

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXIV, NUMBER 7 OCTOBER, 1982



“Exquisite Curves”

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) 785-7500

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

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

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

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

MEASURER: Lawrence Taggart
5809 Memphis St., New Orleans, LA 70124
(504) 586-1505

EXECUTIVE SECRETARY: Ed Eubanks
P. O. Box 11187, Columbia, SC 29211
(803) 252-5646

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

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, NC 27607

EDITOR, Scots n' Water: Paul C. Newton, III
(H) (617)739-0035
(O) (617)277-8333

ASSOCIATE EDITORS:

Herbert Bodman
(H) (919)942-2778

Sharon Newton
(H) (919)787-3289
(O) (919)832-4120

For ad rates and copy of advertising contract,
write to:

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

Cover photo:

"Exquisite Curves." Paul Newton.

CONTENTS

OCTOBER, 1982

VOLUME XXIV, NUMBER 7

-
- 4** **Important News**
Specifications Approved, Annual Meeting Held, FSSA Needs Your Support and the Sandy Douglass Regatta.
-
- 6** **Andy Fox Defends NAC Title**
1981 North American Champion and 1982 Mid Winter Champion Wins Again. Paul Newton.
-
- 12** **25th Anniversary Regatta Log**
Tom Ehman, Jr. won the 25th Anniversary Regatta. Sandy Eustis.
-
- 15** **How to Step the Scot Mast Solo**
A step by step "how to." Walter B. Rudov.
-
- 16** **The Fleet's In**
Read the latest results of Regattas participated in by Flying Scot Sailors.
-
- 19** **Caveat Emptor**
-
- 19** **The Starting Line**
-
- 20** **New FSSA Members**
-

Scots n' Water

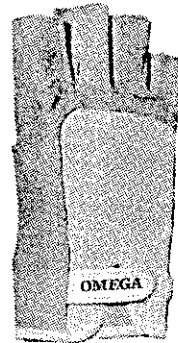
Registered Trademark. Publication No. ISSNS 0194-5637. Published monthly except Jan., Apr., Aug., and Nov. by FSSA at 1215 Lady St., Columbia, South Carolina 29201. Volume XXIV, No. 4. Subscription price \$8.00 per year. Second class postage paid at Columbia, South Carolina 29201.

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

SCOTS N' WATER



Manufactured by LINE SEVEN, LTD.
P.O. Box 45-007
Auckland 8, New Zealand

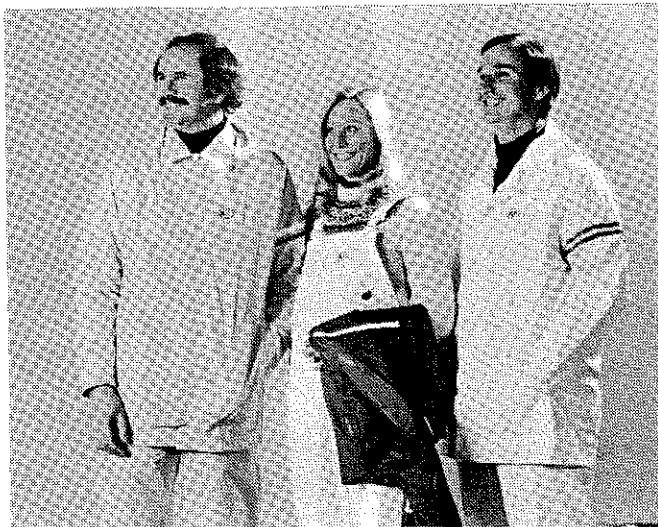


OMEGA SAILING GLOVES – Ideal for sailing. Made from performance tested top grade leather with breathable nylon mesh backs and adjustable strap for perfect fit. The palm has a full width leather reinforcement patch. Cut-away fingertips. Rugged stitching. Unisex sizes.

Part No.	Size	List Price
OM-BG-30	XS	\$21.95
OM-BG-40	S	21.95
OM-BG-50	M	21.95
OM-BG-60	L	21.95
OM-BG-70	XL	21.95

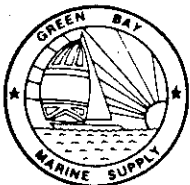
SPECIAL \$17.95

STAY IN LINE



Tough & Dry, what else can we say?
SPECIFY SIZE: S, M, L, XL

LIGHTWEIGHT PVC JACKET AND BIB TROUSER. THE BEST foul weathergear for the Great Lakes Sailor. Ideal for dingy sailors.
Jacket 610 **SPECIAL \$85**
PANTS 613 **SPECIAL \$55**
SPECIFY COLOR: WHITE, YELLOW



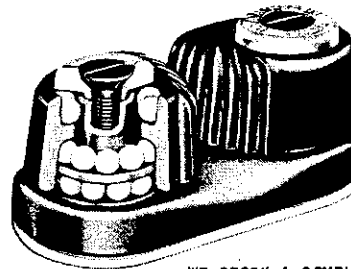
DEALERS FOR:
LASER, PRINDLE CATS,
WINDSURFER SAILBOARDS.

MASTER CHARGE/VISA
No. _____
EXP. DATE _____



CAM-MATIC BALL BEARING CAM CLEAT – Specially designed cams will open when line is dropped straight down. No need to pull back and down.

Part No.	List Price
HK-150	\$14.95



SPECIAL!
\$11.00

WE STOCK A COMPLETE INVENTORY OF HARKEN. WRITE FOR OUR FREE CATALOG.

Mail To: **Green Bay Marine Supply**
904 N. Broadway
Green Bay, WI 54303
414-435-2150

Ordered by: PLEASE TYPE OR PRINT

Name _____ OPEN
Address _____ MON – SAT
City _____ 10 – 5pm
State _____ Zip _____
Your Phone () _____

Qty.	Size	Color	Description	PRICE OF ITEMS	
				Each	Total

WISCONSIN RESIDENTS ADD 5% SALES TAX
UPS CHARGE \$1.75
TOTAL AMOUNT DUE

IMPORTANT NEWS

Specifications Approved

Note to all FSSA Members:

The Specifications Amendment adopted by the Governing Board at the 1982 MidWinter meeting was approved by vote of the FSSA membership at the Annual Meeting held during the NAC. A copy of the Amendment appeared on page 5 of the June issue of Scots n' Water. The 1983 MidWinter Championship is the first sanctioned regatta at which the amendment will be in effect. All boats must be rigged in accordance with the new specifications to be allowed to race in the 1983 Mid-Winters.

Annual Meeting Held

Most of the interest at this year's Annual Meeting, held during the North American Championships, centered on the amendments to the specifications which topic is covered elsewhere in Scots n' Water. However, it should be noted that the revisions passed by an overwhelming majority (884—114), and the general feeling is that this step should lay to rest the long running controversy over rigging.

In other action at the meeting, Fleet 48 of Lake Norman, North Carolina, was declared winner of the Fleet of the Year competition, and Sandy Douglass, designer of the Flying Scot, was presented the Executive Secretary's Cup.

FSSA Second Vice President Jack Stewart presented the Fleet of the Year Award and noted that the response to the competition was larger this year than in previous years.

Executive Secretary Ed Eubanks presented the Executive Secretary's Cup to Douglass in honor of Douglass's long years of service to the association and to express the appreciation the class owes him for designing the Flying Scot. This year's NAC represented the 25th Anniversary of the Flying Scot.

Also, FSSA members were encouraged to continue their participation in the association and to pro-

mote FSSA membership and activity to other Scot sailors.

Members also reelected the current officers to serve another term during 1983. These officers are as follows: Allen M. Douglas, president; Hallam Walker, first vice president; Jack F. Stewart, second vice president; Robert P. MacKenzie, secretary; E. Paul Moore, treasurer; Lawrence Taggart, measurer; Paul Newton, editor of Scots n' Water; and Robert Hellendale, elected member of the Nominating Committee.

FSSA Needs Your Support

Dear Fellow Flying Scot Sailors:

I hope you will permit me to share with you a few thoughts on FSSA finances. If you attended the annual meeting you learned we are currently very low on funds and will remain this way until we begin collecting our 1983 dues. Our latest financial report indicates expenses for 1982 will exceed income by some \$8,000 to \$10,000 which will elimi-

nate our reserve funds.

Along with cutting and controlling expenses, income has to be increased if we are to regain a healthy condition financially. I believe this can be done with just a little effort from each of us.

First, let us each remit our 1983 dues just as soon as we receive our dues notice. That's the easy one.

Second, sell our fellow non-member Flying Scot owners on supporting FSSA. Non-members fall into two groups: those who have never been members (these may be unknown to you or your fleet and difficult to find) and those who have been members in the past but for some reason have stopped supporting FSSA.

I believe our initial position must be to expect our fellow Flying Scot owners to support FSSA, and I also believe they will if they understand what it means to support. To me, and I would guess to most of us, our Flying Scots are a major investment which we would not think of leaving unprotected without insurance or unsecured at a harbor or in unsatis-

*1983 Greek Cruise (see Sept. issue)
Initial 11 Boats Sold Out!
We Have 8 More Available
June 24 - July 8, 1983*

Bob Vance
134 Indian Head Road
Riverside CT 06878

_____ Send me more information of 6/24/83 Cruise. There will be _____ of us.

_____ I will skipper boat and will/will not provide other couple.

_____ I want to join qualified skipper.

(Please print) NAME _____

ADDRESS _____

factory storage. Why then would we hesitate paying a nominal amount to help maintain a means to hold and even increase the resale value of this valuable investment? *Flash!* this nominal amount is now tax deductible since FSSA has an IRS non-profit status.

Besides the above we are getting a great publication in the *Scots n' Water* which is better than it ever has been, and I have always thought it was great. We can make it even better by sending in more articles.

With a little looking around we can find and talk to the non-member Scot Owners and see if they know what they are missing. If they are not active sailors, it does not matter, they still have an investment and receiving Scots n' Water might just get them back. You might get them into your fleet (I hope they are not already in your fleet—and not supporting FSSA!).

Paul Moore, Treasurer

Sandy Douglass Regatta

This year will mark the 6th Annual Sandy Douglass Regatta sponsored by the Rudder Club of Jacksonville, Florida, November 13th and 14th. I want to help out a bit by seeing if I can talk all you Scot sailors out of putting those boats up for the winter. Instead grease those wheel bearings and get on the road to Jacksonville and the Rudder Club. I have made the trip from Boston, Mass., for the last three years now and cannot wait to get back there again.

The people involved, the activities scheduled, and the chance to sail with (against) Sandy are more than worth the price of admission. The last three years' Regattas have been so enjoyable for me that it has become an event I've looked forward to all year. The racing takes place on the St. John's river about 10 miles south of Jacksonville where the river is about three miles wide and the mix of winds and current are enough to challenge the best of us.

So come on down and join Sandy, Dave Mayfield, and all the rest of us that have had such a good time in the past. Be forewarned though, this is my fourth time and I will capture one of those handsome trophies this year. Mike Kiely Fleet Captain Fleet 76

BOSTON SAILS

- 1,6 '82 NAC
- 1 '81 NAC
- 1 '82 MIDWINTERS
- 1,2,4 '82 MICH. DISTRICTS
- 1,2 '81 MICH. DISTRICTS
- 1 '81 EGYPTIAN CUP
- 1 25th ANNIVERSARY
- 1,2,3, PORTAGE FIRST BURST



As you can see from the above list, Boston sails have won most of the recent major Flying Scot regattas. We are proud of this record. And we are just as proud of the middle of the fleet sailors who, with the help of their new Boston sails, were able to climb the ladder in their own clubs. We have two things in mind when we design sails. The first is to make them fast (our testing and regatta results show this). The second is to make them forgiving. We want all sailors to be able to make our sails go fast. Bostons come with a complete tuning guide and access to sailors who know the boat and are willing to help. And, of course, the traditional Boston Workmanship insures you that your Bostons will last. For more information, call or write Larry Klein at the loft.

ASK ABOUT FLEET DISCOUNTS

BOSTON SAILS, INC.
38807 HARPER AVE.
MT. CLEMENS, MI 48043
313-468-1488

Andy Fox Defends NAC Title

Paul Newton

Andy Fox, 1981 NAC and 1982 Midwinters Champion, proved his mettle once again by winning the 1982 NAC. This time he did it *without* veteran sailmaker and Thistle Champion Larry Klein aboard. Andy sailed a chartered boat. The first race of the Eliminations was the first sail together for Andy and his crew Cindy Peterson from Massachusetts and Pat Barry from Michigan. Andy's finishes were 3, 1, 12, 1, 7 indicating that he did not dominate the racing as he had at the Midwinters. In fact he had to catch one boat on the last leg of the series in order to clinch the '82 title.

RACE REPORT — THE ELIMINATIONS

The Eliminations were to be held in two races on Monday and one on Tuesday. However, it blew so hard on Monday that the races were cancelled, and all three eliminations were sailed back to back on Tuesday. The wind was out of the Southwest and blew 15-20 knots the first two races and a little less the third race. Immediately after the start of Division I the fog rolled in; Bubby Eagan in Division II sailed by the gybe mark to leeward before he saw it and had to beat back up to it to round. The fog partially cleared by the second race and the sun was out for the third race.

Bubby Eagan won all three of his Elimination races, and he had tied for first with Jerry Hartman in the warm-up Buzzard's Bay Regatta, making him "the sailor most likely to succeed."

Fox and Tom Ehman had the second best score of the Eliminations with $7\frac{3}{4}$ points apiece. Chuck Barnes had $8\frac{3}{4}$ and Peter Beam had 9 points. The dye was cast; each of these



Andy Fox and his crew, Cindy Peterson and Pat Barry — 1982 NAC Champs.

sailors finished in the top 6 in the finals. Terry Kelleher, who rounded out the top 6 in the finals had two third place finishes in the Eliminations.

FIRST RACE (Wednesday morning)

The race started in very light air from the Northwest. Terry Kelleher rounded the windward mark with a two minute lead over Fox who rounded second. A little puff filled in just as Kelleher rounded the windward mark, giving him a $6\frac{1}{2}$ minute lead at the gybe mark over Holly Helliwell who rounded second just inside of Tom Ehman. Tom had just sailed over Fox. Bubby Eagan had been way back at the windward mark, but he went high on the first reach to round the gybe mark in fifth.

Kelleher had a $7\frac{1}{2}$ minute lead at the leeward mark, followed by Ehman, Eagan, and Fox. The race committee shortened the course to four legs. Fox passed Eagan on the last windward leg to finish third, so

it was Kelleher, Ehman, Fox, and Eagan at the finish, followed by Beam in fifth and Carpenter in sixth. Chuck Barnes, who sailed the rest of the series to finish fifth overall got caught in a massive jam-up at the leeward mark and finished 24th. This jam-up occurred when the Challenger Division got a puff and sailed down onto the Championship Division at the leeward mark, where almost everybody parked for awhile. The last half of the last "windward" leg for the boats who took a rest at the leeward mark turned into a broad reach as the wind shifted to the South.

SECOND RACE (Wednesday immediately following 1st race)

The Skipper provided us with five to ten knot breezes from the South. After one general recall, Fox led Jerry Hartman and Randy Santa-Cruz around the windward mark. Four to five boat lengths separated each from the other. The first reach was broad off. Coming into the gybe mark it appeared that Hartman was

leading with Santa-Cruz in second and Fox way outside in third. But Fox sneaked behind, got the inside overlap at the mark and rounded ahead.

Fox and Santa-Cruz fought for the lead through the next two legs. The wind shifted to the right, favoring the right side of the course on both windward legs. The Championship and Challenger Division rounded the leeward mark at the same time, Champs coming in on their run and Challengers coming in on their second reach. This and the windshift to the right really jumbled up the finishes. Fox held on to win; Chuck Barnes (who was over early at the start and had to restart) finished second. Peter Beam passed several boats on the last leg to finish third while Santa-Cruz and Hartman dropped to seventh and eighth respectively.

THIRD RACE (Thursday morning)

Thursday morning was cold with a ten knot breeze out of the East. The leaders at the end of the first beat were Hartman, Carpenter and Barnes, who had gone way right to pick up a starboard tack lift. It was a tight first reach with the first three positions holding to the gybe mark. Barnes made a good tight rounding and picked up Carpenter on the gybe.

Barnes' boat "Smokin" picked up her skirts to round the second windward mark 27 seconds ahead of Hartman. Carpenter had tried the right side again but it had not paid. He was still in third but the boats behind had gained.

Once again the Champs and Challengers were coming into the leeward mark together, the Challengers reaching in and the Champs

VIDEO TAPES

of the 1982 NAC

See all the action in the Championship and Challenger divisions from Buzzard's Bay at this year's championships.

* Interviews with Fox, Beam, Eagan, Ehman — all the leaders

* The giant, 40-boat pinwheel at the leeward mark in the 3rd race

* The final race come-from-behind recovery that gave Fox the series victory

* Perfect for fleet meetings

* VHS format, all in color, with running commentary

Contact:

Graham Hall — 518/725-7475
86 E. State Street
Gloversville, NY 12078
(Fl. Scot #3707)

NAC FINISHES, CHAMPIONSHIP DIVISION

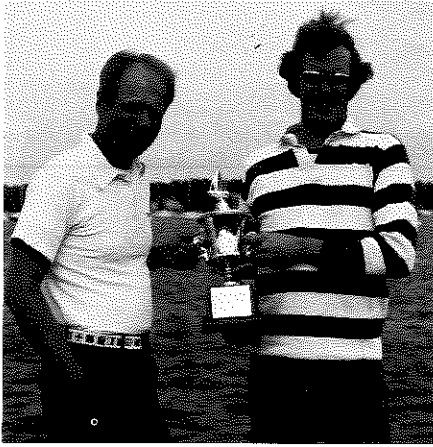
SKIPPER	SAIL NO.	RACE NO.					TOTAL SCORE
		1	2	3	4	5	
A. Fox, Fla.	3566	3	1	12	1	7	23½
P. Beam, Conn.	3501	5	3	11	3	3	25
B. Eagan, Miss.	3599	4	6	4	11	5	30
T. Kelleher, Mass.	2821	1	10	7	6	8	31¾
C. Barnes, Fla.	GYA18	24	2	1	4	4	34¾
<hr/>							
T. Ehman, R.I.	3481	2	11	6	14	2	35
H. Carpenter, Md.	3601	6	9	2	5	14	36
L. Taggart, Ia.	2710	9	4	8	7	10	38
J. Hartman, Ill.	3578	19	8	3	8	6	44
D. Stieffel	3398	21	5	12	2	1	52¾
<hr/>							
R. Blome, Ohio	3248	23	5	16	10	15	69
J. Morgan, Mass.	1444	17	20	13	18	18	86
J. Stewart, Ohio	1342	8	25	14	17	22	86
C. Gambel, Ia.	2715	30	15	9	9	24	87
H. Helliwell, Mass.	1203	10	16	18	20	23	87
<hr/>							
J. Haley, Mass.	2658	29	12	19	13	17	90
M. McCarthy, Conn.	641	7	13	25	24	25	94
R. Santa-Cruz, Miss.	GYA98	20	7	5	21	dnf	95
R. Mancee, N.J.	3773	42*	18	17	12	9	98
F. Breeckard, Conn.	2499	18	31	26	19	11	105
<hr/>							
J. Besse, N.Y.	3493	12	19	27	31	16	105
R. Hallindale, Conn.	3214	11	23	21	33	19	107
P. Mitchell, Mass.	3391	15	42	24	15	12	108
T. Kalterjohn, Mass.	3524	22	33	20	16	21	112
B. Vance, Conn.	3800	16	21	28	22	29	116
<hr/>							
C. Winans, Mass.	3291	42*	14	15	26	27	124
J. Cavanaugh, Mass.	1126	14	26	23	25	40	128
F. Pettee, Mass.	2339	25	42	29	23	13	132
B. Corulis, Mi.	D6	31	22	31	36	26	146
C. Wickerson, Ohio	511	27	28	35	27	33	150
<hr/>							
S. Eustis, Ohio	3276	28	34	22	35	32	151
P. Salmon Cox, Pa.	2266	13	29	36	37	38	153
J. Rudy, Ohio	3558	26	30	32	29	37	154
R. Fosdick, Mass.	3704	42*	36	34	28	28	168
E. Theisen, Mich.	3586	42*	37	41	30	20	170
<hr/>							
K. Wright, Mass.	471	42*	24	38	38	30	172
G. Bedmark, Mich.	D2	42*	27	39	34	34	176
G. Williams, N.Y.	3211	42*	32	37	32	36	179
D. Christensen, Mich.	1190	42*	35	30	41	39	187
M. Kiely, Mass.	3290	42*	39	33	39	35	188
<hr/>							
B. Tingle, Pa.	3388	42	38	40	40	31	191

*dnf—failed to finish within 45 minutes of 1st finisher

OCTOBER 1982

NAC FINISHES — CHALLENGER DIVISION

SKIPPER	SAIL NO.	RACE NO.					TOTAL SCORE
		1	2	3	4	5	
R. Kerdock, N.J.	3411	6	3	1	2	6	17¾
H. Walker, N.C.	171	2	6	2	9	7	26
T. Boban, N.H.	231	9	1	3	17	5	34¾
J. Starr, Pa.	3550	5	2	17	8	4	36
E. Vieman, N.J.	2248	27	7	6	3	1	43¾
<hr/>							
L. Vieman, N.J.	3779	3	12	11	10	10	46
J. Leitper, Ohio	1858	1	9	16	11	14	50¾
J. Orr, Conn.	1497	10	8	24	6	3	51
R. Rubenstein, Mass.	1635	14	11	8	1	19	52¾
T. Glass, Ill.	3617	16	4	19	13	2	54
<hr/>							
R. Flynn, Mass.	3039	22	10	5	4	16	57
D. Hott, W.Va.	3029	17	16	20	5	12	70
T. Kemp, Pa.	1313	11	18	13	24	9	75
M. McKeever, Cal.	923	34	17	7	12	11	81
L. Neuby, Va.	3553	7	14	29	19	13	82
<hr/>							
C. Post, Mass.	2769	26	19	4	16	17	82
B. Singletary, N.C.	3595	20	22	10	20	15	87
B. Blair, Va.	1346	18	5	26	21	20	90
I. Cohen, N.Y.	3737	19	21	12	7	dnf	93
T. Young, Mass.	1164	12	15	28	22	21	98
<hr/>							
R. McGehan, Va.	1771	30	23	9	14	24	100
J. Burnside, Md.	2303	25	13	18	18	28	102
J. Barnes, Md.	1039	15	25	15	24	26	105
D. Leffler, N.C.	133	24	26	14	26	22	112
P. Freeman, Ohio	3633	21	30	22	34	8	115
<hr/>							
E. Sunderland, Mass.	2454	13	24	23	34	23	117
D. Givens, Ala.	1026	8	29	30	25	29	121
J. McArdle, Me.	311	4	27	32	34	27	124
B. Schnee, N.Y.	3036	28	28	21	23	25	125
E. S. Montello, Mass.	1499	29	20	27	34	18	128
<hr/>							
J. Lorenz, N.J.	1078	34	32	31	15	dnf	146
J. Murphy, Vt.	1018	23	31	25	34	dnf	147
B. Laidlow, Tenn.	3299	dnf	dnf	dnf	dnf	dnf	170



1982 NAC Challenger Division Champion Richard Kerdock and his crew Steve Johnson.

running in. Carpenter passed Hartman on the run and Bubby Eagan rounded inside Hartman at the leeward mark. The wind backed to East-Northeast on the last leg and the Champs could almost lay the finish on port. Barnes and Carpenter held their leeward mark position to finish first and second. Hartman passed Eagan to finish third, and Bubby was fourth. Andy Fox had a disheartening twelfth.

FOURTH RACE (immediately following third)

The wind had backed to 60 degrees and the velocity had decreased somewhat from the third race. Dennis Stieffel rounded the windward mark first with Fox a close second, Hartman third and Larry Taggart fourth. Fox was shortly in first, however, after pulling a neat trick on Stieffel. At the leeward mark it was Fox, Stieffel, and Beam and that's the way it stayed the whole race.

Once again the Challengers and Champs rounded the leeward mark together and sailed up the beat together. Bubby Eagan lost six boats on the last beat to finish eleventh. Later he said his loss was due to the large number of boats on that leg caused by the Champs and Challengers sailing to windward together.

Fox's victory came immediately after his worst race of the series. It takes a real champion to finish well after a bad race. Fox later said that, after the poor finish, he resolved to win the next race.

"After all," he said, "It's just a matter of getting a good start, get-

ting in phase with the shifts, and making the boat go."

Kelson Elam once said, "Winning in sailing is doing the same things right, over and over, race after race."

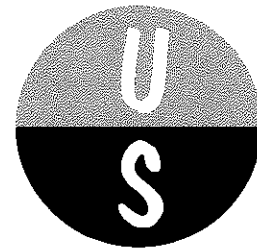
Andy Fox resolved to do the right things and then followed through.

FIFTH RACE (Friday morning)

The wind was from the North at about ten knots. Fox was in first in the series by 5½ points over Carpenter and Peter Beam. The left side of the first windward leg was favored. But Fox went right and rounded the windward mark in thirteenth. Beam was in third. Fox had made a job for himself. The top three boats at all marks were Stieffel, Ehman and Beam.

Fox worked his way up to ninth at the last leeward mark. (In this race the courses were long enough to prevent the Champs and Challengers from sailing together.) Fox had to catch one boat on the last beat to win, that is, if Beam did not pass Ehman. It is history now; Fox passed two boats to finish seventh and beat Beam by one and one half points to clinch his title defense.

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.

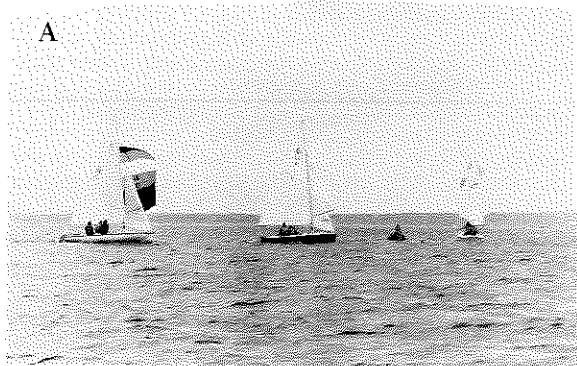


Ullman Sails
410 29th Street
Newport Beach, CA
(714) 675-6970

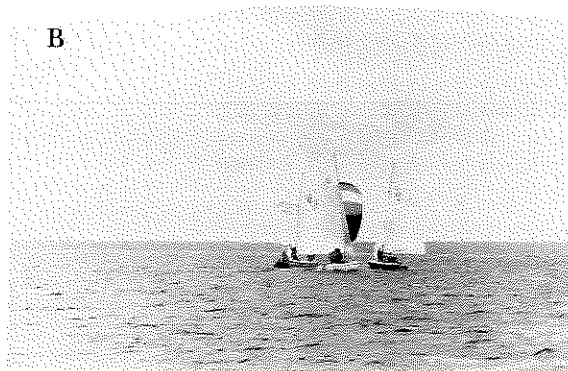


Ullman Sails South
309 N. Oakland
Dallas, TX
(214) 741-2364

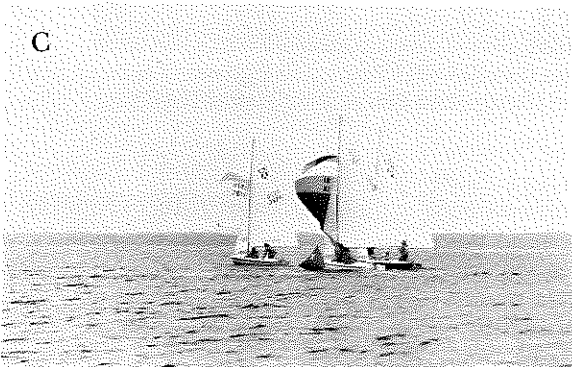
“The Perils of Rounding Wide” as executed by _____ (The sail number of the boat which gives us this lesson has been obliterated to protect the guilty and his/her family and friends from public ridicule.)



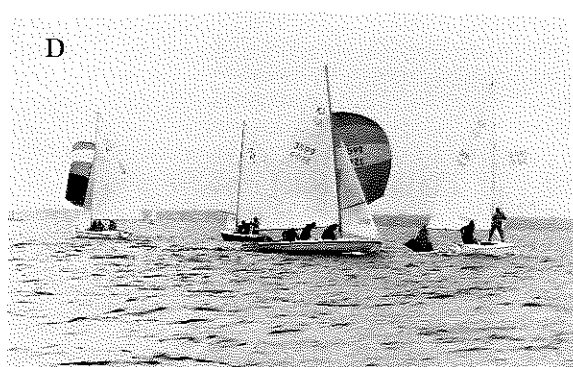
_____ approaches the gybe mark leading GYA18, Chuck Barnes, by at least 1 1/2 boat lengths (maybe more - note mast heights).



_____ has gybed and appears to be wide of the mark.



Yep, _____ is wide, allowing Barnes to get inside. Barnes does an excellent gybe.



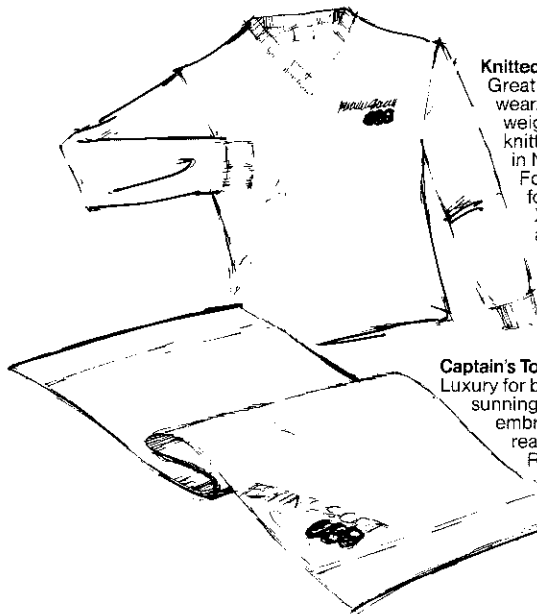
Barnes leaves the mark to windward by 1 1/2 - 2 boat lengths and maybe 1/2 to 1 boat length behind _____ (note mast heights).

FOR ONE DESIGN-YACHTSMEN FROM THE

Mystic Mariner
CHANDLERY

Now available for you: apparel and accessories personalized with your choice of class design and hull number or boat name.

These items are all of first class quality ... each one is one of a kind. Order now for holiday gift giving to your favorite captain or crew.



Knitted V-neck ...
Great for dress or casual wear. Warmth without weight. Our classic knitted "V" is available in Navy, Tan or Forest Green. Sizes for men S through XL. Women order appropriate men's sizes. Design is embroidered.
\$19.95

Captain's Towel ...
Luxury for boating, bathing or sunning. The Captain's Towel, embroidered, 6 feet long and really plush. Colors are Navy, Red or White.
\$32.95 Embroidered



Regatta Dress Shirt ...
Decorated with embroidered identification. A standout at the club or course; comfortable for just relaxing. Colors are Navy, White, Red, Green and Yellow. Sizes S through XL, ladies or men.
\$16.95

Other items available personalized with class design and number or boat name are

Visors (white, navy)	\$ 7.95
Ball Caps	8.95
Class T-Shirts (red, yellow, blue, black)	9.95
Grey Racing Tee	8.95
Tote Bag (duck cloth, white only)	8.95
Lady Sailor's Scarf (red, navy)	7.95
Hooded Sweatshirt	18.95

Order by sending your name, address, product selection (don't forget size and color) and check along with \$2.00 for shipping and handling to: **Mystic Mariner Chandlery, Post Office Box 115, Library, PA 15129.**

The MYSTIC MARINER Guarantee ... Satisfaction or your money back.

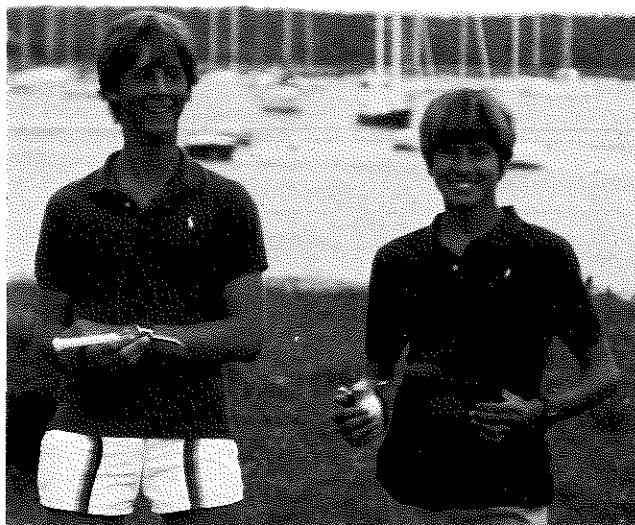
GAMBEL WINS 1982 JUNIOR NORTH AMERICAN CHAMPIONSHIP

The 1982 Junior NAC's were held the weekend of August 7th and 8th out of Tabor Academy in Marion, Massachusetts, in conjunction with the Annual Buzzard's Bay Regatta. Five races were held on a five leg course, windward-reach-reach-windward-lee-ward; one throwout was allowed.

The first race saw light breezes with a healthy current setting boats to leeward, particularly on the deeper left side of the course. Peter Merrifield and Vicki Wiseman led from the beginning as Christian Gambel erred by going left on the first windward leg into the opposing current.

Peter Merrifield led the second race until the beginning of the last leg. Christian Gambel wisely did a gybe spinnaker set at the windward mark while Peter did a straight set. This put Christian on the headed gybe, giving him the lead which he held to the finish. The wind in this race was about 10 knots with fairly flat seas.

Race three brought 15-20 knot breezes with rough seas. The gybe mark was witness to an unusual lead change. Peter Merrifield, with a sizable lead, capsized while gybing, allowing Christian to sail into first. Peter and his crew righted the boat and proceeded to show their stuff by finishing second in the race.



Right: Christian Gambel—1st Place, 1982 Junior NAC's
Left: Peter Merrifield—2nd Place, 1982 Junior NAC's

Races Four and Five saw "square" seas two to four feet high and 15-20 knot breezes. The Committee boat end of the starting line was favored both races. Christian got off to good starts while Peter had to do 720's at the start of both races for barging. Christian had about 420 pounds of crew weight aboard, more than most of the other competitors, which he believes gave him a distinct advantage in the heavy air. He handily won both Races Four and Five to clinch the championship.

JUNIOR NAC FINISHES

SKIPPER	SAIL NO.	RACE NO.					TOTAL SCORE
		1	2	3	4	5	
C. Gambel, La.	2715	4	1	1	1	1	3
P. Merrifield, Miss.	2710	1	2	2	6	2	6 1/2
V. Wiseman, Mass.	1350	2	6	4	4	5	15
S. Pettee, Mass.	2339	7	4	DSQ	2	4	17
T. Conroy, Mass.	1456	8	9	3	3	3	17
S. Jordan, Mass.	2220	3	8	7	7	6	23
M. Varney, Me.	231	6	5	6	8	7	24
P. Lee, Mich.	5D	5	7	5	9	DNS	26
C. Fosdick, Mass.	3704	9	3	DNS	5	DNS	28
Russell	1399	10	DNS	DNS	DNS	DNS	43

North Sails Leads the Pack Again in 1981.

In 1981, skippers were able to do more with North Sails than with any other. The lead boat in the Jr. North American's (pictured) is boat lengths ahead of the competition. How much more could you do with a new suit of North Sails?

Mid-Winters
GYA Lipton Regatta
Jr. North American's

1st, 3rd
1st in Every Race
1st, 2nd, 4th, 5th, 6th

N
NORTH SAILS

to get in front of your fleet contact North Sails at:

S	1111 Anchorage Lane San Diego, CA 92106 (714) 224-2424	404 South Roadway New Orleans, LA 70124 (504) 283-4500	22960 Industrial Dr. W. St. Clair Shore, MI 48080 (313) 776-1230
----------	--	--	--

photo — Don Chambliss

Trophies, Trophies, Trophies

One would be hard pressed to miss carrying home some sort of trophy or recognition from the Flying Scot North American Championship. The FSSA requires that trophies be awarded to the first five places in both Championship and Challenger Divisions, as well as to the crews of the first five places in both Divisions. Besides these trophies there are 18 perpetual traveling trophies awarded at each NAC.

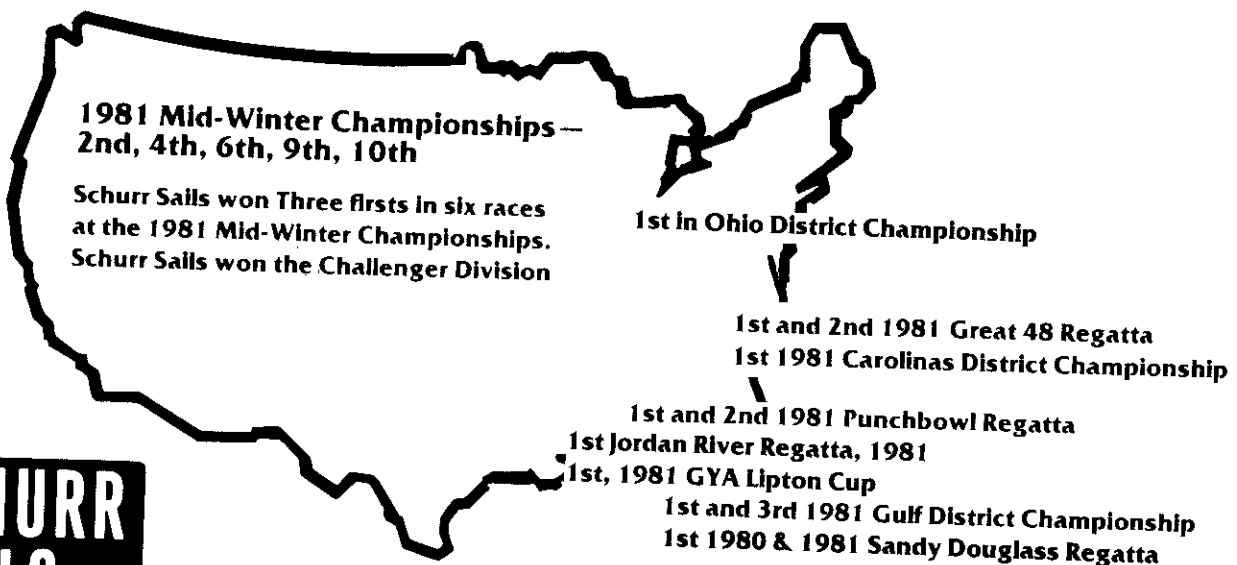
Andy Fox
Gordon K. Douglass Trophy
1st, Championship Division
Peter Beam
Howard Boston Yacht Sail Trophy
2nd, Championship Division
Bubby Eagan
George L. Foster Trophy
3rd, Championship Division
Terry Kelleher
Ratsey and Laphorn Trophy
4th, Championship Division
Terry Kelleher
Maxine Elam Trophy
1st in 1st Race,
Championship Division

Andy Fox
Schaeffer Marine Trophy
1st in 2nd Race,
Championship Division
Chuck Barnes
John C. Jones, III Memorial Trophy
1st in 3rd Race,
Championship Division
Andy Fox
Buddy Pollak Trophy
1st in 4th Race,
Championship Division
Dennis Stieffel
Fleet 7 Trophy
1st in very last Race,
Championship Division
Richard Kerdock
Max and Mary Doolittle Trophy
1st, Challenger Division
Hallam Walker
Sam Telschow Memorial Trophy
2nd, Challenger Division
Tim Bohan
Terry Schroeder Trophy
3rd, Challenger Division
Terry Kelleher
Highest Score from Northeast
District

Jack Leipper
Fred Crapo Trophy
1st in 1st Race,
Challenger Division
Andy Fox
*Paul C. Schreck Trophy
Most 1st Places
Abigail Winans
crewing for Chuck Winans, 1982
NAC Chairman
*Mary Douglass Trophy
Best Family-Sailed Boat
with Ladies on Board
Chuck Barnes
*Detroit Yacht Sail Club Cup
Best Sailed Club-Owned Flying Scot
Florence and Ted Glass
Florence and Ted Glass Trophy
Best Boat with Husband/Wife Crew
Gordon K. Douglass
J. Edgar Eubanks Executive
Secretary's Cup
Person having done most for
Flying Scot Class
M. McKeever
Boulder, Colorado
Traveling Furthest Distance

*Keeper trophy awarded as well as traveling trophies

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



**SCHURR
SAILS**

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

25th Anniversary Regatta Log

25TH ANNIVERSARY REGATTA: CHAMPIONSHIP DIVISION RESULTS

PLACE	BOAT		CREW	FLEET NO.	RACE NO.			TOTAL
	NO.	SKIPPER			1	2	3	
1	3481	Tom Ehman Jr.	Tom Ehman Sr.	20	3	1	2	5½
2	3578	Jerry Hartman	Ken Johnson	135	2	2	3	7
3	3599	Bubby Eagan	Corky Hadden	98	5	3	1	8¾
4	3711	Jim Menzies	Pat, Kathy, Menzies	—	1	12	5	17¾
5	3666	Rick Baugher	Jo Baugher	19	5	10	7	22
6	3560	John Irvine	Don, Jeff Irvine	1	10	9	4	23
7	2950	Dave Solomon	Abby Solomon	65	4	4	16	24
8	3096	Bob Cornish	Dale Cornish	65	1	6	18	24¾
9	594	Doug MacMillan	Allen, Keith MacMillan	6	9	7	9	25
10	171	Hal Walker	Cathie Walker	48	6	14	8	28
11	11	Harry Carpenter	Eric Amman	6	12	11	6	29
12	3558	Jack Rudy	Nancy Rudy	1	6	16	10	32
13	511	Paul Nickerson	Chris Nickerson	12	4	15	14	33
14	2787	Jack Carpenter	Joe Ewing	6	7	5	21	33
15	1472	Eric Scarpa	Richard Scarpa	1	3	20	11	34
16	1	Sandy Douglass	Dick Peake	6	9	8	17	34
17	3029	Don Hott	Charlotte Hott	6	8	17	12	37
18	2835	Chuck Hoffman	Bev Hoffman	1	2	22	15	39
19	3658	Gerry Saul	Ann Saul	1	8	19	13	40
20	3226	Sandy Eustis	Dan Shook	1	12	13	19	44
21	3446	Dick Young	Sharon Young	1	11	18	20	49
22	3633	Peter Freeman	Caroline Freeman	1	7	23	22	52
23	3190	Peter Morris	Andy, Joan Seiler	1	11	21	24	56
24	3608	Gene Cieslewicz	Scott, Jenny Cieslewicz	12	10	24	23	57

25TH ANNIVERSARY REGATTA: CHALLENGER DIVISION RESULTS

PLACE	BOAT		CREW	FLEET NO.	RACE NO.			TOTAL
	NO.	SKIPPER			1	2	3	
1	3820	Paul Moore	Marti Moore	83	14	4	3	21
2	3262	Bob Schneider	Dory Schneider	31	17	5	1	22 ¼
3	4	Clark Ashby	Rhoda Ashby	30	18	1	4	22 ¼
4	3248	Randy Blome	George Blome Jib Browning	—	15	6	2	23
5	3617	Ted Glass	Florence Glass	30	13	2	12	27
6	2865	Bob MacKenzie	Norma MacKenzie	29	DNF	3	6	33
7	3636	George Rootring	Jim Cain	65	16	8	11	35
8	2032	Ed Marcotte	Doris Marcotte	1	13	14	10	37
9	3363	Julian Magnus	Nancy Magnus John Rosenberg	1	14	7	17	38
10	7	Bruce Drury	Mark Morey	6	15	9	14	38
11	2666	Tim Barrett	Wanda Barrett	1	20	11	7	38
12	1950	Clayton Rugg	Jim Roman George Spencer	130	16	10	15	41
13	264	George Leet	Charlie Holbrook	127	DSQ	12	5	42
14	3718	John Dye	Liz, John, Lisa Dye	1	21	13	8	42
15	2931	Mike Kelley	Tom Kiefer Walt Fening	1	18	17	9	44
16	3556	John Danks	Holly Danks	1	17	15	13	45
17	2354	Bob Friedman	Elaine Friedman	1	22	20	16	58
18	3649	Gerry Hilk	Scott, Julie Hilk	1	DNF	18	18	59
19	1973	Mason Colby	Pat Colby Jack Moore	1	19	21	20	60
20	2718	Carol Claypool	Virginia Claypool David Thompson	1	20	22	19	61
21	1565	Jerry Koral	Ricky Pollock	1	21	16	DNS	62
22	3462	Kevin Bove	Larry Hannan Steve Bove	1	19	19	DNS	63

Sandy Eustis

FRIDAY, 11:30 A.M.: I arrive at Lake Cowan with scoreboard and registration materials — planning to set up early before entrants start arriving in the afternoon. As it turns out, I am already late, since Bob and Dory Schneider came in on Thursday from New Jersey and are out sailing on the lake, and Bubby Eagan is working on his van in the Cowan Lake Sailing Association parking lot.

FRIDAY, 1:00-2:00 P.M.: Doug MacMillan arrives from Pittsburgh; Rick and Jo Baugher drive in from Canton with kids and a new tent which Rick confidently starts to set up; Hal and Cathie Walker arrive from North Carolina; Eric Amman and Harry Carpenter come in from the factory loaded with trophies and a bunch of special 25th Anniversary tee-shirts.

FRIDAY, 2:00-5:30 P.M.: Sandy Douglass appears with crew Dick Peake (a charter member of Fleet 1 in 1957), and we all walk out to the parking lot to admire the beautiful refinishing job on FS #1. Jerry Hartman shows up, pulling two Scots behind a monstrous camper named "The Bay Hilton." Tom Ehman senior and junior arrive separately, the former in work shirt and plantation style straw hat pulling the boat from Michigan, the latter in business suit driving a rental car from the airport. Paul and Chris Nickerson and kids come in from Cleveland and set up their tent next to the Baughers, or rather next to Rick who is still confidently putting his up. Clayton Rugg and Jim Roman come in from New York; George Rootring arrives with a box of spinnaker halyard take-up reels, and in one 15-minute span we greet Don and Charlotte Hott, Bob and Dale Cornish, George Leet and Charlie Holbrook, and Dave Solomon with daughter Abby. Ted Glass comes in; Jack Carpenter arrives; about a dozen local Fleet 1 skippers are on hand; Gene Cieslewicz and kids Scott and Jenny come in.

SATURDAY, 8:00-9:00 A.M.: Back at the lake, I discover that Clark and Rhoda Ashby, Bob and Norma MacKenzie, Randy and George Blome, Bruce Drury and Mark Morey, and Paul and Marti Moore have all arrived. We have 22 local registrants, and the field totals 46 Scots. The fleet is split in half, and we will use Race #1 as a qualifier to separate out a Championship and a Challenger division for the second and third races. We will, however, count Race #1 results in the final scoring.

SATURDAY, 11:00 A.M.: RACE #1: There is almost no wind at the start, which features Bubby Eagan over early at the pin end. He can't hear the Race Committee bullhorn and it's a good three minutes before he turns around to come back to the line and about six minutes after the gun before he has restarted. Meanwhile the second half of the fleet starts ahead of Bubby, five minutes, but only about 200 yards, behind the first group. There is barely enough wind to keep moving. The boats on the left side of the course start to pick up a bit as the wind fills in from that side, and my fears about a cancellation are replaced by the realization that once again I am on the wrong side of the course in light air. While I am struggling to make the Championship division, the good skippers are gradually

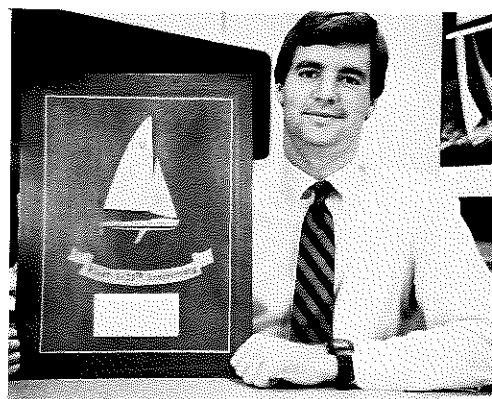
working their separate ways to the top of the pack, and the qualifier ends with no major surprises, as the pre-regatta favorites all finish in the top half of their groups and make it into the Championship flight.

Bob Cornish wins one division of the first race, followed in order by

locals Chuck Hoffman and Eric Scarpa, Paul Nickerson, and Bubby Eagan, who gets all the way back to fifth after his horrendous start. In the other division, Cowan Lake Thistle Fleet Champion Jim Men-

(continued, page 14)

Thank You, Mr. Bennett



Mr. Gerald Bennett of Gainesville, Florida, designed and built the first place trophy for the 25th Anniversary Regatta. It is obvious that many hours of labor went into the creation of this award. Following is a letter to Mr. Bennett from Tom Ehman, the 25th Anniversary Regatta Champion:

"Dear Mr. Bennett:

"Your beautiful creation found its way into my fortunate hands at last weekend's 25th Anniversary Flying Scot Regatta. What a marvelous job you did. The Flying Scot Class and I are very grateful for your contribution.

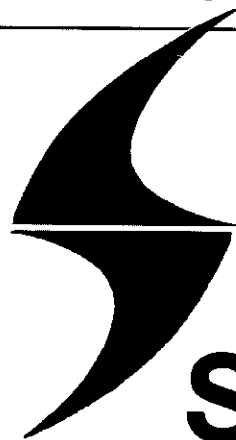
"The regatta itself was enjoyable in spite of light wind. Over 50 boats participated with sailors coming from all over the Eastern United States.

"Everyone was very impressed with your handsome trophy. I have won a few over the years, and this is the most attractive of them all.

"Thanks again for your contribution of this trophy. It was the crowning touch to a great regatta.

"Best wishes for a good summer of sailing.

Sincerely,
Tom F. Ehman, Jr."



SHORE SAILS

Shore Sails Perform

1982 Shore Sails are designed to perform equally well in a drifter or flat water as in a 20 mph blow in 4-foot seas. Shore Sails are not only fast, but also easy to trim. They're not gimmick sails—but they do deliver the performance needed to win races. Ask any Shore customer.

We also provide the best service available. Give us a call . . . or look for us on the regatta circuit.

330 West Spring Street
Columbus, Ohio 43215
(614) 221-2410

25th Regatta

zies and Jerry Hartman play nip and tuck the whole race, with Menzies winning, Hartman second, Tom Ehman Jr. third, Dave Solomon fourth, and Rick Baugher fifth. Menzies' boat is the second one Hartman brought in behind his camper; it's a lovely salmon color, but Jerry starts calling it "that shrimp boat" after Jim beats him in Race #1, and the name sticks.

SATURDAY, 2:30 P.M.: RACE #2: The wind is still light for Race #2, but a bit stronger than in the morning — perhaps 5 MPH. Tom Ehman has a perfect start at the pin end of the line, forcing John Irvine over early and burying three more boats below him. He sails 50 yards, tacks into a puff that no one else gets, and has a 200-yard lead after the first three minutes of the race. Jerry Hartman starts in clear air in the middle of the line, while Bubby Eagan has the best start at the Committee boat. Both of them go to port immediately and lead the pack off to the right side of the course, where the wind looks to be filling in. Hartman and Eagan get there quickly and open up a big gap on the pack as the right side wind begins to die before anyone else gets to it. The few boats that stay left after the start, away from the wind apparently filling in on the right, get the next puff first and fall in behind the three leaders.

Never have I seen a race outcome determined so quickly. Within six to eight minutes of the start Tom Ehman has 200 yards on Jerry Hartman, who has 100 yards on Bubby Eagan, who has 100 yards on Dave Solomon, Jack Carpenter, Hal Walker, Harry Carpenter and my-

self, and we in turn have about 50 yards on the pack that went right at the start but never got to the breeze. The Fleet gets strung way out on the first beat, and there are few dramatic position changes for the rest of the race.

Tom Ehman wins by almost a leg of the course over Jerry Hartman, who has half a leg up on Bubby Eagan in third. Dave Solomon takes fourth, with Jack Carpenter fifth and first race winner Bob Cornish sixth. In this race the three leaders started in very different spots on the line, but all three were moving well and got to the fresh wind before anyone else. In the Challenger division Clark Ashby sails FS #4 past Ted Glass and Bob MacKenzie to capture the victory.

SATURDAY, 4:30 P.M. — SUNDAY 3:00 A.M.: The party continues at the CLSA clubhouse with more beer and wine, a Fleet 1 style pig roast, and a pair of magicians (including Fleet 1 skipper Chuck Hoffman) performing afterwards.

SUNDAY, 9:00 A.M.: RACE #3: Another light air start. There's a big crowd at the Committee boat end of the line, with Rick Baugher getting the good start and everyone else sitting and shouting in each other's bad air. Tom Ehman and Jerry Hartman are treating this like a two-boat match race, chasing each other around before the start, but they get off close together in clear air half-way down the line. The wind is shifting back and forth, dying and coming up, with first the boats to the right, then those to the left, looking better. It turns out neither side is favored, and a pack of ten reaches the windward mark very close together.

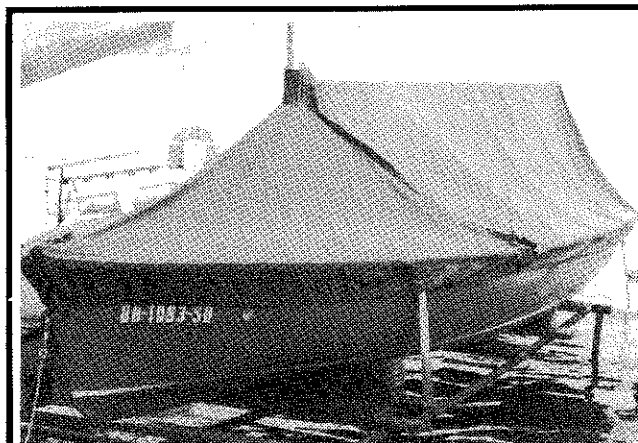
Rick Baugher, with his perfect start, is in the lead at the mark,

followed closely by Hal Walker. John Irvine, eighth at the mark, heads way out into the center of the lake on the spinnaker run and passes everyone in clear air. Jim Menzies goes with him and gets into second at the leeward mark. Ehman, Hartman, and Eagan all begin to show the better boat speed they have demonstrated throughout the event, and on the next reaching leg they move into the top group with Irvine and Menzies.

Bubby Eagan out-duels everyone to win on the last leg, followed by Ehman, Hartman, Irvine, and Menzies in that order. Overall, Tom Ehman wins the event with a 3-1-2 performance for 5¾ points. Jerry Hartman has a 2-2-3 for 7 points and second place, while Bubby Eagan never quite overcomes his first race start to finish third with a 5-1-3 for 8¾ points. Jim Menzies is fourth, Rick Baugher fifth, and John Irvine sixth overall.

The Challenger fleet third race is very close, with Bob Schneider nipping Randy Blome, Paul Moore, and Clark Ashby at the finish. Overall results are even closer, with Moore first, Schneider second, Ashby third, and Blome fourth, but with only 2 points separating first from fourth. Nobody in either Championship or Challenger division wins more than one race.

SUNDAY, 12:00 NOON: The overwhelming consensus as boats are being pulled and loaded on trailers is that we had a great party with some incidental light air racing. I manage to extract at least a dozen promises to return to Lake Cowan for Fleet 1's next extravaganza, the gala 30th Anniversary Regatta, to be held sometime in 1987, and featuring free beer, a pig roast, and a lot more wind than we had at the 25th.



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 napbac 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

How to Step the Scot Mast Solo

Walter B. Rudov

It is assumed that the Scot is equipped with a pivoted stepping pin. Required in addition is a five foot length of $\frac{1}{4}$ inch line with an "S" hook at each end. This is the "extra man." One "S" hook must have an opening large enough to accommodate the bow plate "handle." The other "S" hook can be smaller to fit the jib halyard shackle.

1. The trailer should be level or slightly downhill toward the bow and the inside bottom of the boat clear for walking.

2. Holding the mast at its balance point, carry the mast aft till the bottom of the mast is at the mast step and the stepping pin can be inserted into the bottom of the sail track.

3. Insert the pin making sure that it is not twisted. Rest the mast in the mast crutch. I mount my mast crutch in the rudder pintles.

4. Fasten both side stays, top and bottom. I leave mine fastened, even when I dismantle for trailering. This is a time saver.

5. Engage the large "S" hook of the "extra man" into the bow plate. Lay the 5 ft. line on the foredeck with the smaller "S" hook near the mast step.

6. Check to see that the side stays will not catch on anything on the way up to vertical and that there are no twists at the fastening points.

7. Release the jib halyard shackle winch and pull out just enough halyard to engage the jib halyard with the "S" hook lying at the mast step. Put the winch crank in your pocket or on the foredeck where you can reach it when you have erected the mast.

8. Walk aft on the boat bottom as far as the rear deck. Grasp the mast and raise it to one shoulder, then up the arm's length over your head. Walk forward, straddling the boat bottom, raising the mast hand-over-hand to a vertical position. The side stays will hold the mast when they are taut.

9. Holding the mast forward with one hand, crank the jib halyard winch until the "extra man" and jib halyard are taut. Lock the winch.

10. With the mast now supported at three points, you can walk forward on the foredeck and connect the forestay.

11. Release the jib halyard, remove the "extra man" and stow it until you need it again for unstepping the mast.

Flying Scots[®], whole or in part!

We build Flying Scots[®] to order . . .

- Our standard boat is equipped with Harken main and jib sheet blocks.
- Our new halyard winch is made with phenolic resin cheeks and machined, one-piece, aluminum spools.



We have accessories designed for the Flying Scot[®] including mooring covers and galvanized trailers.

We have the largest Scot replacement parts inventory anywhere.

We ship open account to any Scot owner.

We ship within 24 hours of receipt of your order.

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

GORDON DOUGLASS BOAT CO., Inc.

Deer Park, Maryland 21550



Builders of the

FLYING SCOT[®]

THE FLEET'S IN

Barry Takes Great Scot

Fleet 12's "Great Scot Regatta" enjoyed beautiful 90 degree weather and three races in varied conditions.

The first race featured a flat lake with offshore winds as shifty as any remembered by the Lake Erie sailors. Pat Barry went right as the leaders sailed a 45° lift up the middle into a hole. By the time the winds filled in, Barry had caught the leaders. Catching his own shaft of air, Barry pulled away from the fleet, finishing first.

After a refreshing swim in Lake Erie, an attempt was made to begin the second race. By the time of the Scot start, fifth in the one design sequence, the winds had shifted to the south holding at 12 to 15 knots. Paul Murphy controlled at the start as the fleet hung tight to the windward mark. On the second leg, now

a downwind run, Barry got an inside overlap, rounding the mark in first.

The third leg, a close reach in marginal planing conditions, saw some of the lighter crews catching Barry and most of the Scot Fleet catching the Ensign Fleet. As Pat Barry and Dan Brubeck went high trying to sail over the Ensigns, Paul Nickerson rounded the mark first by sailing under the fleet in clean air. The strategy almost worked as Nickerson had an inside overlap on Barry at two boat lengths from the windward mark. A header at that point forced Nickerson to tack while Barry shot for the mark. Brubeck rounded second, Nickerson third and they paraded in that order to the finish.

During Sunday's race the Fleet was bruised by 20 knot winds gusting to 35 knots and a steep 3 to 4 foot chop. Only the top three boats

electd to race as all boats were being sailed two up. Pat Barry made a good start and pulled away on the first beat. Survival beats and exhilarating downwind planing were the topic of discussion at the Club while Pat Barry insured that he would take the "Great Scot" trophy home to Detroit. Paul Nickerson finished in second and Paul Murphy in third.

The following Saturday two more races were sailed to be combined with the "Great Scot" for the overall "Cleveland Race Week" winner. The winds were again southwest but at only 15 to 25 knots. Dan Brubeck won both races and the series by 1/4 point over Paul Nickerson. Paul Murphy finished third.

Hartman Wins MidWestern

The Midwestern Districts were held on the weekend of July 17-18 at Lake Carlyle, Illinois, in near perfect conditions. Saturday's winds were 10-15 knots, and Sunday's were 5-10 which turned into a regulation drifter as the last of the boats got to the dock after the races.

(Continued, p. 19)

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 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.

T-J Sales Co. 

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

Pinckney, Michigan 48169
Tom Ehman, Owner

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

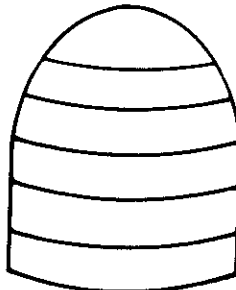
Please ship _____ Suits, Scot # _____ Color # _____
 Average wind speed _____ to _____ mph.

- 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 _____

Super Schreck Sails—Suit	\$497.00
Jib—5 oz. Dacron	\$141.00
Main—5 oz. Dacron	\$361.00
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	\$ 35.00
Windows	\$ 10.00 each
Brummels	\$ 9.00 set

Please mark colors on the Spinnaker sketch.



PAUL SCHRECK & CO.
SAILMAKERS



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

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

*Gulfport Yachting Association
Regatta Results*

JOE ARNS INVITATIONAL REGATTA

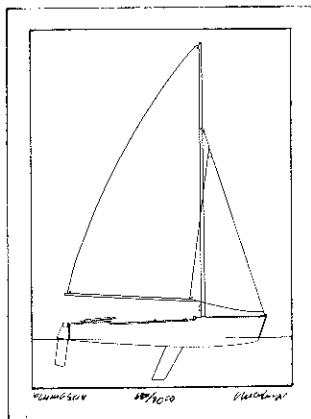
PLACE	SKIPPER	RACE			TOTAL
		1	2	3	
1	Scott Peck	1	1	1	2¼
	Chip Allen				
2	Peter Merrifield	3	2	2	7
3	Carl Wainwright	2	4	3	9
4	Mike Dorgan	4	3	4	11
5	David Lingle	5	5	dnf	21
6	Cowley	6	7	dns	24
7	Barney March	8	6	dns	25
8	Ladd	9	8	dns	28
9	Shannon Allen	7	dns	dnf	29
10	Teresa Yoder	10	9	dnf	30

MOBILE YACHT CLUB SUMMER REGATTA

PLACE	Yacht Club	RACE			TOTAL
		1	2	3	
1	Buccaneer Yacht Club	1	1	2	3½
2	Biloxi Yacht Club	3	2	1	5¾
3	Pensacola Yacht Club	2	3	3	8
4	Bay-Waveland Yacht Club	4	dsq	4	16
5	Mobile Yacht Club	5	5	6	16
6	Singing River Yacht Club	6	6	5	17
7	Ocean Springs Yacht Club	7	7	7	21

**FROM MYSTIC MARINER CHANDLERY
A LIMITED EDITION WORK OF ART**

Available only to owners of Flying Scots, this limited edition silk screened print, signed and numbered by the artist is ready to be framed and hung in office, family room, den or hideaway.



SIZE:
18X24

Our idea is to identify each print with the number of that particular owner's hull. This immediately limits the number of prints available to that of the boats in the class. This print is an ideal Holiday gift for your favorite captain or yourself... \$30.00.

Send your check or money order along with \$2.00 for shipping and handling to: **MYSTIC MARINER CHANDLERY, Post Office Box 115, Library, PA 15129.**



**Candler Regatta
OPEN SCOTS RESULTS**

PLACE	SKIPPER	RACE			TOTAL
		1	2	3	
1	Ted McLane	1	4	1	5½
2	Jerry Mullis	3	1	5	8¾
3	Al Johnson	2	5	2	9
4	Les Brock	4	2	3	9
5	J. Ruth Ven	5	3	6	14
6	Darby Callaway	dnf	dnf	4	16

**1982 Candler Regatta
GYA RESULTS**

PLACE	Yacht Club	RACE			TOTAL
		1	2	3	
1	Biloxi Yacht Club	1	1	3	4½
2	Pensacola Yacht Club	2	2	1	4¾
3	Buccaneer Yacht Club	4	3	2	9
4	Pontchartrain Yacht Club	5	5	5	15
5	St. Andrews Bay Yacht Club	6	4	6	16
6	Ft. Walton Yacht Club	3	6	dsq	18
7	Pass Christian Yacht Club	7	7	4	18
8	Singing River Yacht Club	8	8	7	23

GULFPORT YACHT CLUB SPRING REGATTA

PLACE	YACHT CLUB	RACE			TOTAL
		1	2	3	
1	Gulfport Yacht Club	1	2	2	4¾
2	Pensacola Yacht Club	2	3	1	5¾
3	Bay-Waveland Yacht Club	3	1	4	7¾
4	Buccaneer Yacht Club	6	4	3	13
5	Fairhope Yacht Club	4	8	5	17
6	Biloxi Yacht Club	5	5	7	17
7	Ocean Springs Yacht Club	7	7	6	20
8	Mobile Yacht Club	dsq	6	8	25
9	Lake Forest Yacht Club	8	dnf	9	27

**GULFPORT YACHT CLUB RACE WEEK REGATTA
OPEN SCOT RESULTS**

PLACE	SKIPPER	RACE			TOTAL
		1	2	3	
1	Larry Taggart	1	1	2	3½
2	Neat Merrifield	2	2	5	9
3	Harry Chapman	3	6	1	9¾
4	Carl Wainwright	4	4	3	11
5	Gwin Fallo	5	5	4	14
6	Tim Helm	6	7	6	19
7	William Weatherly	dsq	3	dns	19

GULFPORT YACHT CLUB RACE WEEK REGATTA

PLACE	YACHT CLUB	RACE			TOTAL
		1	2	3	
1	Bay-Waveland Yacht Club	1	1	1	2¼
2	Gulfport Yacht Club	4	2	2	8
3	Biloxi Yacht Club	2	5	3	10
4	Buccaneer Yacht Club	5	3	4	12
5	Pass Christian Yacht Club	3	4	5	12
6	Singing River Yacht Club	6	7	6	19
7	Ocean Springs Yacht Club	7	6	dnf	21

(Continued from p. 16)

Regatta management was superbly handled by Dave and Kathy Wyatt. Jack Coad, RC Chairman, never showed the postponement flag all weekend as things went off like clockwork for 27 registered Scots.

Lewis, Oriental Sailing Social Champion

The Oriental Sailing Social is a multi-class regatta sponsored by Fleet 27 in Raleigh-Durham, N. C. It is sailed the first weekend after July 4th every year at Oriental, N. C., a little fishing town on the Neuse River near Pamlico Sound on the N. C. coast.

Larry Lewis outsailed 21 other Scots in one race sailed in strong winds on Saturday and two races in good steady winds on Sunday. Thunderstorms chased everyone off the water on Saturday and forced the social on Saturday evening to be moved inside. The rain poured down again Sunday just as everyone was returning to port. The top five finishes were: 1st, Larry Lewis, 1360; 2nd, Dick Schultz, 1885; 3rd, Macon Singletary, 2110; 4th, Debbie Peterson, 1849; 5th, Jim Lung, 2639.

Stewart Wins Ohio Districts

Fleet 80 and the Moraine Sailing Club hosted the 1982 Ohio Districts on June 26 and 27. The regatta was sailed on Lake Arthur which is located in Moraine State Park north of Pittsburgh.

FSSA Vice President Jack Stewart, representing Atwood Yacht Club, with wife Martha Lee as crew, sailed an excellent series to capture the silver and the coveted district chevrons. Second place was taken by Jack and Rosalie Leipper of the Berlin Yacht Club, while third place went to Tom Atkins and Reiner Zeppenfeld of the host club. Nineteen boats

participated in the three race series which was sailed in light and variable air. The conditions resulted in many dramatic leader changes; no boat which led a race at the first windward mark, or after one lap, won the race. The Stewart's light air spinnaker work was the envy of all. At the district meeting, Sandy Eustis of Fleet 1 was elected District Governor to replace Bill Tingle of Fleet 80. Next year's districts will be hosted by Fleet 1 on Cowan Lake.

AZALEA FESTIVAL REGATTA RESULTS, FLEET 137

	BOAT	FLEET	POINTS	
1.	Harry Carpenter	3699	6	3½
2.	Dennis Morris	1096		9
3.	Jeff Stamper	3223		14
4.	Wright Sizemore	1987	137	16¾
5.	Tony Leggett	2671	42	17
6.	John Burnside	2005	97	19
7.	John Barnes	1039	97	22
8.	Jerry Angulo	3416	139	22
9.	Irving Staats	977		23
10.	John Clickener	3600	137	25
11.	Joe Hecht	3703	137	32
12.	Jim Hess	3131	137	36
13.	Rod Linnekin	773	137	37
14.	Bill Giles	3199	137	39

CAVEAT EMPTOR

(If you are a FSSA member and have a Flying Scot or Flying Scot equipment to sell, we will be glad to advertise it in Scots n' Water. The charge is \$5 for each insertion. Send copy (max. 50 words) and check to Scots n' Water, 619 Yarmouth Rd., Raleigh, NC 27607)

WANTED — Reasonably priced, used Flying Scot. Still flexible vacation plans will permit me to travel quite a distance for the right boat if notified soon. Call or write: Jonathan Kleinkwaks, 8993 Westchester Dr., Manassas, VA 22110. (703)368-1312. If writing, please include details on boat and equipment, price, and phone number.

FS3485 — 1980 Douglass, white hull, red trim, used 10 times, mint condition. Schreck M&J—spinnaker—mooring cover plus many extras—Tee Nee Trailer—\$5,900. Don Lindsay, 23 Thomas St., Quincy, MA, 02169, (H) 617/471-4981, (O) 617/421-6939.

LIFETIME ACCESSORIES—Mast carrying forks and jib Harken mounting blocks. Phenolic laminate won't crack, split, rot, corrode or craze. Carefully produced, they're guaranteed for the life of your boat. Mast forks—\$10.35 each, Harken mounting blocks—\$5.25 each post paid. Send check to Best Boat, Box 6113, Spartanburg, S. C. 29304.

BATTENS—New Floater—unbreakable tapered floating flexible 1" wide smooth butyrate cover, glass rod core—set for main \$14.00 delivered. Wood, same quality you've always received, sanded \$7.00, varnished \$10.00 delivered. Send check to Don Blythe, Battens, 804 Euclid Ave., Jackson, Mississippi 39202 if you can't find our battens at your favorite sailboat dealer.

STAINLESS HALYARD CRANK—Hardwood roller handle is fitted on a machined 3/8 drive crank. Used successfully by hundreds of Scot and Thistle sailors. \$9.00 postpaid. Send check to Curt Meissner, Rt. 1, Box 419, Florence, Wisconsin 54121.

THE STARTING LINE

Oct. 16 — Pumpkin Patch Regatta. West River Sailing Club, Galesville, Maryland. (Fleet 97). Contact: Capital District Governor Harry Carpenter, 204 N. 11th St., Oakland, Maryland 21550 or CBYRA representative John Barnes, 7710 Chatham Rd., Chevy Chase, Maryland 20815.

Oct. 30-31 — Texas District, Wursttest Regatta, Canyon Lake, Lake Canyon Yacht Club. Contact: Robert B. Killian, 7915 Teak Lane, San Antonio, Texas 78209. (512) 826-8631.

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

NEW FSSA MEMBERS

FSSA NEW ACTIVE MEMBERS

F/S#	Dist.	Fleet	Name	Address	City	State	Zip
2793	Capitol		David W. Rice	901 Nora Dr.	Silver Spring	MD	20904
2147	Greater NY		Gilbert S. Glotzer	23-08 Corp. Kennedy St.	Bayside	NY	11360
3683	Midwestern		John A. Miller	128 Circle Dr.	Herrin	IL	62948
586	Greater NY		Bruce Miller	26 Indian Point Ln.	Riverside	CT	06878
2021	Gulf	151	Donald T. Sonner	305 St. Francis Pt.	Eufaula	AL	36027
2564	Texas		Frank Edwin Rolfe	3439 Northhaven Rd.	Dallas	TX	75229
2131	Capitol		Don MacDougall	3600 Maroon Ln.	Bowie	MD	20715
3256	Gulf	118	Anton J. Buescher	3512 Mill Run Rd.	Birmingham	AL	35223
3483	MidWestern		Harold James Miller	2119 Richard Dr., N. E.	Cedar Rapids	IA	52402
1415	Capitol		Edward B. Rybczynski	332 S. Patterson Park Ave.	Baltimore	MD	21231
1093	MidWestern		Bill Gramley	1341 B North Glen Circle	Aurora	IL	60506
3696	Greater NY		A. P. Gibb	555 North St.	Greenwich	CT	06830
3664	Capitol		Howard Rosenbloom	113 Cross Keys Rd.	Baltimore	MD	21210
3686	Capitol		David R. Murison	601 Monterey Ave.	Annapolis	MD	21401
3715	Texas	138	Devry W. Garrett	5620 St. Moritz	Bellaire	TX	77401
2280	Gulf		John H. Hamm, Jr.	305 S. MacArthur Ave.	Panama City	FL	32401
2280	Gulf		Jimmy E. Ruthven	1407 East 2nd Ct.	Panama City	FL	32401
3574	Greater NY	10	David B. Hill, Jr.	P. O. Box 1254	Center Moriches	NY	11934
2279	Gulf		John & Sarah Mason	7408 S. Lagoon Dr.	Panama City	FL	32407
3733	Gulf	127	Mark L. Carwell	597 Magnolia Ave.	Bowling Green	KY	42101
3705	Ohio		Daniel W. Adams	331 Summit S. W.	North Canton	OH	44720
3701	Ohio		James H. Jacoby	1349 Colton Rd.	Gladwyne	PA	19035
92	Michigan-Ontario	15	Forest G. Rogers	5171 Barryville Rd.	Nashville	MI	49073
3384	Gulf	118	John M. McCary	2416 Green Springs Hwy.	Birmingham	AL	35209
710	Carolinas		Ted Kaperonis	221 McAlway Rd.	Charlotte	NC	28211
3718	Ohio		John R. Dye	6824 Mt. Vernon	Mariemont	OH	45227
442	Michigan-Ontario	148	A. John Fisher	8 Maytree Road	Willowdale	Ont.	M2P1V8
3694	Michigan-Ontario	148	J. Alick Ryder	73 Highland Ave.	Toronto	Ont.	M4W2A4
6693	Michigan-Ontario	148	John R. Stone	R. R. #1	Warsaw	Ont.	K0L3A0
3725	Michigan-Ontario		Mark Lester	1406 Miller Dr.	St. Joseph	MI	49085
3720	Greater NY		Edward Saur	46 White Meadow Rd.	Rockaway	NJ	07866
3517	Carolinas	48	Robert C. Harding	3500 Lancelot Dr.	Matthews	NC	28105
2984	Ohio	80	Walter B. Rudov	363S. Highland Ave. #704	Pittsburgh	PA	15206
2602	Ohio		Scott D. Brinkmeyer	1427 Greystone Dr.	Pittsburgh	PA	15206
3704	North-East		Kenneth E. Fosdick	56 Peter Road	Plymouth	MA	02360
490	Ohio		Alfred E. Kayes	1300 London Dr.	Columbus	OH	43221
1961	Greater NY		Thomas M. McKenna	221 W. 82	New York	NY	10024
5831	Ohio		Walter G. Loyal	RD#3, Harvey Rd., Box 91	Chadds Ford	PA	19317
3520	Mid-Western	83	Terry R. Bettendorf	4 Mosley Acres	Creve Coeur	MO	63141
3667	Ohio		Ivan Lee Holt, III	125 Beverly Dr.	Kennett Sauare	PA	19348
2526	Michigan-Ontario		William M. Moss	155 W. Congress St.	Detroit	MI	48226
2398	Capitol		Paul Schlough	7411 Stanmore Ct.	Towson	MD	21212
2544	Gulf		Lambert G. Tinnell	408 Kensington Ct., Apt. 4	Louisville	KY	40208
1247	Texas		Ward Beaudry	3330 Republic Bank Bldg.	Dallas	TX	75201

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

Second Class Postage Paid
at Columbia, SC 29201

2714 A 023
RICHARD T. WADE
8723 BACARDI
DALLAS TX 75238