEND TWO SKIPPERS** with one boat. The club hosts an A and B series, similar to the championship and challenger divisions at national events. When the A skipper finishes, the B skipper and crew takes the boat back to the starting line.

Under this two-fleet system, the race committee stays out longer, running six races instead of three. If the race committee stays on station all day, you save gas. ~~If the judges complain, let them eat cake from their ice chest.~~

Another advantage comes when

*(don't rile Becker, again)*

beginning skippers test competition not as hot as the A fleet.

4. **RIG A TWO-BOAT TRAILER**, take one car. Traveling 55 miles per hour, you won't create that much wind resistance with stacked boats. The host club needs to have a tall-enough lift, and two crews in a car need to be compatible on the way home.

5. **CARRY A GAS CAN** in the boat. Most states allow power boats to carry fuel, but you want to check with your insurance agent. Extra gasoline cans carried in the auto will get you ticketed most places. *(carry money belt)*

6. **PROVIDE CHARTER BOATS** for visiting skippers. The charter fee for a national championship has been raised to \$50, with the chartering skipper covering any damage. Skippers can arrive two to a car, one boat. Or charterers can catch the train or plane or bus.

7. **VACATION BY BOAT**. Equip your Scot with camping gear, rig a boom tent and go by sea. Some boyhood fantasies include a trip on the Mississippi, down the Ohio, through the Dismal Swamp, up and down Lake Champlain, up the Susquehanna, all the way to the headwaters of Kerr Lake, Lake Travis, Lake Texoma, and a few other winding waters including intercoastal passages.

This last suggestion doesn't say much about regattas, except you can save lots of human energy picking your times to sail instead of waiting on the committee.

One consolation for my new ways of coping comes from the realization that as petroleum grows scarce, so does resin from which boats are molded.

Your boat value increases as building costs rise. But that suggests another column conceived somewhere between Panama City and Slidell, La., traveling 55 miles per hour.



# SCUTTLE BUTT



1981 Issue No. 2

DETROIT YACHT CLUB FLYING SCOTS

March-April, 1981

Dick Armstrong, Chairman

Tom Kreger, Editor

Sat. Mar. 21  
10am

**Boat Launching Work Party**

- please come
- we need you

The work of many dedicated volunteers is what gets our boats in the water and ready to sail each year. On March 21st (ice permitting), YOU are invited to become part of the ELITE group which will launch about 2/3 of our fleet. You'll even see your name in print in the next Scuttle Butt if you do.

**Spring Off-the-Dock Race Series**  
Every Sat. 10am - Mar. 28 thru May 16  
except May 9

- .Bundle up and join the rites of spring.
- .Participation is limited to Skippers and Racing Skippers only (sorry - Junior Skippers, Helmsmen, and guests will have to wait for other events).
- .Please come on time.
- .The Race Committee makes boat, skipper, and crew assignments by draw from those available to race.
- .Awards will be made in October to the spring Men's and Women's Champions and the person from last year's Novice Class with the highest score.
- .Results will influence DRYA seasonal boat assignments and participation in the DYC Men's and Women's Championships run Labor Day weekend.
- .Plenty of warm clothing, foul weather gear, and sailing boots are a must (wet feet are awful)!
- .More information: see the '81 FS Handbook.

### CALENDAR OF COMING EVENTS

Please refer to the back page of the FS Handbook.

### NOVICE CLASS BECKONS HELSMEN

Helmsmen, the Flying Scot Committee is anxious to see you earn a Skipper card this year. Why not re-up for the Novice Class? There'll be a special section for you and you'll love it. PLEASE NOTE: Your 1981 Helmsman card does NOT automatically enroll you in the Class. You must SIGN UP. Do it at the Cocktail Party April 24 (or April 28, if there's still room for you). See you there.

**FS Annual Kickoff Cocktail Party**  
Friday, April 24, 7pm



.Come to see the friends you've missed all winter and plan to spend a fun evening at DYC.

.Cocktails at REDUCED prices!

.Registration for Novice Class

.Racing champion and dazzling photographer DON CRINER will present his latest multi-media sight and sound sizzling spectacular with six projectors and three dissolve units, 8:30 - 9:30 (\$2 admission for the show).

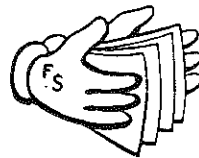
**Achtention!**  
Annual FS Roster going to press soon  
DEADLINE FOR CHANGES: APRIL 24



Please check your mailing label carefully for accuracy. It shows information we have in the FS records. This is how your listing will appear in the '81 FS Roster (going out in May), unless we hear otherwise. Please report corrections as soon as possible to TOM KREGER, c/o DYC.

**Final Boat Launching** Sat. April 25, 1pm (After racing)

Naturally, we need your help. The last 1/3 of our fleet goes in the day after the Kickoff Cocktail Party, in time for the beginning of full schedule sailing activities. A nice day has been ordered. If you're not racing in the Spring Series, your attendance will be particularly welcomed.



**'81 FS HANDBOOK** enclosed with this issue

The DYC Flying Scot "bible" has many revisions this year -- please note them. The book is not meant to read like a novel,

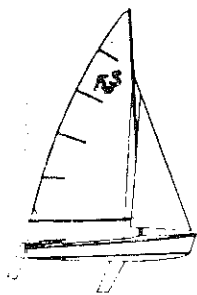
but contains all the rules, schedules, and definitions for everything you need to know (about Flying Scots, that is). Please keep it handy and refer to it often.

Fleet newsletters arouse interest, but few newsletters furnish cartoons that rival the *Scuttle Butt* from the Detroit Yacht Club. Tom Kreger edits the newsletter.

## North Dakota Flying Scots sail 6th annual regatta



# 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

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Builders of the  
**FLYING SCOT®**



Dick Johnson (FS 2536) leads Andy Buchl (FS 3284) on Lake Metigoshe, North Dakota.

## Dick Johnson family wins North Dakota title

The Johnson family won the 1980 Sixth Annual Flying Scot Regatta sailed in September on Lake Metigoshe near Bottineau, North Dakota.

Dick Johnson, FS 2536, with crew Elain Johnson and nine year old son Leif won a closely contested five race series over Curt Eylands FS 3283 sailing with crew Mary Reiten.

Andy Buchl FS 3284 with crew Jay Buchl finished strongly the second day for a solid third place. Fleet captain, Bruce Bjorke FS 2189 and crew Aryls Bjorke, finished fourth.

The Johnson boat, also the winner of the Metigoshe summer series, sailed well according to Skipper Dick because of the recent addition of a third light crew member.

The first day races were run in light air with cloudless skies and a background of autumn tinted trees. KCMX TV of Minot was on hand for reporting and broadcast of the regatta. This television

station periodically has used portions of the regatta for its evening lead in of the news and station identification.

A group of eight Flying Scots with spinnakers flying on a clear fall day on color television is a sight to behold.

Place	Sail No.	Skipper	Race					Total Points
			1	2	3	4	5	
1	2536	Johnson	1	2	1	1	3	7 1/4
2	3283	Eylands	2	1	2	3	2	9 3/4
3	3284	Buchl	4	5	4	2	1	15 3/4
4	2189	Bjorke	3	33	5	4	3	18
5	2049	Bredlow	5	4	7	6	6	25
6	1463	Socha	6	8	8	4	7	33
7	3282	Bergstrom	7	7	6	8	9	37
8-tie	1324	Lavik	9	9	9	7	5	39
9-tie	156	Bosley	8	6	5	DNS	DNS	39

# Measurement committee to act on amendments; co-owners can compete; dues to increase in '82

by Don Hott  
President

The Board of Governors met at Panama City, Florida, on March 3, 1981, at the St. Andrews Bay Yacht Club, with six of the nine Officers and six of twelve Governors present.

**Fittings.** The results of the survey concerning allowable methods of handling running rigging had been made available to the members of the Governing Board shortly before the meeting and was discussed at length. Now that the members have had the opportunity to express themselves on this issue, the Measurement Committee is expected to act upon the many amendments to the specifications which have been submitted by various fleets, and which have been under study for several years. President Hott expressed a hope that this long running and divisive controversy would soon be resolved and laid to "Rest In Peace" with appropriate ceremonies.

**By-Laws Changes.** 1. The Board of Governors removed the last sentence from By-Law B-II-10, which had prohibited co-owners from competing against each other in a sanctioned regatta. For those of you who would like to update your new loose-leaf Handbook, on page 10, right column, under "10. Chartering," mark out the last sentence of the paragraph, reading "A part-

owner . . . replacement boat." At the same time, in the next paragraph, you can correct a typographical error by changing "purchase" to "purpose."

2. In order to control the problem of "token" joint ownership of a Scot, the Board of Governors amended By-Law B-II-6 by adding the following:

"In the case of co-ownership, all owners shall be recorded on the ownership certificate and such certificate shall have been recorded with the Executive Secretary at least 60 days prior to participation in any sanctioned event. This co-ownership rule on eligibility may only be waived by the International Race Committee at the North American Championship or the District Governor in the event of a district sanctioned event."

**Scots N' Water.** The Board was informed of the resignation of Dick Elam as Editor of Scots N' Water following the publication of the March-April issue. The Board expressed its regrets at his resignation, and its appreciation to Dick for his many (nine 9 years as Editor) years of service to the Flying Scot Sailing

---

## Flying Scot & Windsurfing Specialists

**In Stock:** New Gordon Douglass SCOTS with our custom outhaul, cunningham, vang, and jib sheeting; adjustable universal hiking 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 will supply HOOD (M & N), NORTH, or SHORE sails.

**Previously owned SCOTS:** All with new-boat warranty. Call or write for details.

**Parts and Equipment in Stock:** WACO 360° trunk mounted swivel cleats for vang and centerboard, HARKEN and SAILSPEED blocks, adjustable universal tiller extensions, rudder-blade hold-down pins, shrouds and halyards, hiking aids, shroud covers, custom cockpit covers, winch replacements, sailcloth centerboard gaskets, cranks, HAWK windvanes. Do-it-yourself instructions with photos.

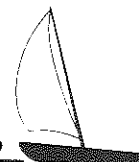
**Check your Gooseneck!** We have all the parts to repair the STAR MARINE/KENYON gooseneck. **Only T-J SALES** has an uncollapsible stainless universal part to replace the inadequate universal which appeared beginning about 1971! \$5.50.

**Accessories:** WETSKINS weathergear, ATLANTIS and STEARNS flotation vests with pockets, CHRONOSPORT racing timers; and AIGLE boots, absolutely the best foul weather footwear for the racing sailor.

**Advanced Racing Clinic:** Friday evening May 8 thru noon on May 10 at Portage Lake near Ann Arbor featuring Tom Ehman, Jr. and Dave Perry of the USYRU Clinics and our staff. Single/multi handed boats. Scot sailors from as far away as Tennessee attended last year's outstanding event! Call or write for details.

**We ship daily by UPS on open account to FSSA members!**  
**We repair hulls, centerboards, and sails.**

**T-J Sales Co.**



8390 Dexter Pinckney Road  
Office: (313) 426-4155

Pinckney, Michigan 48169  
Tom Ehman, Owner

Association. The Nominating Committee, (Bob Vance, Bill Singletary and Bob Hellendale), was requested to begin an immediate search throughout the entire Flying Scot Sailing Association for a new Editor. Input is being requested from all Fleet Captains and District Governors.

**Dues Increase.** The Flying Scot Sailing Association has been operating "in the red" for several years. The last dues increase was in 1975. The inevitable dues increase will be effective for the calendar year of 1982. By-Law B-II-1 was amended to provide the following schedule of dues:

- For Family Members . . . . . \$40.00 Annually
- For Active Members . . . . . \$25.00 Annually
- For Associate Members . . . . . \$15.00 Annually
- For Sustaining Members . . . . . \$15.00 Annually
- For Sponsoring Members . . . . . \$40.00 Annually

This schedule of dues should be adequate to keep the Association in the black for several years, how long depending on our rate of growth and the inflation rate.

**Changes in Specifications.** The following changes to the Specifications have been submitted by fleet action, recommended by the Measurement Committee and approved by the Board of Governors for voting at the 1981 Annual Meeting:

1. Add to S-II-8 the following:  
 "Each such section of foam flotation shall be held firmly in place by at least three (3) securely fastened transverse straps a minimum of three (3) inches wide, plus one securely fastened longitudinal strap at least three (3) inches wide. A 1 1/2 inch nylon tape strap may be substituted for a three (3) inch fiberglass strap."
2. To change the Official Plan of the Rudder to show the width of the blade as twelve (12) inches, plus or minus one-fourth (1/4) inch, instead of the "11 7/8" M/N" now specified.

The first change is designed to prevent flotation from coming out of the Scot following capsize in heavy weather and would require some retrofitting in older boats. The second change is a further effort to tighten our Specifications, since at the present, there is no maximum width to the rudder blade, even though all have been built approximately twelve (12) inches.

**Removal of Corrector Weights.** Don Hott noted that a couple

Scot owners whose boats have been weighed and found to be underweight have felt it was okay to remove the added "corrector weights," either before racing or as soon as the regatta was over. The Board was of the opinion that this was not proper conduct, and requested the Measurement Committee to work on making such practice illegal.

**North American Championship Committee.** A proposed amendment to the Constitution creating a North American Championship Committees was proposed by Fleet 28 and approved by the Board for voting at the 1981 Annual Meeting. This Committee would recommend to the Board the general format of the North American Championship Regatta, but would have no duties with reference to actually running the regatta. Such a committee has functioned as a Special Committee for several years, and this change would make it a permanent committee.

**Flying Scot Neckties.** The Board approved the purchase of 250 neckties, blue with numerous red logos (F-S) for sale to members. More information will appear when they are available for sale.

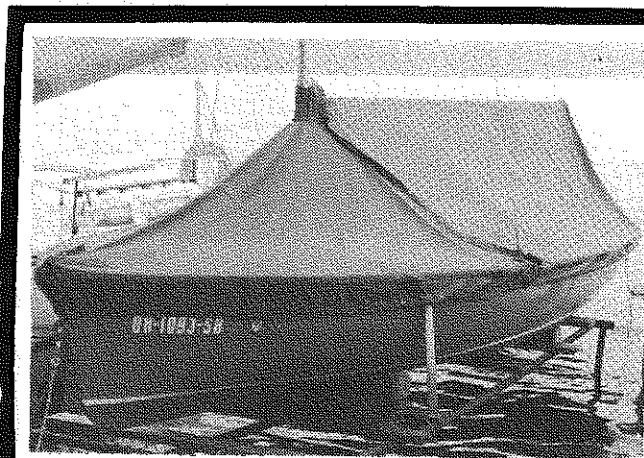
## Paul Newton takes helm of Scot's n' Water

Paul Newton of Raleigh, N.C., winner of the Mid-Winter Challenger Division, will take over as Editor of Scots n' Water effective with the May issue.

Information and advertising for Scots n' Water should be mailed to 619 Yarmouth, Raleigh, N.C. 27607, in care of Paul Newton, Editor.

Dick Elam, who has served as editor since 1973, resigned. Elam, who is chairman of the University of North Carolina Department of Radio, Television and Motion Pictures, will be away from Chapel Hill during this summer. Dick and his wife Margaret will work in Honolulu this summer.

Dr. Elam will also be on leave from Chapel Hill during the spring and summer of 1982 and will be away from Chapel Hill during that leave.



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 \*Made by one design sailors

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- 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 napbac canvas flannel-lined

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

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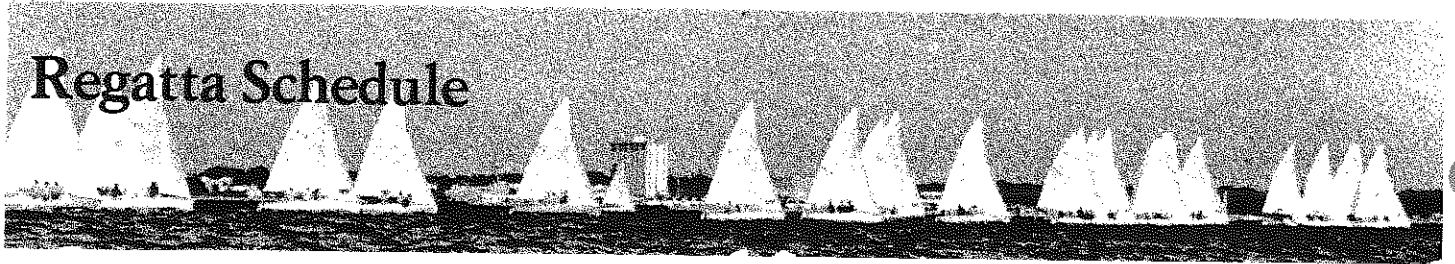
For more information and samples: OR See your local dealer



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# Regatta Schedule



- May 9-10**—Carolinas District Championship, Great 48 Regatta, Lake Norman Yacht Club (Contact Hallam Walker, P.O. Box 2185, Davidson, NC 28036. Tel. 704-892-1276.)
- May 16-17**—Texas District Championship, White Rock Lake in Dallas. (Contact Ann Finster, 214-270-2886.)
- May 16-17**—The Buckeye Regatta at Hoover Yacht Club in Westerville, Ohio. (Contact Parke Boyer, 551 Matthew Court in Westerville, Ohio 43081. Telephone 614-890-2642.)
- June 6-7**—Egyptian Cup Regatta, Crab Orchard Lake.
- June 6**—Invitational Regatta, Skaneateles Sailing Club, Skaneateles, NY. (Contact Cynthia Rea, 924 Nottingham Rd., James NY 13078. Phone 315-445-9194.)
- June 13-14**—Wisconsin Cup, Lake Monona Sailing Club, Fleet 68. (Contact Bob Warren, 4938 Black Oak Dr., Madison, WI 53711.)
- June 13 & 14**—ILYA One-Design "Spirit Regatta", Edgewater Yacht Club, Cleveland, Ohio. Contact Paul Nickerson, 6403 Luelda, Parma, Oh. 44129. Phone 216-749-1481.
- June 20-21**—Flying Scot Gulf District Championship, 1981, Pass Christian Yacht Club.
- June 20-21**—North Carolina Governor's Cup Invitational, Kerr Lake, Carolina Sailing Club (Contact Robert Murdock, 1404 Oakland Ave., Durham, NC 27705 Tel. 919-286-0093.)
- June 20-21**—Father's Day on Barnegat Bay Invitational Regatta; Shore Acres Yacht Club; Shore Acre, NJ. (Contact Ralph Manee; 24 Kingfisher Lane; Toms River, NJ 08753; 201-255-1832.)
- June 27-28**—FS District Championship and Open Invitational for Scots, Skaneateles Sailing Club, Skaneateles, NY. (Contact Cynthia Rea, 924 Nottingham Rd., Jamesville, NY 13078. Phone 315-445-0194.)
- June 27-28**—Ohio District Regatta, Fleet 65, Atwood Lake, Delroy, Ohio. (Contact H.E. Forrest, 1602 Dunkeith Dr., N.W., Canton, OH 44708. Phone 216-447-6322 or 445-5281.)
- July 11-12**—Midwestern Districts, Crab Orchard Lake, Carbondale, IL, Fleet 30, Crab Orchard Lake Sailing Club. (Contact K.E. Tempelmeyer, 1 Pinewood, Carbondale, IL.)
- July 11 & 12**—"Great Scot Regatta", Edgewater Yacht Club, Cleveland, Ohio. Contact Paul Nickerson, 6403 Luelda, Parma, Oh. 44129. Phone 216-749-1481.
- July 11-12**—Oriental Sailing Social, Oriental, NC, sponsored by Flying Scot Fleet 27. (Contact Robert Murdock, 1404 Oakland Ave., Durham, NC 27705, Tel. 919-286-0093.)
- July 18-19**—Prairie District Regatta, Windycrest Sailing Club, Tulsa, OK. (Contact Peter M. Vogel, 212 E. 25th St., Tulsa, OK 74114. Tel. 918-743-0871.)
- July 18-19**—1981 District Championship, Crystal Lake, Crystal, Michigan. Crystal Sailing Club. (Contact Joseph H. Hollander. Phone 517-487-6566. 200 Washington Square, North, Lansing, MI 48933.)
- July 25-26**—Central N.Y. Yacht Racing A, Red Jacket Yacht Club, Cayuga Lake, NY. (Contact Cynthia Rea, 924 Nottingham Rd., Jamesville, NY 13078. Phone 315-445-0194.)
- July 25-26**—Capitol District Championship, Maryland State Championship, Deep Creek Lake, Maryland. (Contact Marry Carpenter c/o Gordon Douglass Boat Co., Inc. Route 4, Drawer AB, Oakland, MD 21550., Tel. 301-334-4848.)
- July 25-26**—Maryland State Annual Invitational Regatta, Deep Creek Lake, Fleet Six. Contact Owen A. Graham, 1238 Fernridge Drive, Pittsburgh, PA 15241.
- August 1-7**—North American Championship, Lake Norman, Carolina, Fleet 48. For chartering contact George Schildroth, 821 Fieldstone Rd., Mooresville, NC 28115. (NAC Chairman is Hallam Walker, P.O. Box 2185, Davidson, NC 28036. Phone 704-892-1276.)
- August 1-3**—Junior North American Championship, Lake Norman. (To be sailed if 5 participants register by July 1.)
- Sept. 19-20**—Greater New York District Championships, Hempstead Bay Sailing Club (Fleet 46). (Contact Joe Alter, 516-481-0731 or 516-446-8600.)
- Sept. 12-13**—Glimmerglass Regatta, Otsego Sailing Club, Cooperstown, NY. (Contact Cynthia Rea, 924 Nottingham Rd., Jamesville, NY 13078. Phone 315-445-9194.)
- Sept. 26-27**—Autumn Regatta—Invitational, Skaneateles Sailing Club. (Contact Cynthia Rea, 924 Nottingham Rd., Jamesville NY 13078. Phone 315-445-0194.)





Flying Scots, on the line, at Lake Norman



Dave Alkine drives FS 569 to windward

## NAC announces motel choices, charter officer

Plans for the North American Championship at Lake Norman have been laid. The championships will begin August 1 with registration and measuring. The last day of racing will be August 7.

Hallam Walker will serve as NAC Chairman.

Races will be sailed on Lake Norman, which lies 25 miles north of Charlotte, the largest city in North Carolina.

Accommodations have been reserved at Statesville, N.C., closest lodgings to the Lake Norman Yacht Club.

Charters should be arranged 15 days before the regatta, and a \$50 check accompanies the request.

The 1981 NAC Chartering Chairman has been appointed by President Don Hott:

"In accordance with the provisions of By-Law B-IX-d. (1) (a), and upon the nomination of Hal Walker, Regatta Chairman, I hereby appoint George Schildroth, (FS2048), 821 Fieldstone Drive, Mooresville, North Carolina 28115, as Chairman of the Chartering Committee.

"Members desiring to charter a Scot for the 1981 NAC should contact the Chairman promptly. See page 18 of the Handbook and Roster for rules governing chartering."

The following hotels are holding 50 rooms until July 1 for the North American Championships at Lake Norman.

### Holiday Inn

U.S. Hwy 21, I-40 and I-77  
P.O. Box 266 Statesville, N.C. 28677  
704-872-4101

J. B. Holcombe, Gen. Mgr.

Single—\$26.00 Double—\$32.00

Additional Persons—\$6.00

King Size—\$27-28 (1 person)

### Ramada Inn

I-77 and U.S. Highway 70

Statesville, N.C. 28677

800-228-2828

Single—\$27.00 Double—\$34.00

Additional Persons—\$4.00

# 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*, 619 Yarmouth, Raleigh, NC 27607.

**FS 822**—Douglass built, white hull, pale green deck, good condition, Ullmer sails and spinnaker, not new. There is no trailer. Asking \$2,750. Harry S. Pitler, 182 North Pearl St., Canandaigua, New York 14424. (O) 716-394-4920, (H) 716-394-4466.

**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. \$9.00 postpaid. Send check to Curt Meissner, Rt. 1, Box 419, Florence, Wis. 54121.

**FS 3140**—Douglass built. Schreck main jib and spinnaker. All gear and pole, lifting bridle, trailer tie down, etc. O.B. motor bracket. Dry sailed. Excellent condition. \$4,500. Howard E. Bartholomee, 5204 Leeds Ave., Arbutus, Md. 21227. Phone 301-242-7318 or 301-255-6193.

**FS 392**—Customflex, excellent condition. Race ready. New Schreck sails. \$2,700 includes all equipment. Stella Zeigler, 4535 Grover Drive, Youngstown, Ohio. 216-782-4213 before 5. 216-782-6400 after 6.

**FS 1455**—Douglass, maroon hull, grey deck. Two sets Schreck sails, spinnaker and rigging, new sheets, mid boom sheeting, telescoping tiller, anchor, wind vane, inclinometer, paddle, Sterling trailer (2 spares on rims). Fast boat, excellent condition. Dry sailed. \$3,600. John F. O'Neill, 4 Burbank Ct., Greenlawn, NY 11740. 516-757-9099.

**FS 2774**—Douglas. White hull, blue deck, Murphy Nye Sails, multi-colored spinnaker. Stern cam cleats for spinnaker sheet and guy, compass, anchor, paddle, outboard bracket, 4 hp Evinrude outboard motor, tent cover, cockpit cover, quick release jib shroud shackle for lowering or stepping mast. Sterling heavy duty trailer with spare tire. Want \$7,600 but will have to give 50% discount. Carl Thompson, 924 East 7th Street, Roanoke Rapids, NC 27870. Office phone 919-537-9142.

**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. \$3,800. Jess Borthwick, 343 Marie Circle, Fort Walton Beach, Florida 32548. Office (904) 243-8129, home (904) 243-7930.

**FS 2251**—Douglass, light blue deck, white hull with blue waterline stripe. Excellent condition. Complete set of Schreck sails. Harken blocks for main, jib, and spinnaker sheets. Moody trailer. \$3,500. Robert Baxley, 4646 Baywood Circle, Pensacola, Fla. 32504. 904-477-5717.

**FS 1097**—1968, blue, topsides refinished with Imron 1980. New Murphy & Nye mainsail, used twice. Asking \$2000. Frank Ayer, W. Mystic Shipyard, W. Mystic, Conn. 203-536-9436.

**FS 3166**—White blue trim, main and jib, cockpit cover, small motor bracket, Pamco trailer. All purchased new 1978 from Customflex, Toledo, Ohio. Very little usage to date. Contact: S.W. Jackson, Fort Smith, Arkansas. Phone 501-452-1333 or 501-783-4113.

**SAIL FAST?** Sailors and sailmakers needed to participate in non-commercial research project to develop and test sails with fast aerodynamic shapes. Sailors will measure winning sails to determine optimum shape specifications for mathematical sail design program. Sails will be carefully constructed and measured by cooperating lofts and sold to sailors at normal price. Computer time will be paid by researcher. Sailor will test sails for speed in two-boat racing conditions. Ted Andresen, P.O. Box 40053, St. Petersburg, FL 33743, (813) 367-1532.

**FS 3206**—Customflex, full set Schreck sails, 3/4 oz. spinnaker, Pamco trailer, full cover, Harken fittings from factory, compass, like new, dry sailed only, barely used. R. Baugher, Akron, Ohio. 216-633-9254.

**Try the Schurr way to put yourself on the map.  
Order your Schurr Sails and move with these**

**Flying Scot Sailors:**

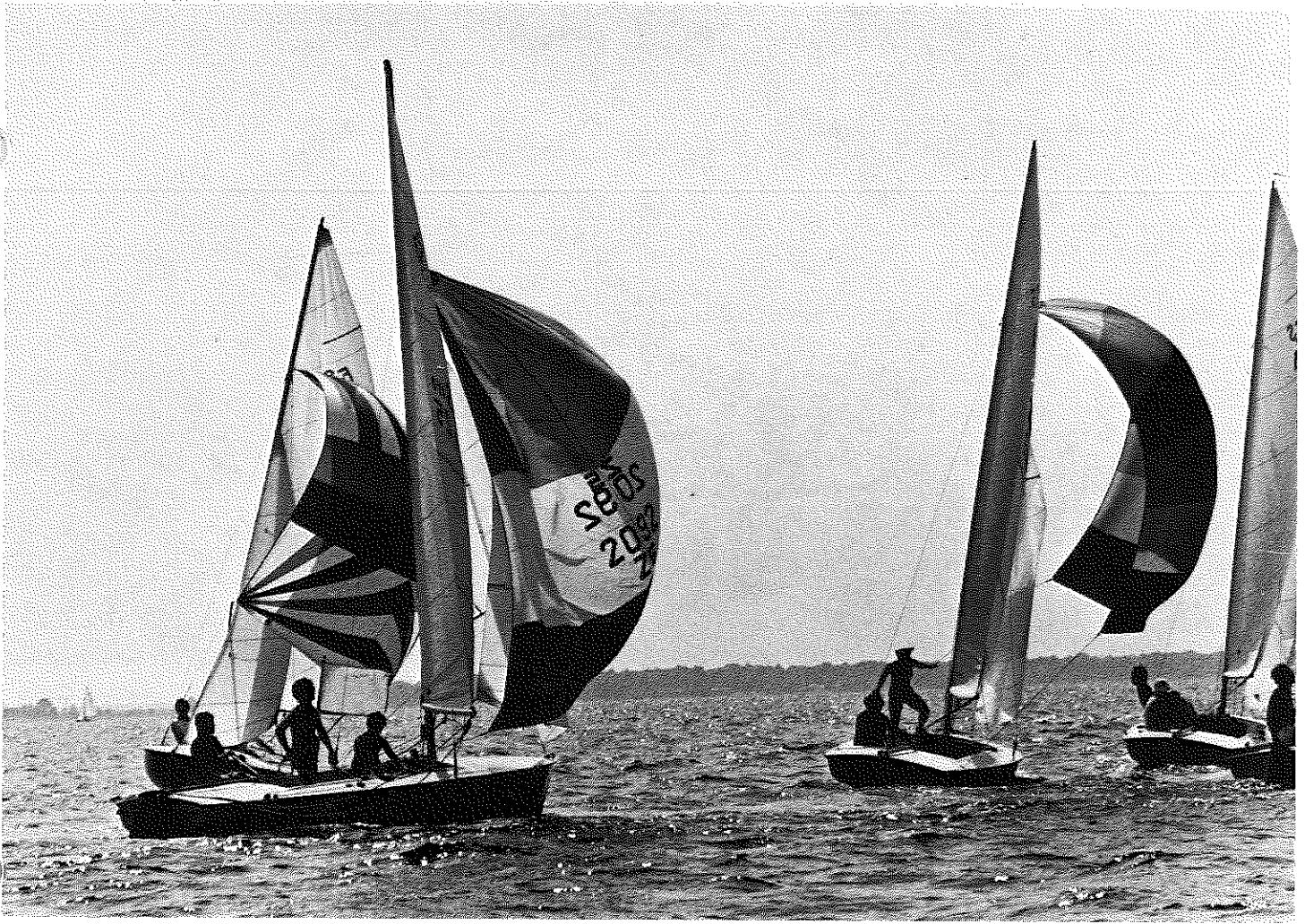
**1981 Mid-Winter Championships—  
2nd, 4th, 6th, 9th, 10th**

**Schurr Sails won Three firsts in six races  
at the 1981 Mid-Winter Championships.  
Schurr Sails won the Challenger Division**

**1st—1980 Sandy Douglass Regatta**

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Pensacola, Florida, 32501  
Telephone (904) 438-9354**



Carrying spinnaker after the jibe requires the close attention of crews on Pensacola Bay. (Photo by Wilda Audleman)

Performance



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Photographer Wilda Audleman captures a parade of Flying Scots nearing the turning mark, just to the right of this picture. Doug Sansom, FS 3400, leads with spinnaker lowered, preparing to round. Marc Eagan, FS 3327, also prepares to

round, while Danny Killeen, FS 2036, douses spinnaker. Other identifiable numbers are Kelson Elam, FS 1198, Buddy Eagan, FS 3399, and Eugene Walet, FS 2623.

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