

Scots n' Water

June, 1982
Volume XXIV
Number 4

- Governing Board proposes amendment . . . 5
Chief Measurer, Larry Taggart, discusses proposal . . . 3
25th Anniversary Regatta . . . 7
Plan now to be at '82 NAC . . . 8

Sun shines again
on Andy Fox . . . 12



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Cover photo by Tom Needham

Boarding the Boat and Pumping the Bilge

New Measurer's ruling adopted at Midwinters

The following Chief Measurer's Ruling was approved by the Governing Board at the Mid-Winter meeting:

"Shimming of the Centerboard Trunk is permitted, provided that the shim is of fiberglass and permanent, and does not skew the centerboard to either side."

Lawrence W. Taggart, Jr.
Chief Measurer

Important notice to Scot sailmakers and sailors:

There were a few jibs at the 1981 NAC which had grommets above the tack of the jib. Please be advised that this is illegal per Chief Measurer's ruling #31 on page 24 of the FSSA Handbook. Also note sketches and descriptions on pages 34, 41, and 42 of the FSSA Handbook. Such jibs will not be allowed to be used in the 1982 NAC.

FSSA obtains Federal tax exempt status.

Federal tax exempt status for FSSA has been granted. This means:

- (1) Officers and Governors can deduct unreimbursed business and travel expenses related to the Association on their Federal Income Tax.
- (2) FSSA members can deduct their FSSA dues on their Federal Income Tax.
- (3) The Association will receive better postal rates.

Deadline for July issue: May 14
Deadline for Aug./Sept. issue: June 6
Deadline for Oct. issue: August 8

Scots n' Water

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

Compete in Fleet-of- the-Year competition!

All Fleet Captains are reminded that completed Fleet-of-the-Year forms are due no later than July 15. Please send them to:

Allen M. Douglas, President, FSSA
P.O. Box 752
Panama City, Fla. 32401

Only four Fleets participated in 1980 and ten in 1981. Let's boost our participation this year. And don't think your Fleet has to host the NAC to win either; Fleet 27 in North Carolina took home the honors both in 1980 and in 1981 over the Fleets which hosted the NAC's. The act of competing, that is simply filling out the form, will give you some great ideas on how to increase participation in Fleet Activities. You may have suggestions on how to improve the competition; if so, please let Allen Douglas know.

If you have not received your competition form please contact Ed Eubanks, the Class Executive Secretary, whose address and phone number are:

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

Watch out, Fleet 27. The pack is after your goodies!

Join '83 FSSA Greek Islands Cruise!

Immediate Past Commodore Bob Vance, who has so ably handled FSSA cruises in the past, is making arrangements for what promises to be the best and most distinctive FSSA cruise ever. Would you believe the Greek Islands? Yes, that's right—Greece! And probably for less money than a comparable cruise in the Caribbean! Plans are in the making for June of 1983. If you're interested contact Bob at:

134 Indian Head Road
Riverside, CT 06878
(212) 349-1632

The Measurer writes:

FSSA membership to vote on Governing Board adopted rigging amendment at Annual Meeting during '82 NAC

by Larry Taggart, FSSA Chief Measurer

Published elsewhere in this issue of *Scots n' Water* are the proposed specifications revisions which have been drafted by the Measurement Committee (MC) and modified and approved by the Governing Board at the Mid-Winter meeting. As you may recall from the October '81 issue of *Scots n' Water*, at its August 1981 meeting the Board instructed the MC to draft revisions to our specifications (as provided by the FSSA Constitution, Article XIII, Paragraph 1) based upon the Committee's views of what is needed to sufficiently strengthen our running rigging rules. After reviewing the original MC proposal, most of the fleets which previously submitted specification proposals (most of them had been published in *Scots n' Water*) withdrew their proposals. None of the remaining proposals, including the Fleet 27 proposal published in the March issue, were endorsed by either the MC or the Governing Board.

The proposal drafted by the MC received complete endorsement by most of its members, and all of the MC supported most of the proposal (hope that did not confuse you). The modifications made by the Governing Board to that document (but not reviewed by the MC) include the following:

- 5c. No fairleads are permitted after a cleat.
- 5f. No swivel cleating device is permitted in this system. No fairleads are permitted after a cleat.
- 5i. Options include a thru-deck fitting and a turning block mounted on the deck or the tabernacle.
- 5l. No fairleads are permitted after a cleat.

In addition, the limitation placed on the use of 360° cleats found in the preamble of Section 5 was added by a slim majority of the MC to the original proposal in

order to gain the support of those fleets which were opposed to such devices, and thus better ensure passage of the proposal and an end to this beleaguered controversy.

The proposal differs from our present specifications in that running rigging would no longer be completely optional, but rather specified as to what is permitted. You will note, however, that in most cases sufficient leeway is provided to allow the individual skipper to rig his boat for his own convenience, and yet not gain a competitive advantage when racing.

I am sure that there is something that several of you would like to see either included in or excluded from the proposal. For the good of the Class, however, this rigging debate must be forever buried. The MC proposal is therefore something of a compromise between the radical conservative and liberal proponents. I feel that the proposal as presently written will permit the rigging found on approximately 80-90 percent of today's Scots. If approved by the FSSA membership, certain modifications would be required for most of those remaining boats. I will even have to make a change to my own Scot and, like several of you may be, I am not enthusiastic about this. But I will do it if that is the will of the Association.

Since the Mid-Winter meeting (which, unfortunately, I was not able to attend) I have received numerous telephone calls from around the country expressing concern over one or more parts of the proposal as modified by the Governing Board. All stated that they were basically satisfied with the proposed concept, but would likely oppose the amendment when it came up for a vote. In order to save the proposal, I have offered an alternative which I personally feel would better ensure passage of revised running

rigging specifications and would satisfy a greater number of our members.

Under present procedures, the proposal will have to be voted on in its entirety—a take-it or leave-it basis. I have offered the following to the Executive Committee for consideration. First of all, the proposal should be voted on paragraph by paragraph (5a, 5b, 5c . . . etc.). Secondly, to give each of you a better voice in deciding on the rigging you feel is best for the Class, you should be allowed, wherever there is a difference, to vote on either the wording proposed by the MC or by the Governing Board. If these procedures are followed, I am convinced that the proposal can be approved with a minimum of (and hopefully no) membership alienation. If you support these alternatives, I urge you to contact your District Governor and the National Officers.

Even if the above alternative does not come to pass, I urge you to accept the proposal in its entirety, as it is basically a good consensus of regulation which will best serve the needs of the Class. All crews should be able to equitably compete in all wind and weather conditions. The proposal includes most "state of the art" rigging and recognizes the fact that there really have not been any new rigging concepts introduced during the past several years. With essentially consistent rigging, the Flying Scot should remain in strong contention for the dollars of sailboat buyers, particularly in the areas of rigging and ease of handling. Once approved, the MC will diagram optional rigging methods and include these in our Handbook.

Let's settle this issue once and for all! We need to dedicate our publication to more interesting topics and our efforts to sailors and sailing. After all, that's what we're all about.

The Starting Line

May 29-31—Egyptian Cup Regatta, Crab Orchard Lake Sailing Club, Carbondale, Illinois. Contact: Gordon Isco, 1602 Eddings, Carbondale, Illinois 62901. (618) 457-8702.

June 12-13—Berlin Yacht Club Annual Regatta, Berlin Lake, Deerfield, Ohio. Contact: John F. Busch, 3242 Kirk Rd., Youngstown, Ohio 44511. (216) 799-7769.

June 26, 27—Ohio District Championship, Lake Arthur, Moraine State Park, near New Castle, Pennsylvania. Contact: Charles Cullen, Moraine Sailing Club, 259 Cascade Rd., Pittsburgh, Pennsylvania 15221. (412) 241-7053.

June 26-27—Flying Scot 25th Anniversary Regatta. See advertisement on page 3 of this issue.

July 10-11—New York Lakes District Open Championship, Old Forge, NY (4th Lake). Contact: Al Hartsig, 116 West Avenue, Fairport, New York 14450 or George Blakeman, 9 Stafford Dr., Black River, New York 13612.

July 17-18—Prairie District Regatta, Perry Yacht Club, Lake Perry, Kansas. (913) 484-2523. Contact: Jim or Kay Calvert, 1230 West St., Emporia Kansas 66801. (316) 342-7625.

July 24-25—Interlake Regatta of Wayzata Yacht Club, Invitational Regatta, Lake Minnetonka, Minnesota. Contact Charles Murray, M.D., 430 Idaho Ave. N., Golden Valley, Minnesota 55427. (612) 544-8359.

July 31-Aug. 1—Maryland State Championship Invitational Regatta, Deep Creek Lake, Maryland. Three race series, option for Championship or Challenger division, hosted by Fleet 6. Contact: Terry L. Bell, 250 N. Fourth St., Oakland, Maryland 21550. (301) 334-2353.

August 8-13—1982 North American Championship, Tabor Academy, Marion, Massachusetts. Contact: Chuck Winans, 15 Rolling Lane, Dover, Massachusetts 02030. (617) 785-0340.

Sept. 11, 12—Hot Scot Regatta, Huron-Portage YC, Portage Lake, Pinckney, Michigan 48169. Contact: Dave Winston (313) 995-0303.

Nov. 13-14—Sandy Douglass Regatta, Rudder Club, Jacksonville, Florida. Contact David Mayfield, (904) 241-2431.

The following list contains open regattas for Flying Scots that are expected to take place on the Chesapeake Bay and its tributaries during 1982. Except as noted all events are sanctioned for High Point Competition by the Chesapeake Bay Yacht Racing Association. Scots n' Water readers should contact the host fleets as shown in parentheses for further details regarding accommodations, times, entry fees, etc. Capital District Governor Harry Carpenter (204 N. 11th St., Oakland, Maryland 21550) or CBYRA representative John Barnes (7710 Chatham Rd., Chevy Chase, Maryland 20815) can also provide further information.

June 19-20—Glenmar Sailing Assn. Annual Regatta, Middle River, Maryland. (Fleet 64)

June 26—Charity Regatta, Potomac River Sailing Assn. Washington, DC. (Fleet 42)

July 10-11—Pasquotank River YC Annual Regatta, Elizabeth City, North Carolina. (Fleet 137)

July 17-18—Plaid Crab Regatta, Podickory Yacht Club, Annapolis, Maryland. (Fleet 146)

August 14-15—Havre de Grace Yacht Club, Havre de Grace, Maryland. (Fleet 63)

August 21-22—Fishing Bay Yacht Club Annual Regatta, Deltaville, Virginia (Capitol District Championship) (Fleet 137)

Sept. 3—Annapolis to West River Race, West River Sailing Club, Annapolis, Maryland (no CBYRA sanction) (Fleet 97)

Sept. 4-5—West River Sailing Club Annual Regatta, Galesville, Maryland. (Fleet 97)

Sept. 11-12—Walter Collier Regatta, National Yacht Club, Washington, DC (Fleet 42)

Sept. 18-19—President's Cup Regatta, Potomac River Sailing Assoc., Washington, DC (Fleet 42)

Sept. 25—King's Mill Yacht Club Regatta, Williamsburg, Virginia. (Fleet 137)

Oct. 3—Yorktown Day, Virginia Sailing Assn., Yorktown, Virginia. (Fleet 137)

Oct. 16—Pumpkin Patch Regatta, West River Sailing Club, Galesville, Maryland. (Fleet 97)

The following list contains events for Scots in the New York Lakes District, 1982 Season. For further information contact Cynthia Rea, 924 Nottingham Rd., Jamesville, New York 13078. (315) 445-0194.

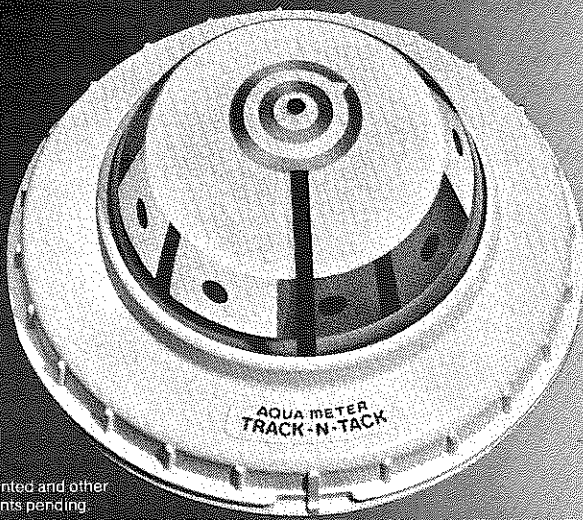
July 3—Columbia Cup Invitational, 12:30 p.m. Skaneateles Sailing Club, Skaneateles, New York.

July 24-25—Central NY YRA, Willow Bank, SC, Cazanovia, New York.

Sept. 6—FS Round Robin and Anniversary Party, 1:00 p.m., Skaneateles SC, Skaneateles, New York.

Sept. 18-19—Glimmerglass Regatta, Otsego Sailing Club, Cooperstown, New York.

Sept. 25-26—Autumn Regatta, 10:00 a.m., Skaneateles SC, Skaneateles, New York.



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Editor's note: Should any *Scots n' Water* readers wish to write a letter for publication in *Scots n' Water* concerning the Measurement Committee proposed specification revision, please have your copy in my hands by June 8 for publication in the July issue. The July issue is the last issue before the Annual Meeting at which the Class will probably vote on this proposal. I desire that all viewpoints be fairly presented in *Scots n' Water* before the voting takes place. In addition I implore all Fleet Captains to have your Fleets vote their proxies which the Executive Secretary will mail to you shortly. It is imperative that we have the vote of every member of the Class on this issue so that the issue can be put to rest.

Text: Governing Board rigging amendment proposal

Article S-II—Hull and Appurtenances. Paragraph 4. CENTERBOARD—Delete the phrase "method of hoist is optional." This will be covered under the "Running Rigging" section.

ARTICLE S-III—Spars, Rigging and Fittings. Paragraphs 5-9 to be replaced with the following:

5. RUNNING RIGGING. The running rigging systems which follow are the *only ones permitted*. Unless specifically permitted, double-ended lead arrangements *are not allowed*; unless otherwise specified, purchase power is optional, miscellaneous fittings and hardware (including location) as shown on the Official Plan are recommended but not required; and, mechanical devices such as worm gears, levers, winches and magic boxes are not permitted, except for the standard halyard winch box, the centerboard drum winch, a jib sheet winch on each deck, and a main sheet winch on the centerboard cap. In addition, only one 360° swivel cleat (similar in design and principal to the WACO 360) may be mounted on the sides of the centerboard trunk, and shall be limited to use for either the centerboard pennant or cunningham.

Permitted Systems:

Main Sheet	Jib Sheets
Mainsail Outhaul on Boom	Jib Halyard
Mainsail Luff	Spinnaker Halyard
Cunningham	Spinnaker Sheet and Guy
Mainsail Reefing System(s)	Spinnaker Pole Lift/ Downhaul
Mainsail Halyard	Centerboard Pennant
Boom Vang	

The Chief Measurer is authorized to rule illegal running rigging which, in his opinion, is unsafe or provides a significant increase in a yacht's performance. Such rulings may be made immediately effective, but may thereafter be appealed to the FSSA Board.

a. MAIN SHEET—A double block shall be affixed to the boom-end swivel and a single block with becket to the rudder-head. A short wire extension between the rudder-head and the becket block is permitted. The main sheet may be led directly from the boom end to a winch mounted on the centerboard trunk, or from the boom end to a readily removed mid-boom turning block and then to a block and optional cleat mounted on the centerboard cap. Only one block in the system may be a ratchet. Purchase power may be 3:1, 2:1, or 1:1.

b. MAINSAIL OUTHAUL ON BOOM—Shall be adjusted by means of a simple tackle. All hardware, including the cleat, must be mounted on or inside (for an internal outhaul system) the boom. A block may not be attached to the clew of the mainsail. The cleat may be located anywhere on the boom, but the after eight feet of the boom must be without any protrusion that might catch the rigging of another boat.

c. MAINSAIL LUFF CUNNINGHAM—Shall be used only to control luff tension, and adjusted by means of a simple tackle. Lead and cleat location is optional. No fairleads are permitted after a cleat.

d. MAINSAIL REEFING SYSTEM(S)—Boom must be capable of being roller

reefed. An adjustable gooseneck is not permitted (the foot of the mast to the top of the boom projected to the mast must not be less than 24 inches). So long as roller reefing may be accomplished without the use of tools to remove fittings and attachments, other methods for reducing sail area by reefing may be used. The after eight feet of the boom must be without any protrusion which might catch the rigging of another boat.

e. MAINSAIL HALYARD—Shall be entirely of wire attached to the standard winch halyard box. No locking device, other than the halyard box located below the boom, is permitted. The weight of the mainsail must be carried on the halyard while the main is set.

f. BOOM VANG—Shall be adjusted by means of a simple tackle. The upper (boom) end of the vang shall be attached to a slide on a boom track, a keyhole plate, or to a boom bale (and must be easily detachable from the boom without tools) and the lower end to a block riding on a bridle rigged to the tabernacle. Only rope is permitted in the system, with the exception of a short piece (approximately 3 inches) of metal cable to attach the upper block to the boom. Lead and cleat location optional, except that the cleat shall not be located at the boom end of the tackle. No swivel cleating device is permitted in this system. No fairleads are permitted after a cleat.

g. JIB SHEETS—Shall be led directly from the clew of the jib through blocks or fairleads on deck tracks (not to exceed 20.5 inches in length) located on the

coaming at least 15 inches abaft the forward edge of the cockpit. The blocks or fairleads shall be attached directly to a deck track slide, and the distance between the bearing surface of the sheave and an extension of the back of the seat shall not be greater than 2 inches with the block held at its maximum inboard position. From the blocks or fairleads the sheet may be led and cleated as desired. Only one pair of ratchet blocks or winches shall be used in this system. It is prohibited to install any system which alters the line of the jib sheet between clew and block or fairlead. Trimming and cleating of the weather jib sheet is permitted.

h. JIB HALYARD—Shall be entirely of wire attached to the standard winch halyard box. No locking device, other than the halyard box located below the boom, is permitted. The weight of the jib must be carried on the halyard while the jib is set.

i. SPINNAKER HALYARD—Shall be either double or single ended and lead through the spinnaker halyard fairlead (or through a small block attached thereto) located 18 feet 8 inches (± 1

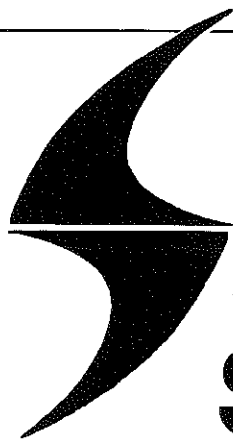
inch) from the base of the mast. Method of attachment to the spinnaker, lead and cleating are optional. Only one-to-one hoist arrangements are permitted. A device for retracting the halyard as the spinnaker is hoisted is permitted. Options include a thru-deck fitting and a turning block mounted on the deck or the tabernacle.

j. SPINNAKER SHEET AND GUY—Shall be attached directly to the spinnaker clews (only one set at a time may be attached to the spinnaker), then through a chainplate hook (for the guy), through fairleads on the aft deck (location optional) and then to a cleat. Options include blocks (plain or ratchet) at, or in place of the fairleads, and/or turning blocks (plain or ratchet) mounted on the side decks. Only one pair of ratchet blocks or winches shall be used in this system. Captive hooks may be substituted for the chainplate hooks, and must be mounted in the vicinity of the chainplates. Internally led sheets/guys are permitted, provided that the hole size for turning blocks must be of minimum size just sufficient to accommodate the turning blocks. The use of any line or

device (other than spinnaker sheets) to aid in the dousing or launching of a spinnaker is not permitted.

k. SPINNAKER POLE LIFT/DOWNHAUL SYSTEM—The line of action of the pole lift/downhaul shall be through the middle of the spinnaker pole (bridles permitted), through the spinnaker pole fairlead (or through a small block attached thereto) located 8 feet 4 inches (± 1 inch) from the base of the mast, and then to a cleat, location optional. Options include a downhaul (lead and cleat location optional; shock cord also permitted), a through deck fitting, and a turning block on deck or on the tabernacle. The spinnaker pole mast eye shall be either fixed, or on a track, located on the mast between 2 feet 10 inches and 4 feet 4 inches from the base of the mast.

l. CENTERBOARD PENNANT—Shall be led from the centerboard drum winch, through fairlead(s) and then to a cleat, location optional. All hardware shall be mounted on the centerboard trunk and/or tabernacle. Other control lines shall not be attached to the centerboard. No fairleads are permitted after a cleat.



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Flying Scot Fleet One and The Gordon Douglass Boat Company
 invite you to
**A Special Regatta Celebration of
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 of The Flying Scot Class**

at Cowan Lake Sailing Association,
 Wilmington, Ohio, June 26 & 27, 1982

The Silver Anniversary Regatta, to be held June 25-June 27 on Lake Cowan near Cincinnati, Ohio, is shaping up to be a fabulous event. It is too early at the time of this writing (April 15) to predict accurately how many Scots will be in attendance, but the early response has been very enthusiastic, and it would not be surprising to have ten of the twenty oldest Scots and a field exceeding 100 boats. Host Fleet 1 has been working hard to arrange for a weekend of special fun for this event, and a good time is absolutely money-back guaranteed. Registration and launching begin at noon on Friday, June 25th. There are a small number of dock spaces available—assigned on a first come basis. Early arrivals can expect to spend Friday afternoon day sailing on Lake Cowan, chatting with Eric Ammann and Sandy Douglass, and helping the Host Fleet to get the party atmosphere rolling. Arrangements have been made for a group feed at a local restaurant Friday night.

On Saturday morning registration and launching will continue with a skipper's meeting at 10:30 a.m. and our first race at 11:00 a.m. Sandwiches can be purchased for lunch, and we will have free beer and soft drinks throughout the weekend. Free coffee and doughnuts will also be available both mornings. The second race will be at 2:30 p.m. on Saturday, followed by a famous Fleet One Pig Roast (extra cost: \$6.00 person). There will also be an evening entertainment program. On Sunday morning we will have our third and final race at 9:30 a.m., with the awards ceremony to follow. Several prominent sailmakers and suppliers are donating trophies, as are the co-sponsors (Gordon Douglass Boat Company and Fleet One). We anticipate having to divide the fleet into separate divisions, and prizes will be awarded to all divisions, not just to the championship group. Although the regatta will over by early Sunday afternoon, those wishing to stay and participate in the Cowan Lake Sailing Association's regular Sunday afternoon race are welcome to do so; the local fleet numbers about 25 racers.

Finally, appropriate sacrifices to the weather gods have already been made, and we have been assured that the chance of rain for the big weekend is one tenth of one percent. So, with perfect weather, a large fleet in attendance, and an internationally famous Fleet One Pig Roast scheduled, there is no reason for you to be anywhere else on June 25-27 except at the *Silver Anniversary* Regatta.

Special Attractions:

- Sandy Douglass racing FS 1, and many other original Scots and Scotters present.
- Free camping facilities at the CLSA, economical motel accommodations available nearby.
- Gigantic celebration party and feast on Saturday evening.
- Trophies and special awards galore, including a spinnaker to be awarded by the Gordon Douglass Boat Co. for the best suggestion on how to celebrate our Twenty-Fifth.

Information: Food and lodging details, etc., will be available to those sending a request for same to Sandy Eustis, 913 Paradrome St., Cincinnati, Ohio 45202. Home phone (513) 579-0618. Use the form at upper right.

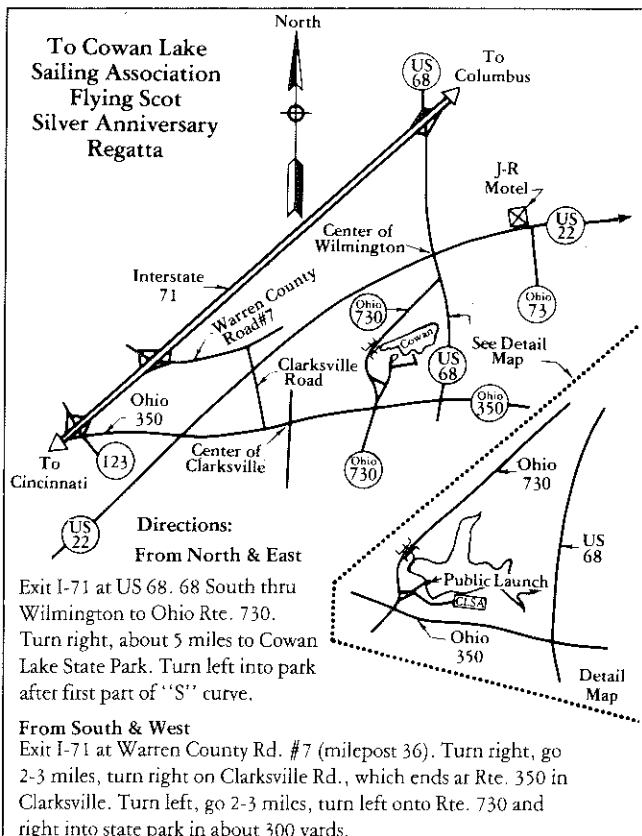
Name _____ Boat No. _____

Address _____

- Please send me complete information about the 25th Anniversary Regatta.
- I'll be there! Enclosed is a check for \$10 early registration fee (\$15 registration after June 1, 1982).

I think there will be _____ people in my party at the Saturday night banquet.

*Don't miss what may be
 the largest gathering of Flying Scots ever!*



NAC Chairman writes:

Make this year's NAC the center of an inexpensive, rewarding and fun summer vacation

by Charles Winans
Northeast District Governor

The following information is an update regarding housing, meals, etc. at Tabor Academy for August.

Rooms, "Bed & Breakfast": It appears we will have slightly over 200 "beds" available at Tabor. Seven rooms will be "triples" and eleven "singles." The rest will be doubles. These will be allocated on a first come first serve basis. In any event final closing for room reservations at Tabor will be July 23rd. Cost of "bed and breakfast" for 7 nights is \$95 per person. Children under 12 will be at half price.

A limited number of rooms will be available for Friday night, August 6. This is at no extra cost, as it could be included in the "7 day" package. Priority will be given to those boats registering for the 3 race Buzzards Bay Regatta and the Junior NAC.

Meals: Prices of meals now fixed: most dinners will be \$6 inclusive. Annual meeting roast beef banquet \$8. Special New England Clam Bake \$15. Sandwiches for lunch can be purchased during breakfast. Meal reservations must be confirmed and paid for 72 hours prior to each scheduled meal. Cost of breakfasts and brunches are included in the "bed and breakfast" package cost (see above). Separate breakfasts/brunches for those not staying at Tabor can be purchased at \$5 per person.

Boston Bus Tours: Cost of conducted bus tour into Boston \$10 per person not including dinner on own in Faneuil Hall Market area. This is subject to a minimum sign-up.

Buzzards Bay Regatta (warm-up races): Two races Saturday (leave dock area in morning at 0915), one race Sunday morning (same time). Informal party Friday night, and dinner dance Saturday night, both at Beverly Yacht Club. Cost

of registration \$20 (trophies for top three). Early measurement can be accommodated on Friday afternoon. The Buzzards Bay Regatta will constitute the NAC warm-up races. Starts will be 15 minutes after the starts for the Junior NAC's.

Junior NAC: Event will be held in conjunction with Buzzards Bay regatta. Starts will be from dock area Saturday and Sunday morning at 0900. Two races scheduled for Saturday and one Sunday. Registration cost \$20. Trophies available for top three.

Practice Sailing: No practice sailing will be allowed until after the Buzzards Bay Regatta events are finished for the

day, *unless* you are registered to race in BBR.

Extra Crew: Experienced juniors from several yacht clubs will be available as extra crew during Regatta. Please indicate any such interest early (no later than July 23rd) so as to arrange a good match.

Dry Sailing Not Allowed: Once launched, boats are to remain in water (except for major repairs) until close of regatta. Boats may be temporarily tipped over on beaches for cleaning.

Motels: Several available approximately 15 minutes away. Prices are \$30 and up for double rooms.

Continued on page 9

1982 North American

Friday, Aug. 6	1400	Registration for Committees/Hosts & early arrivals
	2030	Organizational meetings
Saturday, Aug. 7	0730-1100	Brunch
	0830	Junior NAC/BBR Regatta Skipper meeting
	All Day	General registration and measurement
	0900	Harbor start for Junior NAC Championships (2 races)
	0915	Harbor start for 2 Warm-up Races (sponsorship of BBR)
	1800	Cocktails/dinner
	2000	Meetings: FSSA Int. R.C., Judges, Race Committee
Sunday, Aug. 8	0730-1100	Brunch
	All Day	Registration—closes at 5:00 p.m.
	0900	Harbor start for Junior NAC (1 race)
	0915	Harbor start for 1 Warm-up Race (sponsorship of BBR)
	1500	Executive Committee Meetings
	1800	Welcome Dinner—beer/wine (free) plus cash bar, followed by hamburger cookout
	2000	Board of Governors Meeting
Monday, Aug. 9	0730	Breakfast
	0830	Skippers Meeting
	1000	Harbor start from dock area to racing circle for races 1 and 2
	1800	Cocktails/dinner (cash bar)
	1800	Board of Governors Dinner

1982 Flying Scot North American Championship Registration

Registration Fee: \$50
(Check payable to "Northeast, FSSA")

Skipper _____

Address _____

City _____ State/Zip _____ Tel: _____

Boat Name _____ No. _____ Fleet No. _____

Accommodations desired for _____ people at:

- Tabor Academy Mass Maritime Academy
 Camping Motel

See FSSA Bylaws, page 18 in handbook, for chartering information.

Junior NAC Registration Form

(Neither skipper nor crew can be 18 during 1982.)

Registration Fee: \$20
(Check payable to "Northeast, FSSA")

Skipper _____ Birth Date _____

Address _____
(If different than at left)

Crew _____ Birth Date _____

Crew _____ Birth Date _____

Note: Send checks and form to Chuck Winans, 15 Rolling Lane, Dover, MA 02030 as well as requests for additional information. Supplementary crew may be available for both Junior NAC and Senior NAC. Please indicate if you are interested in this option. Registration form must be received by July 1, 1982. Early reservations at Tabor Academy are suggested. Contact Chuck Winans. Do *not* contact Tabor Academy or Mass Maritime Academy direct.

Continued from page 8

Camping: There is a KOA site located 8 miles away (15 minutes drive) at cost of \$8.50 per night for up to 5 in party. A swimming pool, store, laundry, showers are available.

Measurement: All boats (with possible exception of those in BBR Regatta and Junior NAC) are required to measure in prior to launching. Once launched, all boats are to comply with dry sailing requirement above.

Libations: Drinks at cash bar: mixed drinks \$1, bottle beer \$.75.

Money: Make all checks payable to "Northeast FSSA." Any advance funds paid for registrations, rooms, meals, etc. can be refunded. Obviously as much prior notice as possible will be appreciated.

Summary: This package of rooms and meals will provide an inexpensive vacation for everyone. A separate brochure will be mailed later in the year to everyone either pre-registering or requesting additional information. This will be available approximately mid-June.

Championship Schedule

2000 Seminars/clinics in Tabor Classrooms (tentative depending on interest)

Possible subjects for panel discussion:

1. Tuning boats for racing
2. Judging/protests/rules
3. Running junior sailing programs
4. Race Committee Management

Tuesday, Aug. 10

0730 Breakfast
0900 Harbor start for race 3
1400 Conducted bus trip to Boston via JFK Library, tour around Boston. Dinner at Faneuil Hall Market Area on own (subject to minimum signup). No dinner at Tabor. Others free to explore Cape Cod, New Bedford, etc.

Wednesday, Aug. 11

0730 Breakfast
0900 Harbor start for races 4 & 5
1600 Round Robin tennis (7 courts)
1800 Flying Scot Banquet (cash bar)
2000 Annual Meeting

Thursday, Aug. 12

0730 Breakfast
0900 Harbor start for races 6 & 7
1800 New England Clambake
2000 Entertainment

Friday, Aug. 13

0730 Breakfast
0900 Harbor start for final race 8
1330 Awards lunch

Last Minute Flash!
Sheets, pillow cases,
blankets, and towels can
be rented for a nominal
fee at Tabor.

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.

Recent breakthroughs make our sails faster than anybody's.

Get the edge over your competition now with your own set of Super Schreck Sails.
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Please ship _____ Suits, Scot # _____ Color # _____

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

Please Charge Visa Mastercard
 Card # _____ Exp. Date _____

Name _____

Address _____

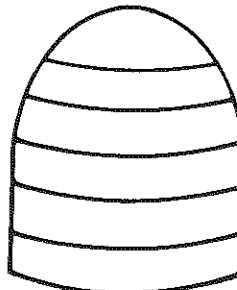
City _____ State _____ Zip _____

Phone _____ / _____

Signature _____

Super Schreck Sails—Suit	\$497.00
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.



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

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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 Gary Jobson, Ed Baird 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.

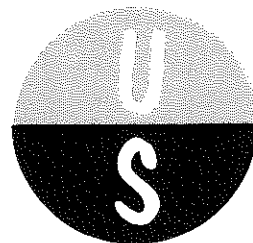
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Office: (313) 426-4155

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Tom Ehman, Owner

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



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

The Ullman Sail loft reworked the first pattern.

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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.

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Challenger Division Highest Point Score by St. Andrews YC Sailor (donated by President Allen Douglas' wife).

Sue Clay

Brenda Pollak Trophy (winner of Challenger Division).

Andy Fox

Fred Menno Trophy.

Challenger Results

Sail No.	Skipper	Race No.						Total Points
		1	2	3	4	5	6	
3605	S. Clay	2	3	1	1	7	dns	13 1/2
2288	Hamm	11	9	2	6	1	1	18 1/2
1720	Murdock	15	2	3	5	4	6	20
1790	Goree	11	8	2	3	7		20 3/4
77*	Ollinger	7	12	4	3	6	3	23

62*	R. Barnes	3	7	10	7	11	2	29
2679	Murphy	4	11	9	8	8	4	33
2392	Peischl	17	18	5	4	9	8	43
2851	Stanley	9	8	dsq	18	2	9	46
1784	Wagon	10	5	7	10	14	dns	46

3205	S. Hartman	5	4	15	12	dns	10	46
63*	Ruthven	16	13	11	19	10	5	55
2146	Goodall	6	6	12	16	17	dns	57
2865	MacKenzie	13	11	17	15	13	dns	58 3/4
1190	Christensen	14	19	14	9	5	dns	61

3617	T. Glass	12	16	13	14	12	dns	67
3290	M. Kiely	8	17	18	17	16	11	69
1383	Magill	20	14	20	11	15	dns	80
3595	W. Singletary	19	15	16	13	dns	dns	84
1282	Gramines	21	20	6	20	18	dns	85

2377	B. Clay	18	21	19	21	19	dns	98
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* denotes GYA Club boat number.

'82 "Case Race"

One of several non-sanctioned activities at the 1982 Flying Scot Midwinter Championship was the Fleet 135 (Champaign, Ill.) 2nd Annual "Case Race." Trophies, that is various quantities of beer, were awarded to the top five this year. In keeping with the spirit of the occasion, Fleet 135 employed that famous personality, Floyd Davis, as supervisor of the competition and subsequent suds consumption.

Place	Sail No.	Skipper	Grew
1	3578	J. Hartman	K. Johnson
2	3262	R. Schneider	Dory & Bob Jr.
3	2614	J. Seifrick	J. Seifrick
4	3205	S. Hartman	J. Domagala
5	1720	B. Murdock	R. Wesley

Championship Results

Sail No.	Skipper	Race No.						Total Points
		1	2	3	4	5	6	
3566	A. Fox	1	1	2	1	3	dns	7 1/4
3118	M. Eagan	2	2	1	4	6	dns	14 3/4
1432	M. Johnson	6	4	4	2	2	5	17
2714	R. Wade	3	8	10	8	5	3	27
107*	B. Faget	12	3	9	11	1	4	27 3/4

18*	C. Barnes	7	10	18	3	8	2	30
2821	Kelleher	9	6	3	6	dns	11	35
2478	Bolyard	5	18	12	7	7	6	37
3599	B. Eagan	4	9	dnf	10	4	1	37 3/4
2614	Seifrick	8	7	5	12	9	dns	41

3578	J. Hartman	13	5	24	9	11	8	46
3699	H. Carpenter	14	11	15	5	12	dns	57
2708	J. Dees	11	17	6	18	16	10	60
3262	B. Schneider	17	14	14	13	19	9	67
67*	B. Mason	16	12	11	20	10	dns	69

3817	G. Haynie	15	15	22	19	14	7	70
3673	Callaway	25	19	8	23	18	12	80
1342	J. Stewart	10	13	7	26	dns	dns	84
2248	Viemann	27	21	19	15	20	13	88
3204	M. Hartman	24	20	25	17	15	14	90

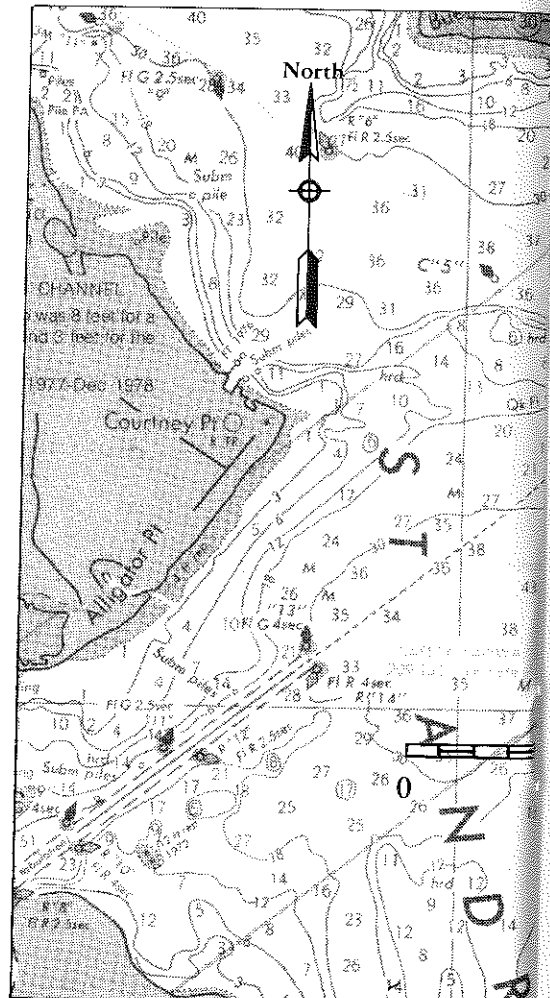
2609	McFadden	20	28	17	14	13	dns	92
17*	Pope	18	22	16	16	dns	dns	100
3211	G. Williams	22	24	20	21	17	dns	104
69*	Warriner	21	25	13	22	dns	dns	109
3510	C. Smith	23	16	23	24	dns	dns	114

1096	D. Morris	19	23	21	25	dnf	dns	116
2301	Lytle	28	26	26	27	dns	dns	135
3223	Leggitt	26	27	27	dnf	dns	dns	136

*denotes GYA Club boat number.

Andy Fox and Larry Klein, ar

Scots n' Water interviewed the winners of each race at the Midwinter's this year. Following are excerpts from the interviews with the winners of the first three races wherein each of them presents the strategic and tactical situations as he saw them during that particular race. Look for excerpts from the interviews with the winners of the last three races in the next issue.



Midwinters battlefields. First five races were sail high winds.

his crew, Jamie Gurden and e '82 Midwinters Champions

**Interview with
first race winner, Andy Fox:**
(Wind from south-southeast)

Scots n' Water: What was your strategy before the race and how did you implement your strategy?

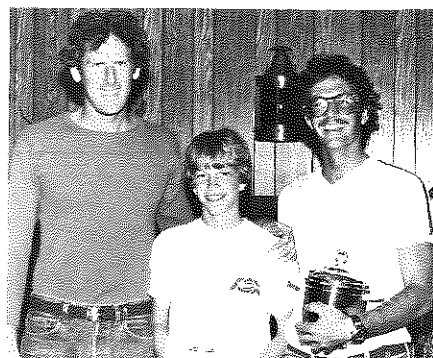
Fox: The pin end was favored, but we figured the right side of the course would be favored as well . . .

Scots n' Water: Why was the right side favored?

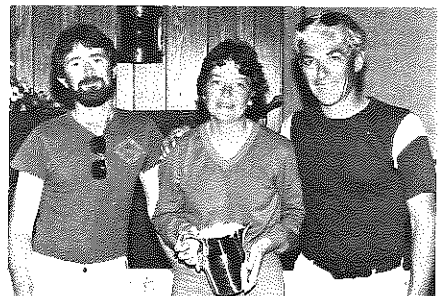
Fox: We were figuring the sea breeze

would come in more, which would be more right favored. We felt the wind going right, and the wind was stronger to the right. Also, the windward mark was more to the right; it wasn't dead upwind. The pin end was favored, but we'd only get trapped on starboard if we started there, so we started one third of the way up the line from the pin. The gun went off; we tacked to port and crossed everyone to weather. Wade and Eagan, the guys that got second and third in the race, tacked over to port immediately

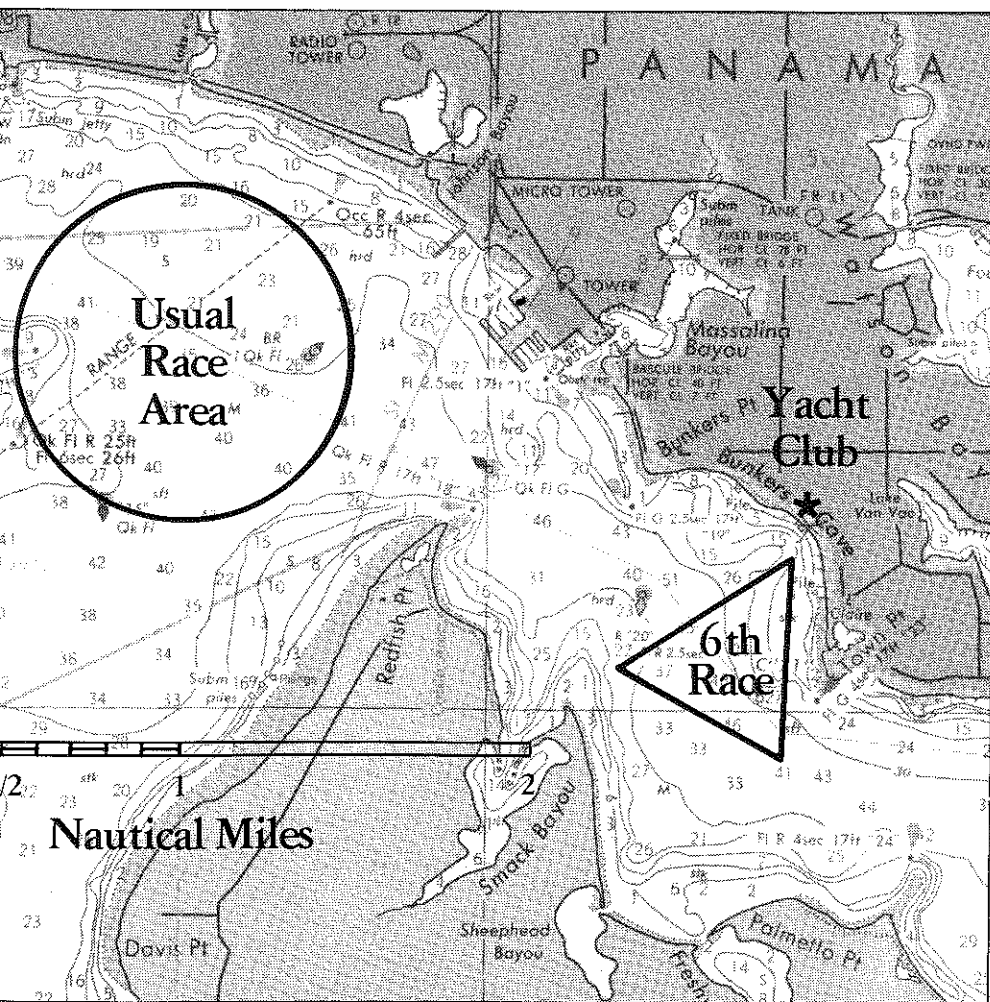
Continued on page 14



Andy Fox (right) and his crew, Jamie Gurden (mid) and Larry Klein.



Sue Clay and her crew, Mike Salmon (right) and Mike Terry.



on large circle in Bay. Last race was sailed on short course in front of club because of

Interview with Challenger Champ

Scots n' Water also interviewed the Challenger Division Champion, Sue Clay, and her crew, Mike Salmon and Mike Terry. Following are excerpts from that interview:

Scots n' Water: Sue, I understand that you've been sailing only about a year.

Clay: Yes, that's correct.

Scots n' Water: Would you give us a little rundown on your sailing history.

Clay: I got to know the Hartman's in Fleet 135 about a year and a half ago, and decided that I'd like to sail also. So in August of 1980 my husband bought Mike Hartman's old boat. We sailed a bit that fall, and then I decided to get my own boat.

Scots n' Water: Would you tell us how you won the Challenger Division after such a short sailing career?

Continued on page 22

1st race winner interview . . .

continued from page 13

after the start as well. A little up the leg, we were winning because we had pinched up from underneath them and gotten ahead. Wade tacked to starboard, and then I tacked, because we had been headed. But Eagan kept going on port tack, and the wind went ever further right, so that when he finally tacked he was on a *big* lift inside of both of us. Later, after we had tacked again and were coming into the weather mark on port, I looked over at Eagan coming in on starboard, and it was *real* close. I thought, well, I could cross ahead, but then, as we got closer, I decided—no way! So, I took his stern and tacked back to starboard. After rounding the windward mark, we followed Mark around both reaching legs and the whole upwind leg. The upwind leg was where the wind really picked up, and he couldn't really hold the boat down that well.

Scots n' Water: Was he covering you?

Fox: He didn't cover that well. The last tack he did, but the other times he didn't cover at all.

Scots n' Water: Did you feel that, because of the increase in wind strength and the fact that Eagan was lighter than you, he couldn't go to weather as well as you could?

Fox: He went to weather as well as we did. He was droop hiking and doing some other stuff that we didn't do. Then we went around the weather mark, and we were just as far behind him as we had been at the bottom of the weather leg. He gybed right away after having rounded the weather mark, and it is really bad to do a gybe spinnaker set—it is slow! So, I rounded the weather mark, set the chute on starboard tack, went about 100 yards, got a lift, gybed to port tack on the lift, and got a nice puff. We were on a nice heading; in fact, I was heading right for the leeward mark! I almost laid the leeward mark without even gybing again. We were in a nice

puff and put a hundred yards on 'im. I think the dead downwind leg is almost more tactical than the upwind leg. You play the shifts just as much on the dead downwind leg as you do on the upwind leg.

Scots n' Water: Do you gybe a lot downwind?

Fox: Aim at something on shore, look at your compass, hold your tiller steady—do something to maintain a steady course. If, all of a sudden you feel your chute's flying to weather, or your telltale up there is pointing a little to leeward, then GYBE! The crewmember who is flying the chute should know what is going on; he can tell you, all of a sudden, 'Hey, we're by the lee!', and then the skipper can call for the gybe.

Scots n' Water: Let's continue with the race; what happened after you got the 100 yard lead on the dead downwind leg?

Fox: Then the wind died until we got to

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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.

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the Committee Boat where it filled in again from behind.

Scots n' Water: Which side of the finish line did you go on—the pin end or the Committee Boat end?

Fox: The Committee Boat side. As it turned out we should have gone on the pin end side, but we were on the headed tack so that's the side we ended up on. When we got to the bottom mark Marc was about two to three boatlengths behind us.

Scots n' Water: How did he catch up with you?

Fox: He got another puff. The wind had died on us, and he got the new wind before we did, and caught up to just about right behind us. We both rounded the bottom mark, and from then on it was just tack on 'im. Every time he tacked, we tacked.

Scots n' Water: So, it was a tight cover from there to the finish?

Fox: Yea, well the only way you can break a tight cover is to sail through the guy covering, and there was no way he could do that. Our boat speed upwind was really good.

Scots n' Water: You had good tacks, good roll tacks?

Fox: Naw, you can't roll tack.

Scots n' Water: You didn't roll tack?

Fox: Never roll tack!

Scots n' Water: How do you decide when to tack when you're not covering someone?

Fox: It's pretty simple. We're sailing along, and, well, I usually call the tacks. Larry is a very good sailor, and he doesn't tell me when to tack; he feeds me information.

Scots n' Water: What kind of information?

Fox: He watches the compass, and he watches the other boats. He won't tell me, 'We're down 20 degrees, let's tack.' He'll tell me, 'We're down 20 degrees, and I *think* we should tack.' He doesn't

Continued on page 16

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Address _____

City _____ County _____ State _____ Zip _____

Builder _____ Year Built _____

Skipper's Experience _____ Hull or Sail No. _____

Trailer Mfg. & Model _____ Year _____

Home Port _____ Is Boat Dry Sailed or Moored? _____

Describe losses past 3 Years _____

Mast Material _____ Mast Age _____

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

Annual costs are as follows:

Area 1: \$90.00 North Atlantic coastal and inland tributary waters from Eastport, Maine to Morehead City, North Carolina.

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Area 5 + 8 \$81.00 Pacific coastal and inland tributary waters.

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1st race winner interview . . .

continued from page 15

tell me—I think that's where you get a lot of controversy.

Scots n' Water: Getting back to the race again, were there no position changes on the reaches?

Fox: None. We were way ahead of the fourth place boat.

Scots n' Water: You had only the position change on the run where you caught Marc Eagan?

Fox: There are just as many shifts downwind as there are upwind.

Scots n' Water: That's where you really caught Marc?

Fox: Uh-huh. Then his vang broke.

Scots n' Water: Where did his vang break?

Fox: As he rounded the weather mark right before his gybe-set.

Scots n' Water: So, he couldn't use his vang downwind at all?

Fox: Right. But dead downwind that's not of too much importance if you have a third crew; that crew can sit on the boom to hold it down. But since he had only two in the boat, I think they both had to be on the high side. I kind of noticed something a little strange with his mainsail, but I didn't really think anything of it at the time.

Scots n' Water: So you think that the vang is important when running, because, if you don't use a vang, then the boom can pop up in the air and reduce the effective sail area exposed to the wind?

Fox: Yea.

Scots n' Water: Not having sailed a Scot as much as the Scot sailors you're beating, to what do you attribute your success?

Fox: The reason we're doing well on the Scot is that Larry (Andy's crew, Larry Klein) is the Highlander National Champion, and I almost won the Thistle National Championship, and the three

boats are almost identical. There is not too much difference between a Scot and a Thistle or a Scot and a Highlander. So we get into the Flying Scot—it's like so familiar! The mainsail on the Scot looks just like a Thistle main, and this is my twentieth year in a Thistle. I started with my father when I was five years old. The Thistle is just like the Flying Scot; a little less comfortable, but basically the same boat, large main and small jib. If you look at all the popular classes in the world, the large main/small jib boats are the ones that have survived.

Scots n' Water: So, you just covered Marc on that last leg?

Fox: Yea. I covered pretty bad; I got him for that last tack at the weather mark where he tacked right on my air.

Scots n' Water: You mean when he covered you at the weather mark on the fourth leg?

Fox: Yea. I managed to pinch out of it, but he opened up on us a little. I



couldn't tack because we were on the layline.

Scots n' Water: Did you consider the current in your race strategy?

Fox: No. Everyone's in the current the whole time; no place to go to get out of it; just disregard it until you come to mark roundings. Current considerations are important in mark roundings because you have to know where the layline is, and current affects the layline.

Scots n' Water: In summary, what do you think was the most important thing in the race today? Was it the first windward leg, or was it the dead downwind leg?

Fox: For me it was the dead downwind leg because that's where I went into the lead. But the most important part was being able to tack onto port right after the start; you *had* to put yourself in a position to do that with clear air.

Interview with second race winner, Andy Fox:

Scots n' Water: Andy, would you give us a synopsis of the race? Maybe a good place to start would be the wind direction; did it shift any during the race?

Fox: When we started we had a sea breeze (out of the south-southeast) which

After the races . . . a little windsurfing



Paul Newton photo

is fairly steady. We checked out the line, and it turned out the leeward (common misnomer for the pin end) end was favored quite a bit. Before the start we worked out a little strategy; we'd take wind readings about every two or three minutes which means we'd head up and check out the wind direction. The wind

was tending to be on the right swing when we started.

Scots n' Water: How long before the start did you start taking these wind readings?

Fox: We started about a half-hour before the start. You've got to get out there

Continued on page 18

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early. We had a real good start at the pin end; right after the start we looked behind us and all the boats were on our transom. We could have tacked and crossed everybody even though we started on a 15 degree starboard tack lift. But, we didn't want to do that because we were on a lift. We kept going on starboard tack, but all these boats behind us kept tacking over onto port tack, I guess because they thought it was a persistent shift. But I said, 'No, no, no. We took wind readings; it has got to go left—got to go left.' For a while we weren't looking that well. We hadn't been passed, but we were even with other boats, which, after the good start we had had, meant that we had lost a lot, because we had a three to four boat-length lead at the start. We kept going, and going, and going on starboard, and as it turned out as soon as we got to the layline, we got about a ten degree header and an increase in wind, which had to come, because it had been oscillating about every three to five minutes.

Scots n' Water: It took you only five minutes to get to the layline?

Fox: Just about. We were pretty quick. So we tacked to port on the header . . .

Scots n' Water: The mark must have been way right again as in the first race.

Fox: No, it was pretty square. When we tacked over, that was it. We were so far ahead at the weather mark. We not only had had a good start, but we were the first one to the left side where we got the port tack lift and the wind increase before anyone else did. At the weather mark we had about a quarter of a leg lead.

Scots n' Water: Do you think you got over into the shallow water beyond the current?

Fox: That's another thing; I think that we did get out of the current a little by going left. The only problem was that, in the other race, you could get out of the current. Today . . .

Scots n' Water: You mean the second race today, that is, the third race of the series? (Note: this interview took place

after the third race of the series had been completed.)

Fox: Yea, in the second race today you could get out of the current by going left, but you would lose, because as the day wears on the general wind direction and the puffs tend to come from the right, that is, the wind direction tends to follow the sun. The wind advantage to the right was greater than the current advantage to the left.

Scots n' Water: Was that true on the second windward leg of the first race today?

Fox: The second weather leg occurred about eleven or twelve o'clock in the morning. We kinda stayed in the middle to try to cover the Fleet because of the big lead we had developed. We have discovered in the Nationals and in this Regatta that, because Flying Scots are so equal in speed, the start and the first leg are the most important parts of the race. We found that out with Marc in the second race today. I overstood the weather mark on the first weather leg by less than a boatlength; he managed to squeeze up in there, and that was the race. He beat us. The boats are so close tactically that the boat that gets ahead can just sit on the other boat, and he did. He sat on us in the second race today just like we sat on him on the last weather leg of the first race of the series.

Scots n' Water: I guess that makes the Scot a fun boat to race.

Fox: It's a lot of fun as long as you're tactically minded. There isn't any really great boatspeed difference. Now there is a big boatspeed difference between first and tenth. The first five boats probably usually have about the same boatspeed. Marc managed to get himself out of some holes the first race today; he was back; he got tanked, maybe eighth or ninth, but he got back into second pretty quick. There seemed to be a pretty big boatspeed difference between him and the other boats.

Scots n' Water: Did you overstand the weather mark on that port tack lift on the first weather leg of the first race today?

Fox: No, we were right on.

Scots n' Water: Did you go all the way to the layline on starboard and then tack to port?

Fox: No. Never go all the way to the layline. We tacked below the layline and got lifted to it. If I had sailed to the layline on starboard and then tacked, the port lift would have caused me to overstand. You never want to tack on the layline if you're a long distance away.

Scots n' Water: I heard stories from other boats who were further back than you, indicating that they picked up quite a few places by sailing beyond the layline, and then reaching down to the mark.

Fox: Yea, they thought they could get out of the current, and that they could reach down in less current and pass some boats. That might have been true, but we never did it. The current was very localized; there were swirls. We were following Marc up the weather leg in the second race today, seeming to outpoint him. We got to weather of him and felt pretty good. But then we hit some choppy water, which meant current changes, and he just shot straight to weather of me. I couldn't believe it and was thinking, 'What's going wrong with me?' On reflection, I think it must have been a swirl in the current.

Scots n' Water: So what did you do after rounding the weather mark?

Fox: We had the spinnaker pole hooked up; the spinnaker halyard had been cleared and was ready to go. But it was really tight, so we kinda just sailed along, because on a Scot it doesn't make too much difference whether you have the chute up or not on a close reach. The most important thing to do is to trim your main and jib; don't fool around with the spinnaker, because your main and jib are most important at that point, especially your mainsail. Trim it, set the vang, let off your cunningham and outhaul—get the boat going; then decide whether to set the chute, especially since your apparent wind will go forward as you're moving faster on the reach. We did set our chute after a while. After rounding the weather mark we really got a jump on everybody, because

we were going with the current while everybody else was still fighting it.

Scots n' Water: Did you lead that whole race?

Fox: Yea. (with a subdued giggle.) We had about a three minute lead at the finish, and Marc was about that far ahead of the next boat. We not only had the start, but we got the windshifts. That got us a pretty good lead, and once you've got clear air you can pretty much do anything. The boats are so close in speed that if you get any type of a lead it's very hard for other boats to catch you.

Mae Singletary (who walked by): Andy, he's trying to pick your brain, don't let him do it.

Fox: He's doing a good job.

Bill Singletary (who was with Mae): The most important question to ask him is, 'Is he going to stick with us?'

Fox: Of course! I'm going to buy a new Scot as soon as I sell the one I've got. We're trying to develop a Scot Fleet on Lake Conway near my home.

Scots n' Water: Yea, he's going to stick with us. I'm convinced. We haven't got a class hopper here. We've got a Scot sailor who can teach us all a lesson or five.

Bill Singletary: We need folks like you, even if you can beat us all!

(Exit Bill and Mae Singletary)

Fox: I'm a Thistle sailor. The people in the Flying Scot Class are just like Thistlers, nice people. I like the Scot—I like it a lot. I don't know why people think I'm going to get in the class and then get out. Did it happen a lot before?

Scots n' Water: I just think a lot of people have a natural bias against class hopping. There was an article in a recent issue of *Yacht Racing/Cruising*, I believe it was by Dave Perry, discussing class hoppers. I recall that the article said that classes should accept them because of all the sailing knowledge that could be gained from them.

Fox: Yea, I remember when the Thistle Class ran an ad saying, 'All professional sailors kicked out of other classes should come sail a Thistle; we welcome you. We

want the top sailors!' And right now the Thistle Class has some of the top sailors. I've never won a Nationals or a Mid-winters East. I have won a Mid-winters West and a lot of local things, but I've never won a big Thistle regatta. I'm going to stay in the Scot Class; I wish you guys would start to recognize that.

Scots n' Water: Is there anything else that you can tell us about the first race today?

Fox: What we did notice is that the current became stronger as you got closer to the weather mark on the second weather leg. Marc caught up a lot as we approached the mark, probably by half the lead we had had at the leeward mark. We approached the mark on the port layline and tacked about a boatlength beyond it. Even so, we barely cleared it. The current was just steaming through there. Then when we rounded that mark and put the chute up, boy we just took off! We had a half a leg lead after that, and Marc was that far ahead of the third place boat. It seems that the two of us are going a bit faster than the other boats.

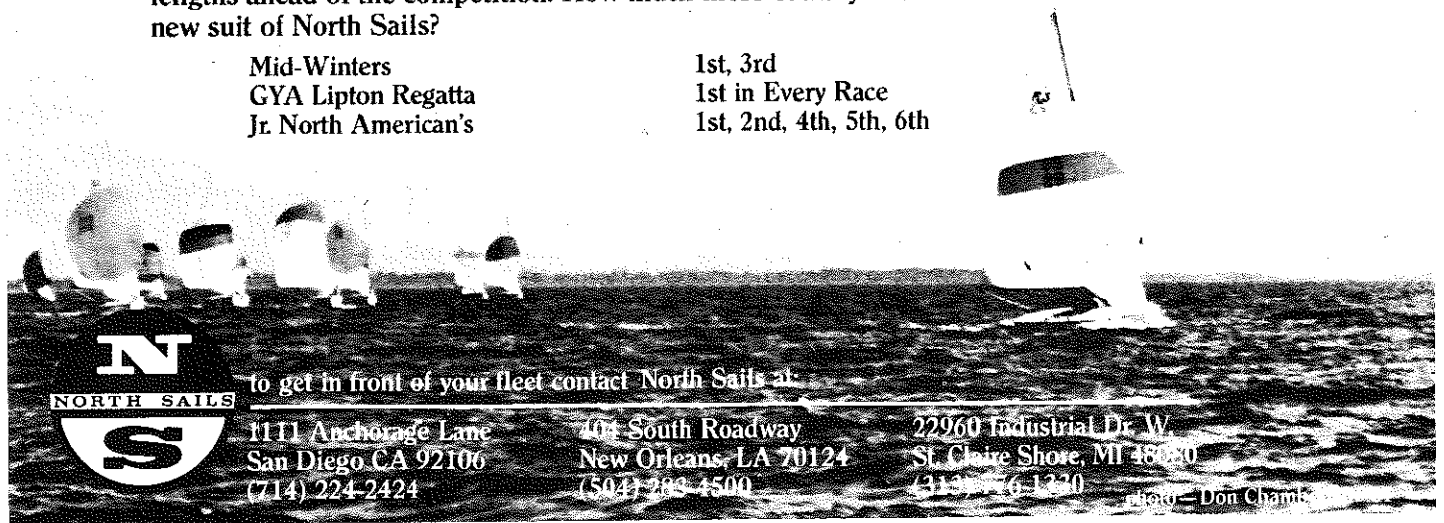
Continued on page 20

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Photo—Don Chambliss

2nd race winner interview . . .
continued from page 19

Scots n' Water: Oh, I know you are. It's turning into a two boat Regatta . . .

Fox: Which I don't enjoy at all. There's two things: It's one thing to be smart, you know that you can have poor boat speed but be smart and still do well; it's another thing to have fast boat speed. It's pretty hard to beat someone like Marc who has smarts and fast boat speed. Then it all boils down to the start and the first leg.

Scots n' Water: Do you think it's going to turn into a match race between you and Marc?

Fox: Well, Mike Johnson has a 6, 4, 4 so far which, with a throwout, could turn out to be a problem. But, we'd have to do pretty bad tomorrow which I don't think will happen. The bad thing is that Marc told me that he can't stay for Saturday. That's not good at all because that could clinch the Regatta for me if we do well tomorrow. If he wins both races tomorrow then I could beat him only by winning Saturday's race.

Scots n' Water: What do you think the wind is going to do tomorrow?

Fox: I heard there is a front coming, but I think it'll still be sea breeze, which means we could have two-manned it but you can't ever expect that.

Interview with third race winner, Marc Eagan:

Scots n' Water: What was the wind direction today and what kind of shifts did you see during the race?

Eagan: During the first race today the wind was blowing out of the southeast at about 15 knots with gusts to 18 knots. It was dying as the day went on. I'd say by race time for the second race today (the third race in the series) the wind was blowing about 10 knots and falling. Fox had about 425 lbs. on board, whereas we had about 375 lbs. so we had a weight advantage in the lighter stuff. He knew it, and we knew it. Our speed otherwise was pretty much the same. We could hold with him speed-wise up to about 15 knots; in winds higher than 15 knots he started pulling us a little bit. In anything

under 15 knots I felt that we were a little bit faster than he was. But, then again, he was a little bit smarter in a few of the earlier races. Anyway, the wind was pretty steady; the tide was a big factor in the second race today.

Scots n' Water: Was the tide still coming in?

Eagan: Yes, it was. I think the most important thing in the race is to get off the starting line in clear air.

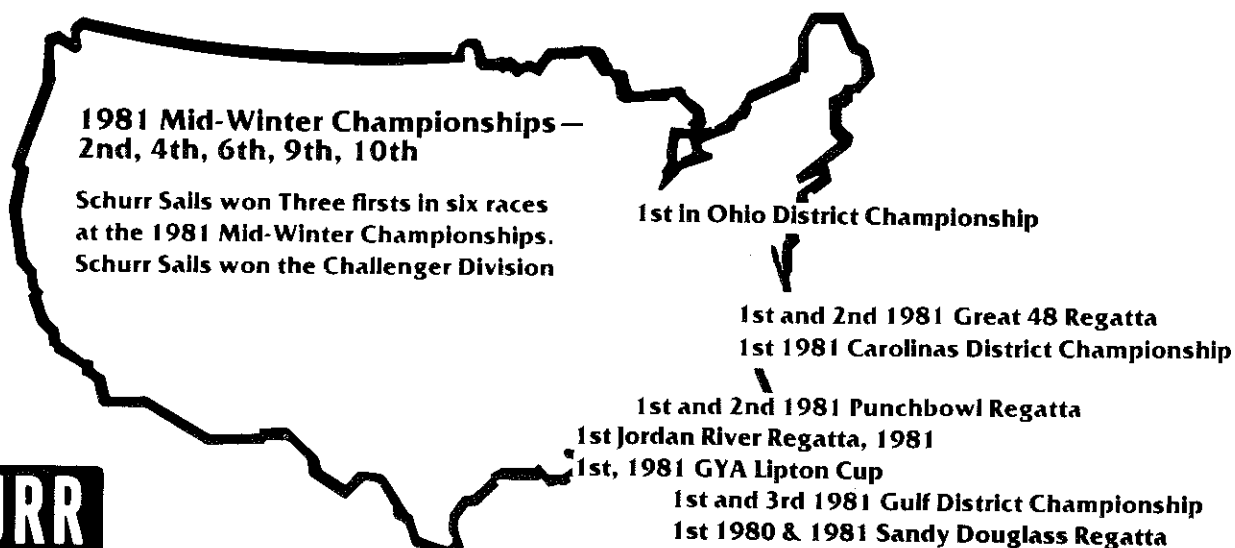
Scots n' Water: Did you start down near the pin end?

Eagan: No, we started about the middle of the line and tacked right away.

Scots n' Water: The first race today, it really paid to go to the left side. Why was that not true in the second race?

Eagan: Yea, there was a 20 degree lift on the left side in the first race which we were not on. Now, in the second race I think the wind had filled in already. It was pretty well steady, and there weren't many isolated shifts. The only thing it was doing was either picking up or dropping in velocity, but we never saw

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any really wind directional shifts too much from an isolating stand-point.

Scots n' Water: So you went way right just after the start. Did you have to sail through any headers to stay over there out of the current?

Eagan: Yea, but we took one little short hitch to try to get to the windward side of Fox and to try to cover the boats that went into the island (the body of land containing Davis and Redfish Points, see chart) on starboard tack. Fox ducked us and kept going on port tack, and we tacked up on his hip under Johnson, rode

out again on port tack until Fox tacked on the layline, at which point we tacked and lee-bowed him.

Scots n' Water: So you were pretty even speed-wise?

Eagan: Pretty even speed wise. At that time, the beginning of the race, I would say the winds were close to 10 to 12 knots.

Scots n' Water: So, you rounded the windward mark first?

Eagan: Yes.

Scots n' Water: Did you lead the whole race?

Eagan: Yes. Basically it was a two boat race from there on. We just covered him most of the time. We knew he was fast; he has been sailing a lot. We know he is smart. When he goes to a certain side of the course, we'd like to be on that side too. It helps. Tomorrow we're looking forward to some light to medium air, preferably under ten knots. I think the lighter it goes, the more speed we have on him. We'd like to see it that way.

The Fleet's In Laszlo Viemann and Son: Greater NY Districts Champs

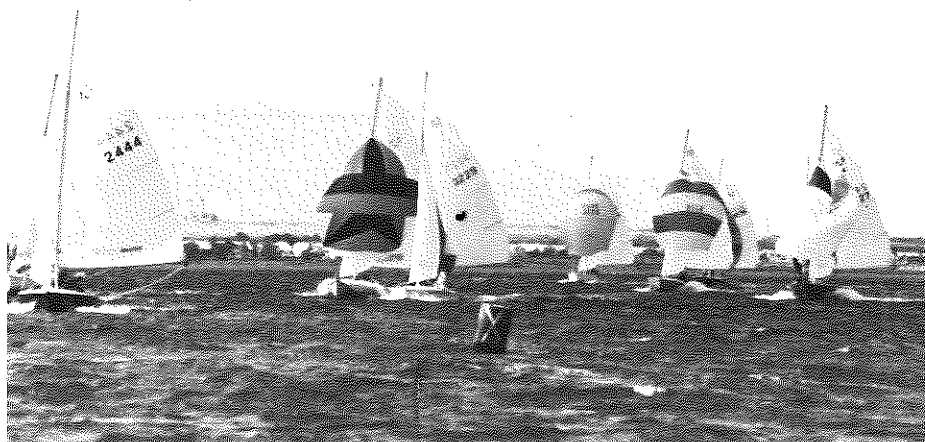
by Bob Schneider

Laszlo Viemann with son Eric from Shore Acres Y.C., N.J., won the 1981 Greater New York Districts sailed in September at the Hempstead Bay Sailing Club, Island Park, N.Y.

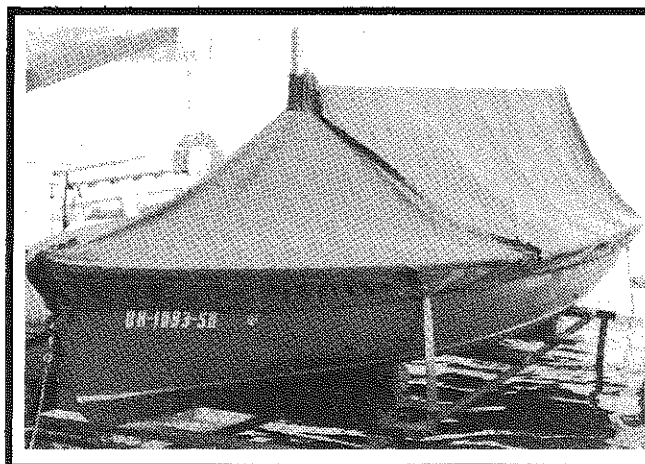
Excellent winds of 18 to 30 knots on Middle Bay for the 4 races gave the 25 Scots from N.Y., N.J., and Conn. their best District Championship Regatta yet.

Past District Champions Tony Krug and Jack Orr showed expected good form in finishing 2nd and 5th respectively. The top locals were Harry Klauder and Louis Goldman with 3rd and 4th place finishes. Local favorite, Robert Rich, had a DNF the first race demonstrating his down-side-up sailing technique at the windward mark!

Place	Sail No.	Fleet	Skipper	Race				Total Points
				1	2	3	4	
1	2248	31	Viemann	3	2	2	2	9
2	3114	7	Krug	2	8	3/4	7	17
3	2203	46	Klauber	5	7	3	3	18
4	2106	46	Goldman	3/4	4	8	8	23 3/4
5	1497	24	Orr	7 3/4	13	4	24 3/4	
6	2427	46	Malone	6	6	4	10	26
7	1750	24	Jacobsen	4	5	14	5	28
8	3229	46	Rich	dnf	10	6 3/4	41 3/4	
9T	1736	46	Gotterer	13	11	9	11	44
9T	2109	46	Wolin	14	14	7	9	44



Laszlo Viemann (2248), delaying his spinnaker drop, is about to pass Robert Rich (3229) on Middle Bay, N.Y.



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Clay: Salmon is fantastic on the compass.

Scots n' Water: That's right, Salmon, you have crewed for Jerry Hartman before, haven't you?

Salmon: Yes.

Scots n' Water: Who was the tactician on the boat?

Clay: Salmon was. He watched the compass and I kept the boat moving fast.

Salmon: It was very shifty out there, and it was very important to play the shifts. Terry did all the foredeck work and handled the jib during mark roundings and when I was otherwise occupied. It was a very good division of labor on the boat. Sue has a beautiful touch on the tiller. She was consistently pointing five degrees above almost everybody else in our Fleet, and she was going just as fast. If she was left alone to concentrate, everything else just sort of fell into place.

Scots n' Water: How did you use your compass?

Salmon: On the way out to the course we took several readings in an attempt to determine how the wind was changing up the windward leg. When we got to the course, we tried to get back to the downwind mark and sight up to the windward mark so we could set our compass for the long axis of the course. Then we took wind readings on the starting line at five to seven minute intervals for anywhere from a half hour to an hour before our start, depending on when we got there, to figure out whether we were dealing with oscillations or persistent shifts.

Scots n' Water: What is your procedure in taking these wind readings?

Salmon: Just luff up head to wind, and compare the reading on the compass to the median for the course. It'll all come clear that way.

Scots n' Water: Do you ever sail upwind before the race and take compass readings on each tack?

Salmon: We have the standard Suunto compass; we just go by the color. It's very simple.

Scots n' Water: They set pretty tight first reaches during most of the races; did you fly your chute on those first reaches?

Salmon: There was one race that we didn't. The rest of the races we had the chute up whenever necessary. The only race in which we did not use the spinnaker when other people actually did use theirs was the first reach of the fifth race of the series. After rounding the weather mark we usually headed up a bit above the gybe mark in hopes of being able to set the chute later on the leg. On the first reach of the fourth race, we were considering using the chute. We had been driving down in the puffs and going up in the lulls. It turned out that it wasn't too beneficial to put it up, and we made out fine without it. There was a boat with a red and black spinnaker that helped us in our decision; he was heeling, luffing the chute, and losing ground, or rather, water. *(Laughs all around, because the interviewer was aboard that boat with the red and black chute.)*

Scots n' Water: Yea, I remember one

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time when you passed us on the second reach when the darn cleats wouldn't hold the guy.

Salmon: Somebody probably drove up under you . . .

Clay: Luffed you up bad.

Terry: I remember that!

(They all had to get in the act on that one!)

Scots n' Water: It's getting very difficult for me to do this interview. *(Again, they laughed at me. Apparently they weren't satisfied with beating us.)*

Salmon: That luff was probably a very good tactical maneuver, because if they had gotten that spinnaker squared away, they would probably have blown us away.

Scots n' Water: We had all kinds of mechanical problems, but we're here to talk about you. Did you ever get into any real tight places where you really had to cover somebody?

Clay: Yea, we watched boat 1720; we watched you and Murdock.

Scots n' Water: You watched us? I don't know why. We were pretty good to windward, but we couldn't do anything downwind.

Clay: Well, the last race yesterday (the fifth race) was very important.

Salmon: Our general strategy in that race was a loose cover on you. I'm not sure it was a wise strategy. When we rounded the downwind mark we were in fourth place, about two boats ahead of you. At that point we should have covered you, but we let you go. When we finally did decide to cover, it was too late, and you crossed us on a big lift.

Scots n' Water: We were taking a flyer to the port tack layline.

Clay: It paid off!

Salmon: For the first four races, we were just going out to do as well as we could.

Clay: Yea, and everything went super.

Terry: Everything went so well—Sue was superb on the helm, and Mike did a great job watching the course.

Clay: And this guy, Mike Terry, who came down from Boston just to see the Midwinters and ended up sailing in them, well, we couldn't have chosen a better foredeck crew.

Scots n' Water: Sue, you'll never get to do it again in the Challenger Division. Next year they'll make you battle the experts and if you learn as much about sailboat racing in the coming year as you did last year, it wouldn't surprise me to

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Clay: Why don't you give me a few years, Paul!

Salmon: No matter where you finish, the Midwinter Championship is a wonderful Regatta. It's a lovely place to visit. The people here are delightful, and you always learn a lot when you're here.

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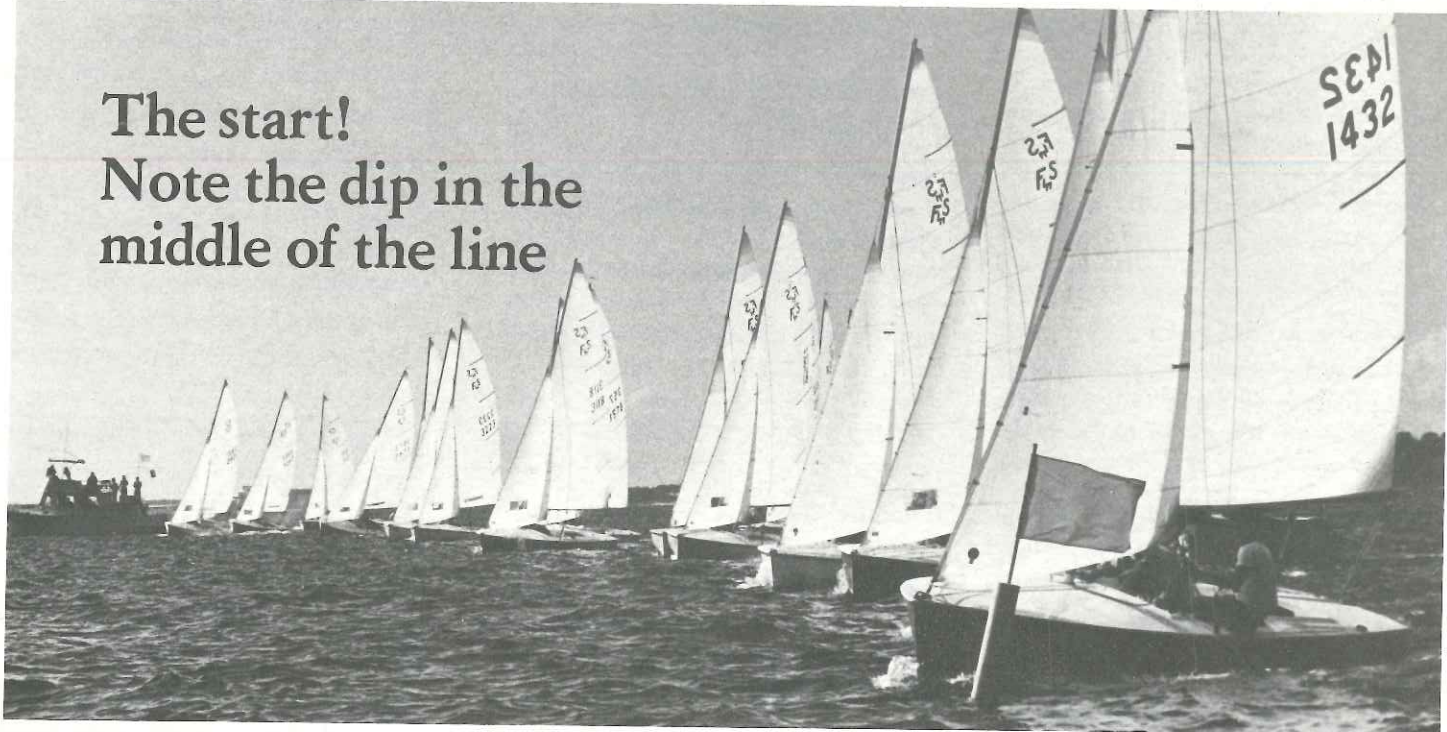
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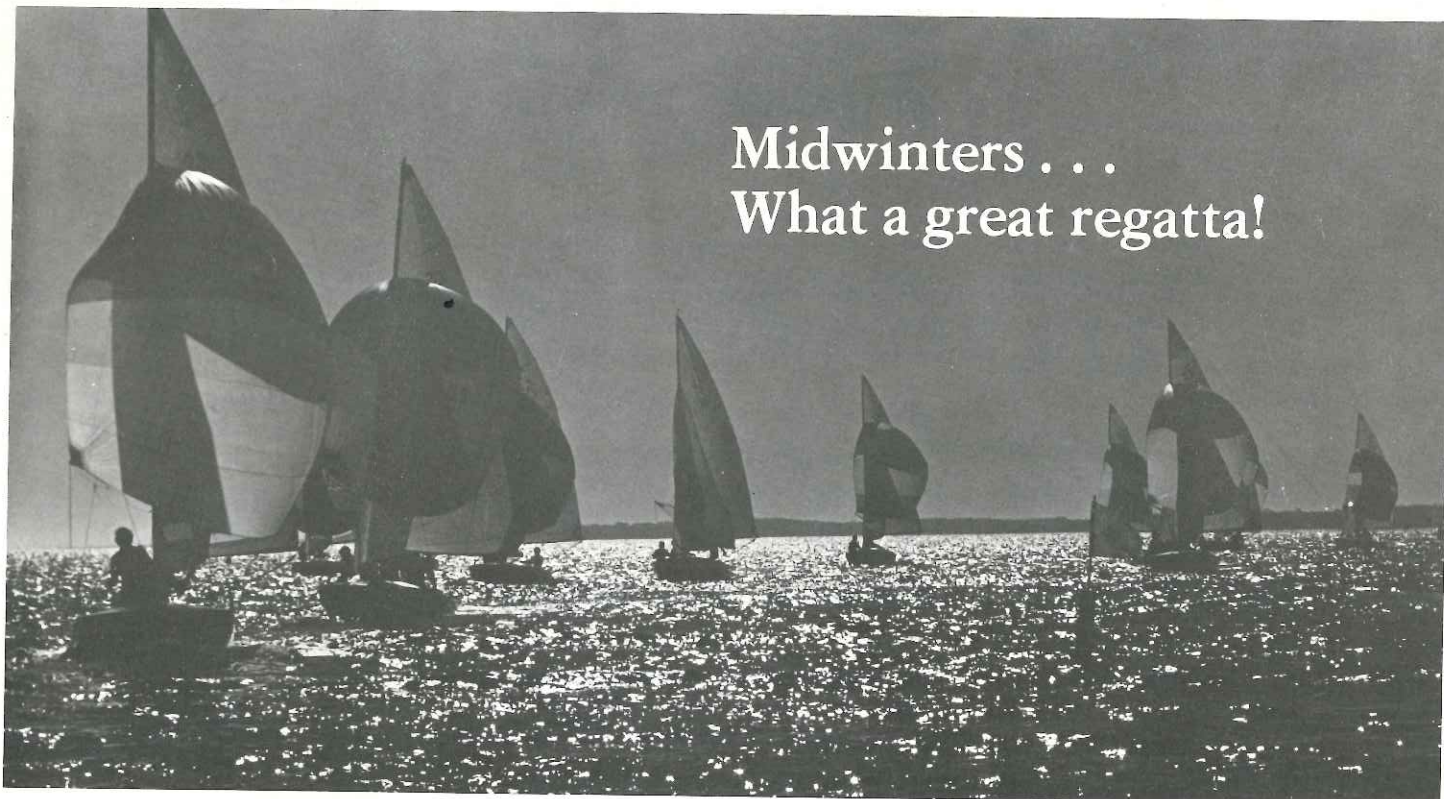
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