

Scots n' Water

Nov.-Dec., 1981

Volume XXIII

Number 8

2714
AITS

ES

2714

AITS

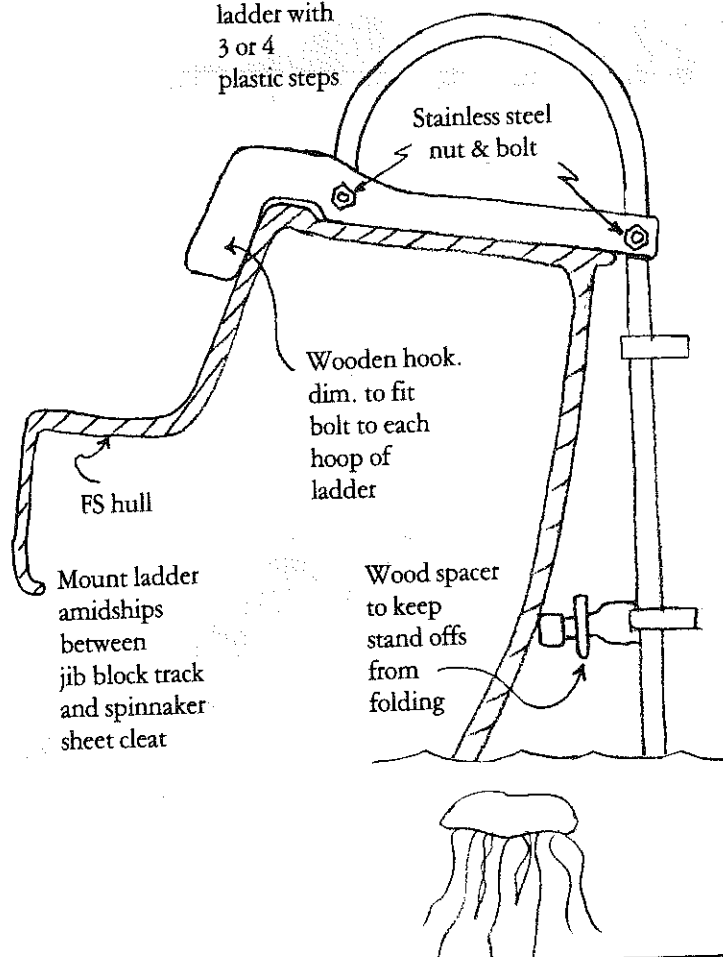
Bubby Eagan, "Sail to Win" . . . 3

Register for Midwinters . . . 5

Northerners better haul those Scots . . . 7

Plan '82 vacation around NAC . . . 8, 9

Commercial
folding aluminum
ladder with
3 or 4
plastic steps



Warren Minnus, FS 2418 invents Chesapeake Bay sea nettle escape ladder.

In the Jan.-Feb. 1978 issue of *Scots n' Water*, Mr. Nudd described a boarding ladder mount that used the jib sheet winches as an anchor point. Although Mr. Nudd attested to the sturdiness of his design, which had survived ten years of rapid egresses from the frigid waters of Casco Bay, Maine, it didn't work for me in escaping from the sea nettles of Chesapeake Bay, possibly because my Scot has Harken turning blocks for the jib sheets. Shown is a boarding ladder that hooks onto the seat back and holds the ladder quite rigidly. My design uses the same inexpensive (\$15-\$20) folding ladder with aluminum tube side pieces and plastic steps and standoffs. The wooden hooks are bolted to each side piece with stainless bolts and nuts and rest against the seat back and deck. The hooks increase the rigidity of the ladder while opposing both the outward and downward forces of a swimmer climbing the ladder. A wooden spacer with two holes slips onto the ladder standoffs to prevent them from folding up and slipping on the hull. I mount my ladder amidship between the jib block track and the spinnaker cleat; dimensions of the hooks are custom fitted to this location. A cardboard cut by trial and error to fit can be used as a pattern for the wooden hooks. It's an evening's project that gives many days of use.

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



If you race to win,
Contact us at:

1111 Anchorage Lane
San Diego, Calif. 92106
(714) 224-2424

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

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

Sailing to Win

1st in a series of articles
for Scots n' Water

by two-time Midwinter Champ, Bubby Eagan

For the past few months, many members of our class have been caught up in the running rigging issue. Much of our class magazine reflects this. It is truly a shame; it reminds me of the guy who would prefer to debate with the race committee as to whether he had been over the line early, rather than to accept his premature start, restart, and get back into the race.

I hope most of us can do just that—get back into sailing. And possibly go one step further, and *sail to win!* Why don't we set a goal of trying to put ourselves into the winner's circle, or at least in that neighborhood? Let us begin to make a serious effort to better our sailing. This is something about which we could proudly write for Scots n' Water.

There are certain basic ingredients that are a part of the winning combination. All these factors contribute, but some count for more than others. Ranking them in importance:

1. Desire to win.
2. Crew ability and practice.
3. Sails.
4. Rigging.
5. Boat.

The only secret to winning is that there is not a single answer. It is the combination of these factors appropriately applied.

You have to start somewhere. The best place to start is with yourself. Face yourself, determine the things you wish to achieve, and write them down in the order in which *you* wish to tackle them. By doing this, your wishes become goals. Without a firm written goal, your thinking will be nothing but wishing—not clear, concise, or attainable.

A good goal is to start winning your club races, and then perhaps your districts. Build into yourself a desire to win. Otherwise, you will never have the motivation to develop the pyramid of pieces of sailing know how.

Once motivated to attain your goal, start with crew ability. The objective is to *develop* a hard working, motivated and dedicated skipper/crew combination. Corky Hadden and I have been routinely sailing together for over five years. We have constantly been learning to work *together*, and to handle most of the situations which develop on the race course. I plan to continue learning with Corky if I can persuade him that sailing is more fun than golf and fraternity parties.

Spending time in the boat is the only way to achieve superior

speed, and when you apply good tactics, you find success.

The next factor is sails. Surely new sails are important to performance. Many races have been won with old sails, but I find it easier to win with up-to-date sails. Regardless though, you must mix the other parts together in order to consistently win.

There are many sailmakers who claim to have "the best" or "the fastest" sails. (You know, the kind that can point higher and foot faster, help you move up in the fleet or give you the racers edge.) At present there are 3 to 4 sailmakers who are good. I look to the one who can build a fast sail, give you good service and personal attention. This combination works well. However, a good sail is not enough; you must be able to set it to the varying conditions for it to work.

Rigging is next in order. The mast rake together with the side stay setting can greatly affect boat speed. These adjustments depend upon your sails and the wind/wave conditions. The running rigging primarily depends upon convenience. I have won the mid-winters once in a completely stock boat direct from the factory and a second time in a conveniently rigged boat from the factory that had a 4 to 1 cunningham, a 3 to 1 outhaul, and 2 Waco 360s, one for the centerboard and one for the 8 to 1 vang. (Don't forget the internal spinnaker sheets.)

The boat, hull and foils, are pretty much standard. Boat bottoms vary from gelcoat to anti-foul. I really believe that one of the best bottoms is an anti-foul painted bottom that has been sanded down with a 600 grade sandpaper. The centerboard and rudder play a larger role than most people think; concentrate on keeping all the edges and the front 3 inches in good, smooth shape.

By taking these 5 ideas into consideration, and working on them, you will give yourself an opportunity to do well. They are all part of before the race preparation.

Let's concentrate our efforts on sailing and its enjoyment. Priorize goals for yourself and write them down so you can achieve at an increasing level of accomplishment. Fire up your desire and "go for it." Remember, that there is no substitute for practice. It weighs heavy in all the champions' books.

In conclusion, there is no way that one can motivate another. One can educate others to give them enough knowledge so that they can motivate themselves. Hopefully we can use the class magazine to this end and discontinue all the verbal blasts from ALL PARTIES.

Scots n' Water

Registered Trademark. Published monthly except Jan., Apr., Aug., and Nov. by FSSA at P.O. Box 11187, Columbia, S.C. 29211. Volume XXIII, No. 8. Subscription price \$8.00 per year. Second class postage paid at Columbia, S.C. 29211 and additional mailing office. Publication No. ISSN 0194-5637.

Postmaster: Please send form 3579 to FSSA, P.O. Box 11187, Columbia, S.C. 29211.

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 (max. 50 words) and check to *SCOTS N' WATER*, 619 Yarmouth Rd., Raleigh, NC 27607.)

FS 1664—Douglass, light blue hull; one new suit of sails plus one set used. All spinnaker gear, lifting bridle and much more. Brand new full length boat cover (\$240). Dry sailed. \$3,700. Great trailer. David A. Mayfield, III, 1522 Roberts Drive, Jacksonville Beach, FL 32250. (904) 241-2431.

FS 3079—Custom flex. Medium blue hull, white deck, white naugahyde seat cushions, Murphy and Nye sails. Harken blocks, motor bracket, boat cover, Pamco trailer with spare wheel, excellent condition—\$4500. Like new Chrysler hi-thrust 7 1/2 HP motor—\$500. J. W. Phebus, 3 Persimmon, Urbana, IL 61801, home (217) 367-6277, office (217) 337-1400.

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.

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 1242—Light green hull with white deck. Two suits of sails, spinnaker, Harkens and galvanized trailer with spare tire. Boat and trailer in excellent condition. Fifth of 28 in FS Fleet 1 Regatta September 1981. Price: \$3500. Gordon Reeve, Cinn., Ohio. (513) 874-0850.

MANY SLIGHTLY USED SAILS for sale. Mains, jibs and spinnakers. Reasonable prices, competitive sails, first quality workmanship. Call or write Shore Sails, 330 W. Spring Street, Columbus, OH 43215. (614) 221-2410.

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 2177—Customflex, 1972. All white. Schreck main, jib, and spinnaker. Pamco tilt trailer, boom tent cover, lifting bridle. Good condition, dry sailed. Don Meyer, 608 Fifth St., Columbus, In. 47542. \$3800.00. (812) 376-3663 days.)

Advertising Rates for Scots n' Water

DISPLAY RATES (per issue)	1 time	3 time	8 time
full-page	\$160	\$130	\$100
Half-page	\$ 90	\$ 70	\$ 55
1/4-page	\$ 45	\$ 40	\$ 35

For copy of advertising contract write to:

FSSA
P.O. Box 11187
Columbia, SC 29211

**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 and 2nd 1981 Great 48 Regatta
1st 1981 Carolinas District Championship**

**1st and 2nd 1981 Punchbowl Regatta
1st Jordan River Regatta, 1981
1st, 1981 GYA Lipton Cup
1st and 3rd 1981 Gulf District Championship
1st 1980 Sandy Douglass Regatta**

**SCHURR
SAILS**

**Send order to: Schurr Sails, 490 South L. Street
Pensacola, Florida, 32501
Telephone (904) 438-9354**

Mid-Winters plan 6 races for title

by President Allen Douglas

Six races—with a throwout if all six races are sailed—will be sailed for the Mid-Winter Championship at Panama City.

First race will be Wednesday, March 31. Registration begins on March 30. Sails will be measured, and skippers must have paid 1982 FSSA dues.

Skippers will select between the Championship and Challenger divisions.

In keeping with our 25th anniversary, we are going to give the 25th person who pre-registers a free ride. His registration will be refunded.

Entrance fee: \$35.00 (\$30.00 if pre-registered by March 21).

Local motels readily available to the club are:

Howard Johnson	Holiday Inn Bayside	Ramada Inn
4601 West Hwy. 98	711 West Beach Drive	3001 West 10th St.
Panama City, Fla. 32401	Panama City, Fla. 32401	Panama City, Fla. 32401
Tel: 904-785-0222	Tel: 904-763-4622	Tel: 904-785-0561

Mid-Winter schedule looks like this:

Tue., March 30	Registration and sail measurement Board of Governors Meeting
Wed., March 31	Registration and sail measurement First Race Raw oyster bar and beer 1730—1900 hrs.
Thurs., Apr. 1	Second and third race Cocktail party 1830-2000 hrs.
Fri., Apr. 2	Fourth and fifth race Dance 2000-2400 hrs.
Sat., Apr. 3	Sixth race Trophy presentation

Registration Form

1982 Flying Scot Mid-Winter Regatta
Panama City, Fla.
March 30-Apr. 3, 1982

Skipper _____

Address _____

City _____ State _____

Sail No. _____ Fleet No. _____

Division _____

Crew _____

Crew _____

Registration Fee \$35.00. (\$30.00 if you pre-register by March 21.)

Make check payable to:
Mid-Winter Regatta Fund

Mail check and form to:
Mrs. Betty Smith
P. O. Box 406
Panama City, Fla. 32401

New Flying Scot owners join FSSA

FS No.	Dist.	Fleet	Name	Address	City	State	Zip
3254	Ohio	80	James & Diane Sutter	129 Laurelwood Drive	Pittsburgh	PA	15237
130			M. Morgenstern	11 Colony Road	Newport	CT	
720			Bruce Albertson	2943 Northwest 66th Street	Oklahoma City	OK	73116
3638	Carolina	48	Michael A. Duncan	827 Ashmead Road	Charlotte	NC	28211
3603			Clinton A. Curtis	1950 Alt. 27 West	Babson Park	FL	33827
3597			Robert A. Purple	5623 Eastburne Drive	Springfield	VA	22151
3666			Richard A. Baugher	1584 Mount Pleasant Road	North Canton	OH	44720
3622			C.F. & Elaine J. Wheatley	10713 Stannore Drive	Potomac	MD	20854
94			W. Gary Williams	83 Grasmere Street	Newton	MA	02158
491			Edward R. Thoms	5503 Sherington Road	Fort Wayne	IN	46804

GO FAST

Super Schreck Sails

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.

The sails are just plain fast. In 1979 and 1980 Super Schreck Sails have produced these results:

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.

And many more.

Get the edge over your competition now with your own set of Super Schreck Sails.

10% Fall Discount 9/1 - 12/31. Call about our Special Yacht Club Fleet discounts.

Please ship _____ Suits, Scot # _____ Color # _____

Average wind speed _____ to _____ mph.

- ☐ I prefer the all weather suit.
- ☐ 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 _____

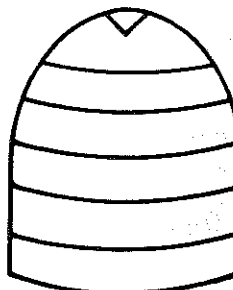
Phone _____ / _____

Signature _____

**For turn around sail or rigging repair, ship UPS.
Swaging—covers—rope to wire splicing.**

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

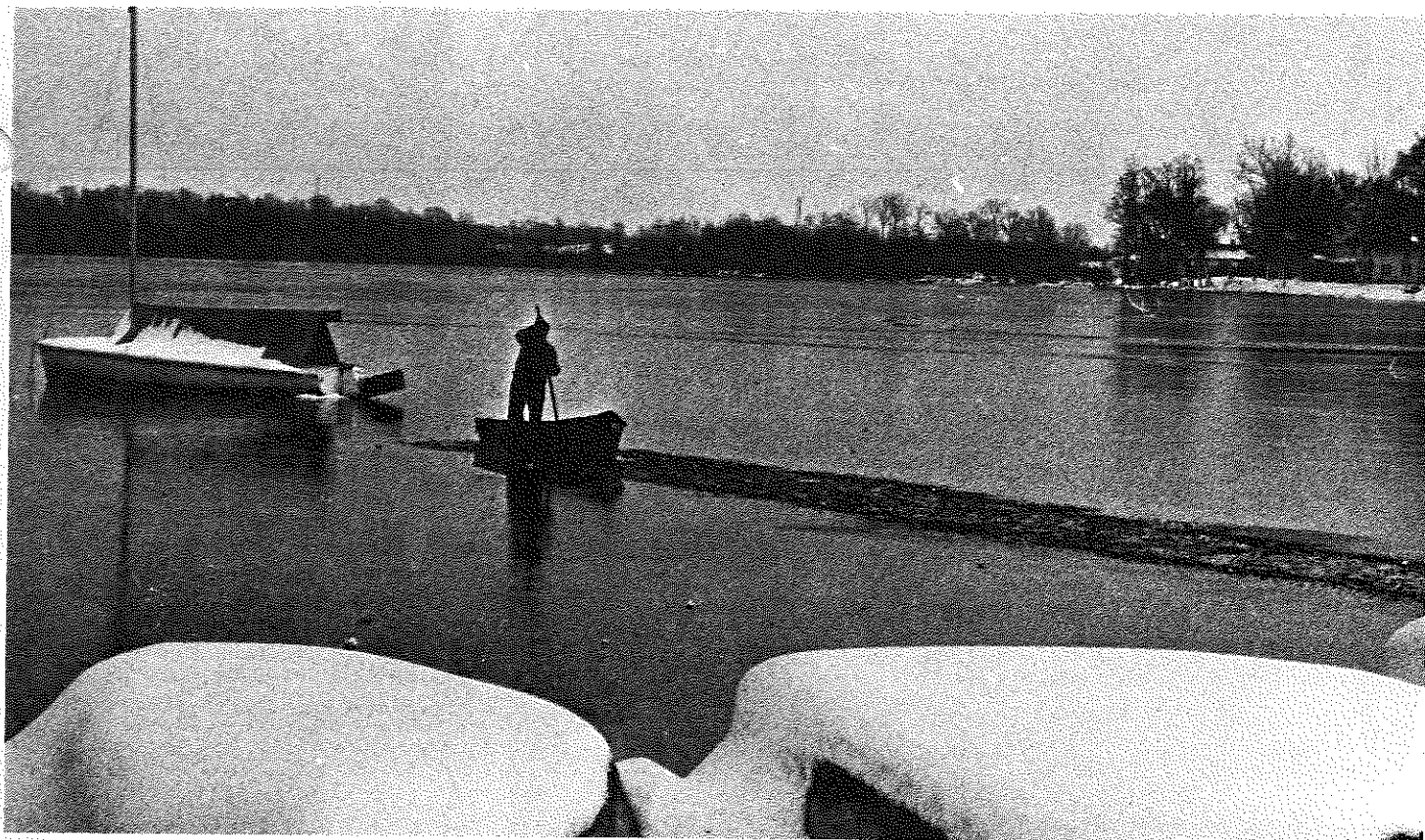
Please mark colors on
the Spinnaker sketch.



PAUL SCHRECK & CO.
SAILMAKERS



S. Scenic Drive
Lillian, Alabama 36549
205/962-2570

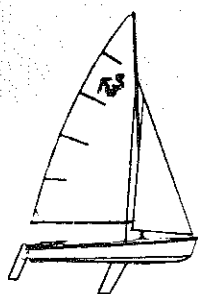


This photograph was taken by a member of the Gulf Atlantic Yacht Club, Gainesville's Sailing Club, who was visiting in Michigan in late fall. He tells me that the photo was taken on Lake Lansing, sometime shortly after Halloween. Explaining the photo, he says that the lake has magnificent sailing weather in the fall,

but the boats have to be out of the water by the latter part of October, early November—or else. And what is the 'or else'—trying to get them out of the ice, as someone is trying to do in this photograph.

Photo sent in and caption by Jerry Bennett FS 3308

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

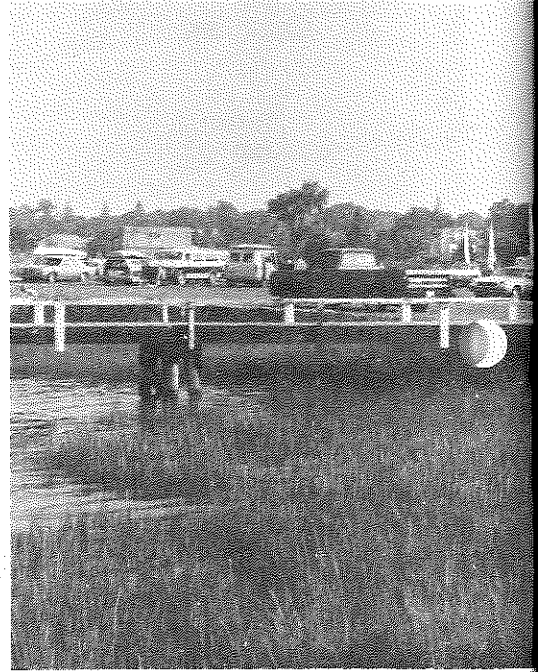
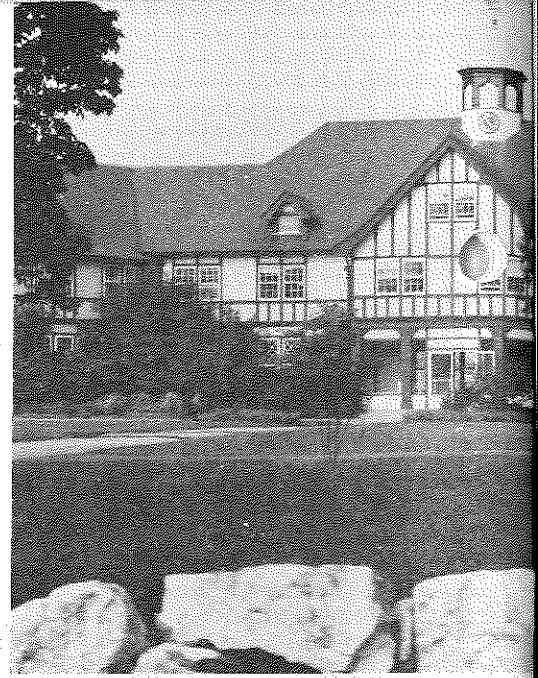
Call 301-334-4848, Monday-Friday between 8 a.m. and 4 p.m.
Saturdays 9 a.m.-11 a.m., or write

GORDON DOUGLASS BOAT CO., Inc.

Deer Park, Maryland 21550



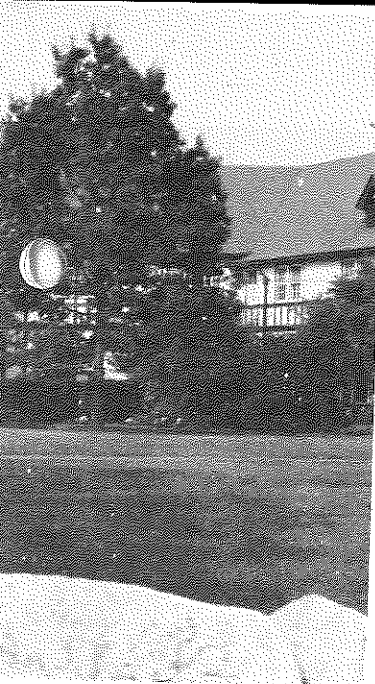
Builders of the
FLYING SCOT®



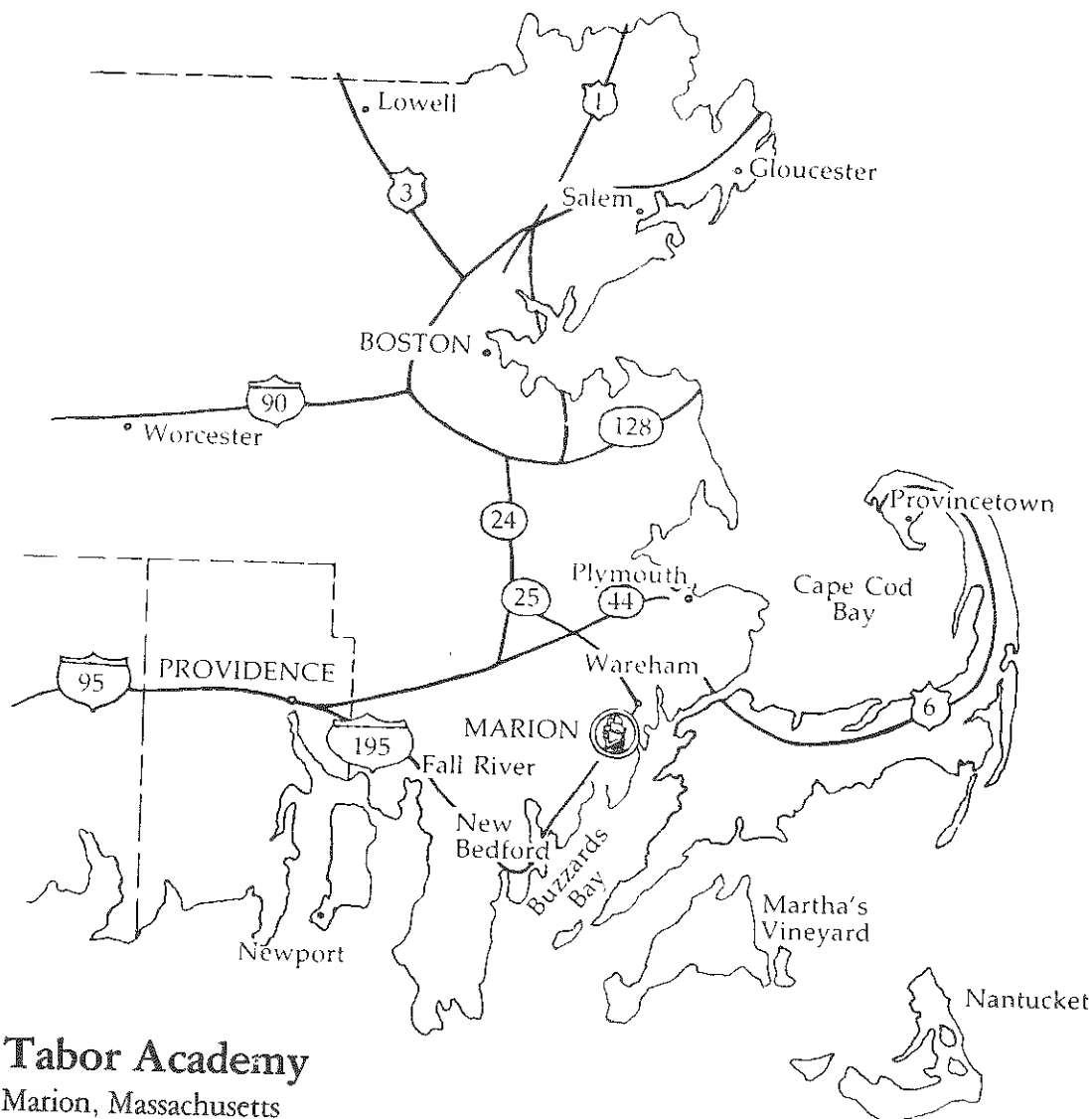
Pictures show grounds, piers, hoists and



**Make plans
attend 198
Marion, M**



or at Tabor Academy.



Tabor Academy

Marion, Massachusetts
Take I-195, Exit at Marion

Pictures, map and
article by
Chuck Winans,
Northeast District Governor

now to
NAC in
ss, August 7-13

For those of you not already aware of this event, the 1982 NAC's will return to New England waters for the first time in 18 years (Riverside, Connecticut is not *really* New England). As a guide to those southern boats which seemed to dominate the 1981 NAC's we are printing a map of the area and suggest that everyone start now to look ahead to their vacation schedule and mark off two weeks vacation—one week to spend in Marion, Mass., and the remainder to spend in transit and to visit the sights. Note how close Marion is to Boston (one hour) and to other famous stopping places such as Newport, Plymouth, Cape Cod and Nantucket.

Marion is a small picturesque town located on Buzzards Bay and only 20 minutes from either New Bedford or the Cape Cod Canal, gateway to Cape Cod. Martha's Vineyard is only a 45 minute ferry from Wood's Hole, which is less than 45 minutes from Marion. And, of course, don't forget about Boston, which has had a face lift in the past 10 years, and is filled with exciting visiting spots such as the new Quincy Market area, Beacon Hill, the Waterfront, Museum of Fine Arts and the JFK Library.

In the next issue, we will give you some idea of the cost of staying at Tabor Academy, right on the harbor at Marion. It will be a bargain you cannot afford to overlook.

Flying Scot Fleets and Districts

MIDWESTERN DISTRICT

Governor: David A. Wyatt
437 Highland Rd.
Des-Treces, Mo. 63122

District Champion: Paul Moore, FS 3520

- 2—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—LAKE DELEVAN, 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: Jim Calvert
1230 West St.
Emporia, KS 66801

District Champion: Jim Calvert, FS 1725

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

TEXAS DISTRICT

Governor: Bill Berry
2301 W. Shannon
Deer Park, Texas 77536

District Champion: Jesse Uyeda, FS 243

- 23—DALLAS, TX—White Rock Lake
- 32—HOUSTON, TX—Galveston Bay
- 66—PORT ARTHUR, TX—Lake Sabin
- 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 414
Diamond Spring, Ca. 95619

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

MICHIGAN-ONTARIO DISTRICT

Governor: Richard Armstrong
13600 Woodmont
Detroit, MI 48227

8—DETROIT, MI—Edison, BC—Lake St. Clair
15—KALAMAZOO, MI—Gull 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—Elk Lake
- 129—ORCHARD LAKE, MI—Cass & Elizabeth Lakes
- 148—MCCRACKEN'S LANDING, MI—Stony Lake

OHIO DISTRICT

Governor: William Tingle
3104 Leeburg Rd.
New Kensington, PA 15068

District Champion: Paul Blonski, FS 2843

- 1—WILMINGTON, OH—Cowan Lake
- 4—MANSFIELD, OH—Clear Fork Lake
- 12—CLEVELAND, OH—Edgewater YC—Lake Erie
- 14—SPRINGFIELD, OH—Kiser Lake
- 19—CANTFIELD, 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: Ken Kleinschrodt, FS 1812
9 Rose Avenue
Mobile, Alabama 36608

- 28—FORT WALTON BEACH, FL—Choctawhatchee Bay
- 38—MOBILE, AL—Mobile Bay
- 45—JACKSON, MS—Ross Barnett Reservoir
- 55—MOBILE, AL (BYC)—Mobile Bay
- 75—PANAMA CITY, FL—St. Andrews Bay
- 79—GULFPORT, MS (GYC)—Mississippi Sound
- 85—MONTGOMERY, AL—Lake Martin
- 87—PENSACOLA, FL—Pensacola Bay
- 90—MIAMI, FL—Biscayne Bay
- 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 ASSOC.—Arkabulla Lake, MS
- 118—BIRMINGHAM, AL—Lake Logan Morgan
- 121—TUSCALOOSA, AL—Lake Tuscaloosa
- 127—NASHVILLE, TN—Perry Priest Lake, Barren River Reservoir
- 131—JACKSONVILLE, FL—St. John's River
- 133—LITTLE ROCK, ARK—Grande Maumelle Lake
- 144—PASS CHRISTIAN, MS—Mississippi Sound
- 150—ORLANDO, FL—Lake Conway

NEW YORK LAKES DISTRICT

Governor: Cynthia Rea, FS 1875
924 Nottingham Road
Jamesville, NY 13078

District Champion: Janet Besse, FS 1875

- 35—CHAUTAUQUA, 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
- 145—SENECA FALLS, NY—Cayuga Lake

- 147—PIESCO, NY—Piesco Lake

NORTHEAST DISTRICT

Governor: Chuck Winans
15 Rolling Lane
Dover, Mass. 02030

District Champion: Bill Bazeley, FS 1636

- 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
- 124—DUXBURY, MA—Duxbury Bay
- 149—KITTEERY POINT, ME—Potsmouth Harbor

GREATER NEW YORK DISTRICT

Governor: Lawrence McCarthy
67 Great Hill Rd.
Ridgefield, Ct. 66102

- 7—RIVERSIDE, CT—Long Island Sound
- 10—MORICHES, L.I., NY—Moriches Bay
- 21—LOVELADIES HARBOR, NJ—Barnegat Bay
- 24—NEW FAIRFIELD, CT—Candlewood Lake
- 31—SHORE ACRES, NY—Upper Barnegat Bay
- 46—ISLAND PARK, NY—Hempstead 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, FS 3601

- 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
- 84—LEOLA, PA—Lake Clark
- 86—BALTIMORE, MD—Magothy River
- 97—BETHESDA, MD—Chesapeake Bay
- 137—RICHMOND, VA—Deep Creek Reservoir
- 139—HANOVER, PA—Lake Marburg
- 146—PODICKORY, MD—Chesapeake Bay

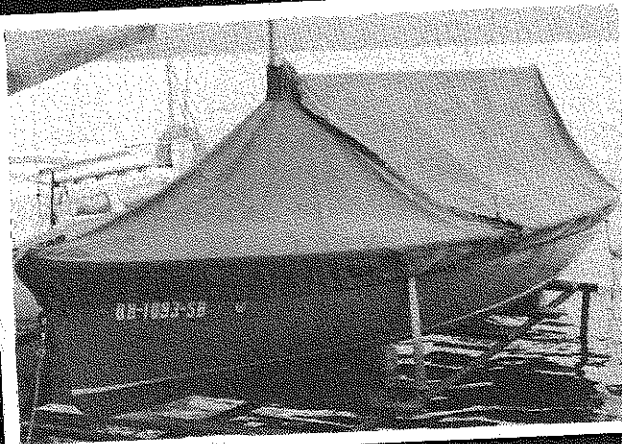
CAROLINAS DISTRICT

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

District Champion: Paul Newton, FS 2836

- 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
- 126—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 napcab 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



Sandy discusses the Flying Scot small inside cockpit cover

by Gordon (Sandy) K. Douglass

The Flying Scot small inside-cockpit cover is a delightfully handy and efficient device which saves a great deal of time, effort and perspiration as compared with the large over-the-boom type, and a lot of bailing if it is installed right. Especially for boats on moorings it makes boarding and leaving so very much easier, and when it is properly installed it sheds the rain as well as any. But there's the rub. As I go around I find that many owners do not understand how to install the cover. Some even make a project of what should be a very simple operation, some do it backward and end up with the cover bucketing rain into the boat.

Here is how to install the cover for best results—and for simplicity of description, let's start with the cover in use, installed in the cockpit. Note that the ridge-line is taut and is supported in the middle by the little support line. Note, too, that the battens are underneath the cover, not on the top of it. The steps for removing the cover are simple and few: first, on boarding the Scot on the starboard side, unhook the little support line which keeps the ridge from sagging. Next, flip the starboard side of the cover up and over onto the port side. Untie the ridge line from around the boom, then loosely roll the cover forward until you reach the

forward end, unhook the ridge line, then stow the cover under the port bow deck.

The steps in installing the cover are merely the reverse of this, with a few caveats: first lay the rolled-up cover in place on the port side, resting on the port seat and the trunk. Pass the ridge line around the mast *at deck level* and hook it onto itself. Unroll the cover toward the stern. Now pass the ridge line up through the deck strap, give it a turn over the boom and sweat it up *taut*, because for proper operation the cover depends on a taut ridge line. Wrap the line around the boom, crossing over itself, then take another turn around, again crossing over itself, to prevent any slipping, then tie it off with a couple of half-hitches. As you leave the boat, flip the starboard side of the cover over and into place, then hook the little support line into the sail groove of the boom. The support line should be set so that it holds the ridge line in a straight line.

There will be a small gap at each end of the cockpit through which a little rain may fall into the boat, but these same gaps provide needed ventilation, and the chances are that the water soon will evaporate.

Performance



Durability



Quality



HOOD SAILMAKERS CHICAGO

2243 North Elston Avenue Chicago, Illinois 60614
Telephone (312) 384-2828

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 BOSTON sails.

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

Parts and Equipment in Stock: WACO 360 trunkmounted swivel cleats for vang and centerboard; shrouds and halyards, hiking aids, shroud covers, custom cockpit covers, winch replacements, cranks, sailcloth centerboard gaskets, HAWK windvanes. Do-it-yourself instructions, with photos, supplied.

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. \$6.00.

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

Advanced Racing Clinic: Plan now to attend the 1982 Clinic, Friday evening, May 7 through noon on May 9, at Portage Lake, near Ann Arbor. The Clinic features USYRU instructors and our staff. Single/multi-handed boats. Scot sailors from as far away as Tennessee and New Jersey have attended this outstanding event! Call or write for details.

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

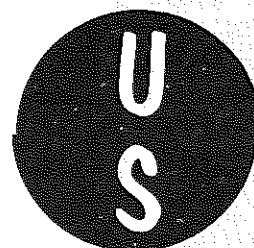
T-J Sales Co.



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

Pinckney, Michigan 48169
Tom Ehman, Owner

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



Ullman Sails enjoys a reputation for World Championship 470 sails as well as winning sails in the Snipe and other one-design classes. Now the Ullman Sail company—both in Newport Beach, California, and in Dallas, Texas—introduces a Championship-quality Flying Scot suit of sails.

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.

The Ullman Sail loft reworked the first pattern.

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.

Ullman Sails won three firsts in eight races. Ullman Sails finished third overall in the Championship Division. With these Ullman Sails, we feel extremely competitive in any condition. And you can enjoy the same confidence.

Call US for your suit of Championship Ullman Sails.



Ullman Sails
410 29th Street
Newport Beach, CA
(714) 675-6970



Ullman Sails South
309 N. Oakland
Dallas, TX
(214) 741-2364

Peter Beam wears Regatta Crown, but Bill Bazley retains Northeast District Championship

by Chuck Winans, Northeast District Governor

The North East District Regatta was held on August 7-10 at the Beverly Yacht Club in Marion, Mass. 27 District Flying Scots were joined by 4 out of district Scots from Connecticut, New Jersey, and New York to make up a starting fleet of 31 for the 5 race series. The District Regatta was held in conjunction with the Buzzards Bay Regatta which brought together 17 one design classes plus cruising boats on five separate starting circles in Buzzards Bay. Except for the single handed boats such as Lasers and Windsurfers, the Flying Scots were the largest single one design class which was a remarkable feat in itself seeing as there is not a single Scot domiciled within 40 miles of Marion, Mass. The drawing card for such large participation was a chance to test the waters of the site of the 1982 North American Championships and to look over the facilities of Tabor Academy which will be the headquarters of the 1982 event. Tabor Academy can house up to 250 on double rooms plus has eating facilities for 400, along with excellent parking space, docks, two electric hoists, gym, tennis courts, and a super view of the harbor. The feeling was unanimous that the physical facilities are outstanding.

The first race on Friday with 31 Scots on the starting line began in light variable northerly winds which occasionally dropped to zero. Ken Wright from Rockport led the pack with the ultimate leaders, Peter Beam and Bill Bazley 5th and 2nd respectively. By the start of the second race the wind had switched to the normal southwest prevailing direction with increasing velocity. By the end of the race the winds were up to 20 knots and Peter Beam took first place. The end of the first day's racing was followed by an informal cookout and beer party at the Beverly Yacht Club. Saturday began with a normal southwest wind at an abnormal 6-12 knots. Peter Beam and Bill Bazley each took a first place in the two races which brought the two leaders to within 1 point of each other with one race to go, even after adjusting for an allowed throwout race. Sunday, the final day started out with zero wind. As boats drifted to the starting line we wondered if there would even be a start. However, enough of a light northerly wind came up to start the race. After the three triangle legs the wind direction shifted and the windward mark was shifted into the southwest. At this point Peter Beam and Bill Bazley were still neck and neck in their private match race with Peter holding a slim edge. After rounding the fourth mark the wind dropped leaving everyone to guess where the new wind would come from. The new wind eventually came from the southeast, resulting in the fifth leg being a beat and a shortened course. Peter Beam pulled it out again with a first, thus ending his first series in New England waters with 3 firsts and 2 fifths. Last years winner, Bill Bazley, was only 3 1/3 points behind, followed by three Harwichport boats, Joe Gallagher, Frank Pettee, and Chuck Winans in that order.

All in all the regatta was a big success. Every possible wind direction and velocity was experienced except for the extra strong south westerlies for which this area is noted. The races were well run, and the Beverly Yacht Club was an excellent host. The general feeling among the Scotters was that the location and physical facilities are perfect for the 1982 NAC.

Overall	Skipper	Boat No.	Total Points
1	Peter Beam	3501	7 1/4
2	Bill Bazley	1636	10 3/4
3	Joe Gallagher	3295	15
4	Frank Pettee	2339	17
5	Chuck Winans	3291	19
6	Neil Smit	3182	22
7	Bob Schneider	3262	27
8	Jeff Morgan	1444	27

The Ideal Gift
for
Christmas
or any other
occasion.

The
Official
Flying Scot
Necktie

Classic navy blue quality men's necktie with miniature 'F/S' logo woven throughout in red. You'll be proud to give this tie as a gift to a Scot sailor!

\$12.00

Send check payable to FSSA to
FSSA, P.O. Box 11187. Columbia, SC 29211



Group shot of the 42 skippers and their crews who participated in the 1981 Capitol District Championships. The Deep Creek Lake Sailing Club clubhouse is in the background.

BOSTON SAILS

Many long-time Flying Scot sailors know the name Boston and remember when Boston sails were dominant in the class. Times changed and Boston faded from the scene.

Times have changed again. This past spring, Boston spent many long hours on the water and in the loft analyzing and testing the currently available sails, designing and redesigning until we had a set that tested faster than any other.

This new design has been used in two regattas this summer. At the Michigan districts, Bostons were 1st and 2nd. And at the 1981 NAC's, a Boston equipped Scot topped the fleet, showing superior speed in all conditions.

The sails and their performance are not an accident. They are a product of logical testing and long sailmaking experience.

For details on these NAC winning sails, call or write Larry Klein.

BOSTON SAILS, INC.

38857 HARPER AVE.

MT. CLEMENS, MI

313-468-1488

Harry Carpenter successfully defends his title to the Capitol District Championship

Fleet 6 hosted the 1981 Capitol District Championship in conjunction with the annual Maryland State Championship on July 25 and 26, 1981. Deep Creek Lake provided unusually good winds for the 42 boats which competed in two divisions. Harry Carpenter, 3601, won the championship with a consistent 2-1-2 score. Dough MacMillan, 594, Rick Baugher, 2862, and Sandy Douglass, 3000, finished second, third and fourth respectively. In the challenger division, Tom Grahm, 1296, sailed to a first while Dave Morey, 3277, and Tom Schruger, 2682, finished second and third.

Jim Harris wins "Whale" ...

by Bernie Knight, Fleet 83

The Carlyle Sailing Association celebrated its 10th anniversary by hosting the 21st "Whale of a Sail" September 19 and 20 at L. Carlyle, Ill. The fete attracted 280 boats in 20 fleets, and it was sailed on three separate race courses. In that number were 11 erstwhile Flying Scots, including Clark Ashby (FS #4) from Crab Orchard Lake and Susan Clay (FS 3605) from Clinton Lake. All others stemmed from the host fleet headquartered in the St. Louis area.

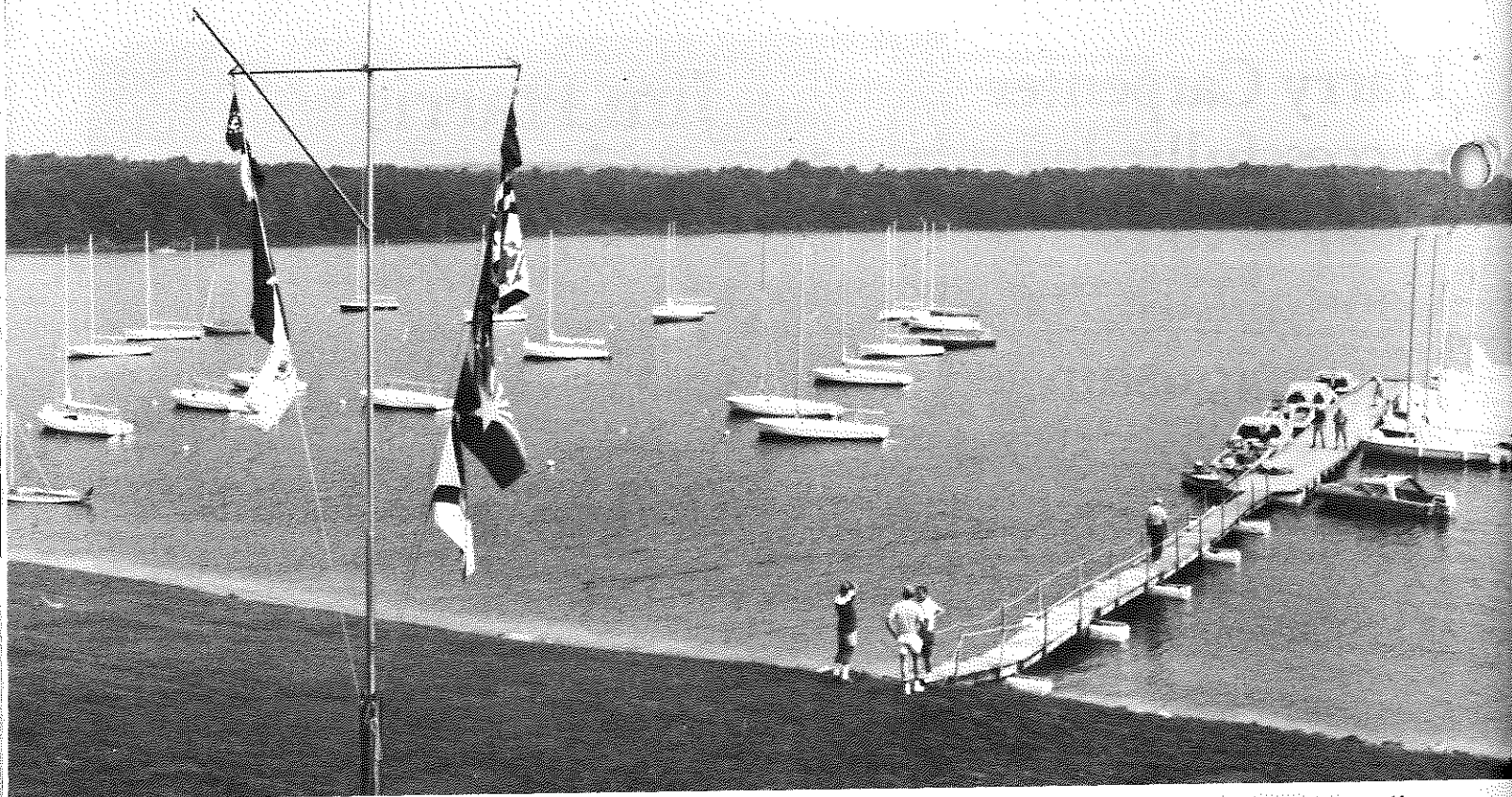
Saturday saw a chilly SW breeze of 15 knots, with gusts to 20—a la Mid-Winters—with a 2 foot chop under cloudless skies. Jim Harris, with help of two athletic young ladies, got out front early and sailed a very impressive pair of bullets on Saturday. All the action was behind him as Bernie and Barbara Knight, one of only two boats daring a spinnaker, surfed from behind to close a half a leg gap on one leg and to open a similar gap on the ensuing leg. The afternoon race, which several of us felt was a little fresher than the morning race, was a repeat performance. However, places behind Harris changed on each leg and Paul Moore III in a borrowed boat managed to get Curt Elmer in between himself and Knight on the last 100 yards just long enough to nick a second. Paul Moore, Jr.—the Paul Moore, current F.S. Class Treasurer, lost his novice crew overboard back there somewhere while repairing a slipped outhaul. (He had to take a DSQ when an unkind samaritan rescued the hapless crew despite Paul's remonstrations.) Other than being out front all day, Jim Harris' biggest thrill of the day was when a windsurfer got an inside overlap on him at the jibe mark, with neither of the two very much in control.

Sunday started out with 6-8 knots to open, but dropping to 3 as it warmed up. Dave Wyatt managed to give Harris some trouble until the second beat when we sailed through a very large Sunfish fleet that had just started. Knight came from behind again by overstanding and sailing around a tight log jam at the weather mark on the first beat. Shortly thereafter a 30° veer galvanized positions for the rest of the parade. Curt and Carol Elmer managed to salvage a 5th place despite two re-roundings of the windward mark where a strong shift caused group confusion on rounding.

Overall 1st and 2nd finishes were self evident with Harris and Knight ahead by far. The Elmers captured the 3rd place trophy—all of which were carved foot-long wooden whales—by making a few less mistakes than other contenders.

Overall	Skipper, Boat No.	Race No.			Total Points
		1	2	3	
1	Jim Harris, 1320	1	1	1	2 1/4
2	Bernie Knight, 3076	2	3	2	7
3	Curt Elmer, 409	4	4	5	13
4	Paul Moore III, 3520	6	2	7	15
5	Clark Ashby, 4	7	6	5	17

U.S. POSTAL SERVICE STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION (Required by 39 U.S.C. 3685)		
1. TITLE OF PUBLICATION SCOTS N' WATER		2. DATE OF FILING Sept. 30, 1981
3. FREQUENCY OF ISSUE Monthly except Jan., Mar., Sept., and Nov.		4. COMPLETE MAILING ADDRESS OF PUBLISHER, EDITOR, AND MANAGING EDITOR (Not printers) 1215 Lady Street, Columbia, Richland, South Carolina 29211
5. COMPLETE MAILING ADDRESS OF THE HEADQUARTERS OR GENERAL BUSINESS OFFICES OF THE PUBLISHERS (Not printers) 1215 Lady Street, Post Office Box 11187, Columbia, South Carolina 29211		6. FULL NAMES AND COMPLETE MAILING ADDRESS OF PUBLISHER, EDITOR, AND MANAGING EDITOR (Not printers) Flying Scot Sailing Association, 1215 Lady Street, Post Office Box 11187, Columbia SC 29211
7. OTHERS (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual must be given. If the publication is published by a nonprofit organization, its name and address must be stated.) (Item must be completed)		
8. FOR COMPLETION BY NONPROFIT ORGANIZATIONS AUTHORIZED TO MAIL AT SPECIAL RATES (Section 411.3, DOMM only) The purpose, function, and nonprofit status of this organization and the exempt status for Federal income tax purposes (Check one) <input type="checkbox"/> HAS NOT CHANGED DURING PRECEDING 12 MONTHS <input type="checkbox"/> HAS CHANGED DURING PRECEDING 12 MONTHS (If changed, publisher must submit explanation of change with this statement.)		
9. EXTENT AND NATURE OF CIRCULATION A. TOTAL NO. COPIES (Net Press Run) 2,400 B. PAID CIRCULATION (1. SALES THROUGH DEALERS AND CARRIERS, STREET VENDORS, AND COUNTER SALES 1,915 2. MAIL SUBSCRIPTION 1,945 C. TOTAL PAID CIRCULATION (Sum of B and C) 1,915 D. FREE DISTRIBUTION BY MAIL, CARRIER OR OTHER MEANS (SAMPLES, COMPLIMENTARY, AND OTHER FREE COPIES 124 E. TOTAL DISTRIBUTION (Sum of C and D) 2,039 F. COPIES NOT DISTRIBUTED (1. OFFICE USE, LEFT OVER, UNACCOUNTED, SPOILED AFTER PRINTING 361 2. RETURN FROM NEWS AGENTS 355 G. TOTAL (Sum of E, F and G should equal net press run shown in A) 2,400		
10. I certify that the statements made by me above are correct and complete Signature and Title of Publisher, Editor, or Owner J. Edgar Ruben, Exec. Sec., Flying Scot Sailing Assoc.		



Deep Creek Lake, site of 1981 Capitol District Championship offers lots-o-Scots, unusual courses, and excellent facilities.

Flying Scot® Sailing Association

P.O. Box 11187, Columbia, S.C. 29211

803-252-5646

PRESIDENT

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

SECRETARY

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

EXECUTIVE SECRETARY

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

FIRST VICE PRESIDENT

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

TREASURER

E. Paul Moore
317 Country Club Dr.
Ballwin, MO 63011
(314) 227-6700

COMMODORE

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

SECOND VICE PRESIDENT

Jack Stewart
88 Overlook Dr.
Alliance, Oh. 44601
(216) 823-7885

MEASURER

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

IMMEDIATE PAST COMMODORE

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

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

Scots n' Water

619 Yarmouth Rd.
Raleigh, N.C. 27607

EDITOR, Scots n' Water

Paul C. Newton III
(H) (919) 787-3289

ASSOCIATE EDITORS

Beverly Kawalec
(H) (919) 942-6396

Herbert Bodman
(H) (919) 942-2778

Sharon Newton
(H) (919) 787-3289

COPY DEADLINE:

15th of the month
preceding publication.

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

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, SC 29211