

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

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Unknown Skipper takes aim for the camera
at '82 NAC's.

CONTENTS

February 1983

Volume XXV, Number 1

4 LETTERS TO THE EDITOR

6 IMPORTANT NEWS

8 USING THE SCOT BOOM VANG PROPERLY

Proper adjustment of the boom vang contributes greatly to the performance of the boat. Tom Ehman.

10 A SNEAK PLAY AT THE WING MARK

Andy Fox executes at the North American Championships.

12 CRUISING TO THE OUTER BANKS

A recount of Bobby and Nancy Parker's cruise to the North Carolina Outer Banks. Nancy S. Parker.

16 SCOTS USED FOR USYRU FINALS

Flying Scots were used for the USYRU Race Finals hosted by Southern Yacht Club. Larry Taggart.

18 THE FLEET'S IN

20 CAVEAT EMPTOR

20 THE STARTING LINE

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Letters to the Editor

Jack Brown, presumably the rightful owner of Flying Scot #419, writes the following letter to the FSSA Executive Secretary, Mr. Ed Eubanks.

Dear Mr. Eubanks:

To learn from your form letter of 09-28-82 that I am not on your books as the Registered Owner of F. S. 419 comes as a great surprise and shock to me.

The thought of having to return the many trophies (if any) my wife and I may have won at FSSA sponsored events which I must have entered under an invalid membership card is simply more than I can endure and I am anxious to put matters aright.

First, I enclose my check for \$2.00 to effect the transfer on your books of ownership from Gordon Douglass Boat Co., Inc. to Jack Brown.

Then, as "some other proof" of ownership as suggested in your letter, I enclose the following pictures (see pictures).

1. Snapshot of door of office of Gordon Douglass Boat Co. Inc. at Oakland, Md., taken in the year 1961 or 1962 when I took delivery of FS 419 which we named Shipooopi.

2. Snapshot of F. S. 419 and another Scot which I delivered to Robert Hirsch of Cape Girardeau, Mo., taken at Oakland, Md.

3. Snapshot of Gordon K. Douglass and me standing beside my car to which F. S. 419 and the Hirsch boat are hitched, as Mr. Douglass accepts my shopping bag full of money in payment. I really feel this is the moment title to F. S. 419 passed to me. Notice the happy smile on the face of Mr. Douglass.



4. Snapshot of the car and boats taken along the highway on the way back to Illinois. Surely this indicates the delivery to me was irrevocable.

To all of this, let me assure you that if anyone should stop by Crab Orchard Lake and try to take F. S. 419 off my lift, the action I would take would make Menachim Begin look like Mr. Nice Guy.

I hope this will be sufficient proof for the purpose of your books.

If it is not, if you will reimburse me for the dues paid through the years, I will return the trophies (if any) and make a down payment on a Boston Whaler.

You are doing a great job. Please don't banish me from FSSA.

Jack Brown, Benton, IL

Thanks, Jack, for the \$2.00 transfer fee. You are now "officially" the owner of FS 419. Congratulations! Ed Eubanks, Executive Secretary

Jim Jacques, FS 3136, Fleet 137 writes a letter to the Editor:

I would not have written this letter last year or the year before, when I seemed to have all the time in the world for sailing. Then I would have gone to any regatta within 90 miles. This last year priorities have shifted along with the increased desire to participate more in family activities (with a non-sailing family). It is coincidental that the last chance to renew Sail Magazine has come on the same day as the October issue of Scots n' Water. The next coincidence is that the latest issue of S n' W pleads for support through the renewal of FSSA

memberships. If I remember right, the renewal form sits on the shelf in the kitchen, waiting to be assigned a priority along with other unpaid items. Will it be paid? Will the membership be renewed? SHOULD IT BE?

If in renewing the membership, and supporting the association, will I support something that will support me in return? Seeing that my family doesn't care for sailing, I have generally found myself either sailing alone, or with the randomly selected crew of the hour. Naturally we don't have the opportunity for a good deal of practice. Obviously, I am rapidly losing the urge to compete with others who have the chance to tune with consistent crews. Further, I am becoming more inclined towards cruising with a friend or friends, or going solo which is always an option when the urge to go really strikes.

Here's what I'm trying to say. I would not knowingly subscribe to the endless column of interviews with all of the winners of the NACs, and all of the Mid-Winters, and all of the major regattas, and some other regattas besides. Next, I personally thank GOD that the rigging controversy seems to be laid to rest. Seriously, I began to fear that I might not live to see an end to the letter requesting just one more alteration to the new rules proposals. Finally, thanks for the article by Ross Capps on Sailing the Chesapeake Bay. Can you support me (and others) with more articles about, and/or by people just sailing around enjoying the boat?

I always look forward to getting Scots n' Water. At the arrival of each issue though, when I finish ignoring the articles on the latest regatta results, I look to see what is left to read.

I have to confess that with the October Scots n' Water, I have the burning desire to write an article titled, "How to Step the Scot Mast Solo — Without Hinge..." (I only require that the boat have a bow line.) Sorry, Walt Rudov, but nobody down here has hinges, and I just had to say this.

I should have taken some notes on our vacation this summer. We trailed the Scot to Connecticut, sailed in Lake Waramaug. Then off to Providence. Remained overnight, then off to West Point, ME. Sailed several days in Casco Bay. Back to Providence, sailed in Narragansett Bay, Cranston to Providence and return. (Thanks to Mack Horton, Pawtuxet Cove Marine) Then back to Virginia.

Am I a part of the vast silent majority of the FSSA? Do you see us out here?

Do you hear us? Will we still be here eight issues of regatta reports later? Is there room for more cruising articles on a regular basis? Will you give us a reason to support you? Will you support us?

Jim Jacques, FS 3136, Fleet 137, 707 Weymouth Ct., Virginia Beach, VA 23462

Editor's Reponse

You have made some very valid criticisms of Scots n' Water. I appreciate your input; more of such input is needed to keep me in touch with what Flying Scot sailors expect from their magazine.

Regarding Scots n' Water's overemphasis on racing, there are basically two types of coverage, the NACs/Mid-Winters and "the other" regattas. I believe Scots n' Water should continue to place a lot of emphasis on the NACs and Mid-Winters. Perhaps I have overdone the interview type of article in covering these regattas. At any rate, thinking that the Scots n' Water readership might be tiring of my NAC/Mid-Winter coverage style after two years of it, I have placed the responsibility for coverage of these events this year in the able hands of Ken Kleinschrodt, the Gulf District Governor. Perhaps he can find a new perspective which will provide for more interesting reading.

As for "the other" regattas, District Championships, fleet and club sponsored races, etc., I, too, became tired of reading who was first at the weather mark in the second race, the regatta weekend weather report, and that the regatta was "enjoyed by all." I am trying to limit regatta articles to those regattas which I believe might contain something of interest to a large number of Scot sailors. Examples are the "Border Regatta Resumed," and the GYA's Bernard Knost women's regatta and Junior Lipton Regatta in the last issue. I will continue to publish regatta results, that is, finishing positions, for all regattas.

Now, concerning cruising and "how to" articles, I have published every cruising and "how to" article I have received. Admittedly I have not attempted to obtain "how to" articles as avidly as I should have. I think Walt Rudov noticed the lack of "how to" articles,

and, instead of complaining about it, wrote one and sent it in. I thought it was a good article. Why don't you write us your step by step procedure for raising the mast alone without a hinge pin; I think it would be of interest to a lot of people without hinge pins who might now think they need to install one in order to go sailing alone. I will publish more "how to" articles in the future.

As for cruising articles, I have avidly pursued their acquisition through occasional requests in Scots n' Water, and through verbal requests to the District Governors at Board of Governors meetings. I have mailed a letter to each District Governor requesting that each appoint a District Scots n' Water correspondent whose duty would be to inform me, before the copy deadline for each issue, of Scot cruises, happenings, regattas, etc. in their District. So far, I have received responses from only two of the twelve Governors. However, I feel I have been moderately successful recently in obtaining cruising articles. There was Ross Copp's excellent article which I discovered through Ed Eubank's assistance. There is the superb article, volunteered by Nancy Parker, concerning her Scot trip to North Carolina's Outer Banks in this issue. And a real treat is in store the next two or three issues as they will likely contain an account of a Flying Scot which has sailed halfway up the Quebec shore of Hudson's Bay, with plans to continue further North next summer. The seeds for this article were planted when, by chance, I met a relative of the author's at the Boston Boat Show at the Flying Scot booth. The author lives in Pennsylvania. Our readers need to be on the lookout for such opportunities. In fact, Jim, the makings of a super article lie in your memories of and pictures from your last summer's vacation. Write it up and send it in! Cruising articles don't get out of date.

I have also been attempting to reduce the type size from ten point to eight point for regatta report articles in order to provide more space for feature articles and pictures. However, the Executive Committee of the FSSA has tied my hands by making the executive secretary responsible for Scots n' Water's design and production, leaving the editor responsible only for the content with no

authority for design or production. I have requested a type size reduction several times, but the executive secretary, feeling that such a reduction would contribute very little additional space at the cost of poor readability of the regatta report articles, has not seen fit to honor my request. However, the Bagpipe, the Thistle Class Association magazine, uses eight point type for their regatta report articles and it is very readable. Hopefully, this problem will be resolved at the 1983 Mid-Winters Governing Board meeting.

I hope this answers your questions and that it will prompt you to renew your membership in the FSSA.

Paul C. Newton, III, Editor

Open Letter to Gulf District

It has been at least six years since the Gulf District has had elections for Governor and Alternate Governor. Larry Taggart, Chief Measurer, was the last elected Governor along with Alternate Governor Bill Davis. When Larry was first elected to his present class office, Bill moved up to replace him. After two years I asked Bill if he would nominate me as Alternate and was appointed such by the Executive Committee. At the 1980 NAC in Pensacola Bill resigned and I replaced him. Last year I finally asked Jerry Dees to accept appointment as Alternate Governor. I would like to resign at the end of my term as District Governor and District Correspondent. I feel this move will accomplish two goals. 1) I would like to concentrate on other aspects of sailing for a while, and 2) it will force a District election bringing in new officers with new ideas.

The GYA traditionally has shown great interest in filling the offices at the District and National levels due to the tremendous investment of over one hundred club owned boats in the GYA and a large number of privately owned Scots. However, the Gulf District includes very active and important inland lake fleets which have received little publicity or representation.

I leave it in very capable hands!!
Ken Kleinschrodt, District Governor



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IMPORTANT NEWS

BARNEGAT BAY YACHT RACING ASSOCIATION ACCEPTS FLYING SCOT

Surge in progress for Fleet #31 of Shore Acres Yacht Club in Bricktown, NJ, sailing on upper Barnegat Bay. Fleet #31 now has over thirty boats and is growing continually. The FLYING SCOT class has just been accepted into the Barnegat Bay Yacht Racing Association (BBYRA) comprised of twelve yacht clubs on Barnegat Bay in this immediate area and will be racing Saturdays in the 1983 summer series. Any present or new owners who are interested in racing in this area should contact: Ralph W. Manee, 24 Kingfisher Lane, Toms River, NJ 08753 (201) 255-1832.

COPY DEADLINE

Copy deadline for the May issue of Scots 'n Water is February 28.

REMINDERS FOR OFFICERS

Reminders — How helpful they can be. Even a friendly reminder from a competitor to lower your board can help in a leeward mark log jam when you are on top of him and cannot get away!

Our executive secretary reminded me that I owed some comments to help new governors and fleet captains get away on a new year of F.S. duties. I did gather some suggestions from some good friends like Bob Vance, Ted Glass, Jim Harris, Dave Wyatt, Ken Templemeyer, and others who over the years have helped F.S.S.A. and its districts serve a growing membership.

Some of the suggestions had a common thread, that of planning ahead with a program laid out and then following it. Determine the association's needs and those of the members and fit them together where possible to serve both.

Early retrieval of last year's files, notes, and projects from the past

governor or fleet captain helps save time covering any dead end paths.

Seasonal activities of course vary with locations. While winter sailing is going on in the Gulf and ice boating is under way up north some of us caught here in the middle ground may have to be content with a lively discussion of last years mistakes, even giving a prize to the biggest "bone head."

The duties of the offices are well defined in the constitution which really should be reread by any new officer.

It is a mistake to believe the only duty a governor has is to hold or see that the district championship is held. Among many responsibilities the most important, I believe, is that of representing the district at the annual and mid-winter meetings. An active governor who has a good knowledge of his members' needs and concerns can make an outstanding contribution to the leadership of F.S.S.A. and growth of our associations.

Good luck to you new governors and fleet captains. May this year be the best yet for F.S.S.A. *Paul Moore, FS 3820*

Chief Measurer's Ruling

The "18 feet eight inches (\pm one inch) from the base of the mast" measurement in Article S-III-5.i (SPINNAKER HALYARD) should read "... a maximum of eight inches above the centerline of the shroud tang attachment bolt (which is located 18 feet (\pm 1 inch) from the base of the mast)." The original measurement was incorrectly copied from the Official Plan. *Chief Measurer Larry Taggart*

MID-WINTER DATES ANNOUNCED

The Flying Scot Mid-Winter Championship will be held at St. Andrews Bay Yacht Club, Panama City, FL, April 5th through 9th, 1983. Fort Walton Yacht Club will

hold the Warm-ups on Easter weekend, April 2 - 3.

First race will be Wednesday, April 6. Registration begins on April 5th at noon. Sails will be measured and skippers must have paid 1983 FSSA dues.

As in the past, skippers may choose their division, Championship or Challenger. Trophies will be awarded to the first seven places in Championship and five places in Challenger division.

Entrance fee will be \$40.00 (\$35.00 if pre-registered by March 27). See pre-registration form on this page.

Local motels readily available to the club are:

Howard Johnson
4601 W. Hwy. 98
Panama City, FL
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Bayside Inn
(formerly Holiday Inn)
711 W. Beach Dr.
Tel. 904-763-4622

Ramada Inn
3001 W. 10th St.
Tel. 904-785-0561

All zip codes are 32401.

Mid-Winters schedule looks like this:

Tue. April 5

Registration & sail measurement

Board of Governors Meeting

Wed. April 6

Registration & sail measurement

First Race

Raw Oyster Bar & beer (1730-1900 hours)

Thurs. April 7

Second & third races

Cocktail party (1830-2000 hours)

Fri. April 8

Fourth & fifth races

Fish fry on the lawn & surprise entertainment

Sat. April 9

Sixth race

Trophy Presentation

There will be a throw-out if all six races are sailed.

Betty Smith

Registration Form

1983 Flying Scot Mid-Winter Regatta

Panama City, Fla.

Apr. 5 - Apr. 9, 1983

Skipper _____

Address _____

City _____ State _____

Sail No. _____ Fleet No. _____

Division _____

Crew _____

Crew _____

Registration Fee \$40.00 (\$35.00 if you pre-register by March 2)

Make check payable to:

Mid-Winter Regatta Fund

Mail check and form to:

Mrs. Betty Smith

P.O. Box 406

Panama City, Fla. 32401

**MIDWINTERS RACERS
TAKE NOTE!**

All boats racing in the 1983 Mid-winters Championship will comply with the new rigging specifications (published in the June 1982 issue of Scots n' Water) and the new Chief Measurer's rulings (published in this and the December 1982 issues of Scots n' Water).



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Using the Scot Boom Vang Properly

Tom Ehman

The boom vang is not a difficult device to use. Proper adjustment contributes greatly to the performance of the boat. A little bit goes a long way. The tendency, especially among aggressive but inexperienced sailors, is to use too much vang upwind and then not ease it when turning off the wind. This can result in bent or broken masts and booms. The following is a simple prescription for using the vang to help the boat go fast, while keeping the mast and boom in one piece.

WHAT THE VANG DOES — Obviously it keeps the boom from going up in the air when you let the mainsheet out, and this keeps the sail effectively larger and more efficient. Along with the mainsheet, the vang controls the leech of the main.

RULE OF THUMB — You need enough vang tension to keep the upper batten in the sail about parallel to the boom. Upwind, you normally don't need much, or any, vang to achieve this since the mainsheet does most of the job (see Special Upwind Consideration below). Off the wind you need some tension because as you let the mainsheet out the pull on the end of the boom becomes more in-and-out than up-and-down. As the wind increases you need more vang, except in "survival" conditions at which point you want to ease the vang so that the sail "twists off" at the top and spills the wind — especially up high in the sail where the wind causes the most heeling force.

SPECIAL UPWIND CONSIDERATION — In medium and heavy air, especially when it is puffy or the water is rough, you need to "vang sheet." This means simply that you put on enough vang upwind so that the upper batten stays parallel even when you ease the mainsheet out in puffs, or for bearing off when playing the waves. Vang sheeting allows you to let the main out and keep it flat at the same time. But using the vang upwind leads to trouble if you're not careful.

THE PROBLEM — In the Scot, the vang gets tighter as you let the boom out. This happens because the bottom of the vang is not directly below the gooseneck. Although Sandy's method of attaching the bridle to the forward edge of the tabernacle is somewhat better, the vang still tightens up as you ease the mainsheet.

SCENARIO — You have just sailed a tough weather leg in a good breeze. The vang is on and you have played the main in the puffs the entire leg. Everyone has been hiking hard and is a little tired. You are thinking about getting the chute up and are a bit worried about carrying it on the reach. Rounding the weather mark you bear off smoothly, easing the main as you turn. The spinnaker goes up smartly. A puff hits, your boat accelerates and then the big wide bow plows into the face of a wave. The hull stops but everything on it tries to keep going forward, including the rig. At this instant you realize you forgot to ease the vang! The extra load caused by the now super tight vang causes the mast to take a frightening hook to leeward. You finally ease the vang, but the

damn mast is still bent. Everyone in the boat curses the designer and the dealer who sold you the boat — when you should be swearing at yourselves for not easing the vang.

I saw a boom break at the NACs this past summer in Marion. It happened before the start. They had a lot of vang on during the pre-start maneuvering — reaching, bearing off, jibing, heading up, bearing off, jibing again. Jibing is the worst! Be sure to ease before you jibe. They did not and — snap — there went the boom. Do not use much vang tension before the start.

I have sailed the Scot for almost twenty years (believe it or not — some of us are getting old!) and have never even come close to breaking a mast or boom. We have destroyed a few goosenecks. If you regularly race a Scot, you may go through a gooseneck each season. Only once did I bend a mast, and that was on Lake St. Clair when a squall came through. We did not know enough to ease the vang. After the race we went ashore, took the mast off the boat and straightened it out by wedging it, as I recall, under Detroit Yacht Club using a picnic table as the fulcrum. No big problem, but certainly something that can be avoided with a little common sense. Ease the vang in survival conditions.

There is nothing wrong with the Scot mast or boom. Given enough purchase power and a strong person, you can break something in any kind of boat. The problem is that the vang tightens up when you let the boom out. If someone can come up with a vang system that really works, I for one would like to know about it. We have tried hooking the vang to the base of the mast. This solves the tightening problem, and the forward crew has more room. However, I think the angle is too acute to get good vang leverage on the boom.

So do not overdo it. You do not need that much vang tension in the first place — just enough to keep the upper batten about in line with the boom. And then *be sure* to ease the vang before you go off the wind or when you're struggling to keep the boat upright.

(Ehman, a three-time Flying Scot North American Champion, lives in Newport, Rhode Island. He is the executive director of the United States Yacht Racing Union.)

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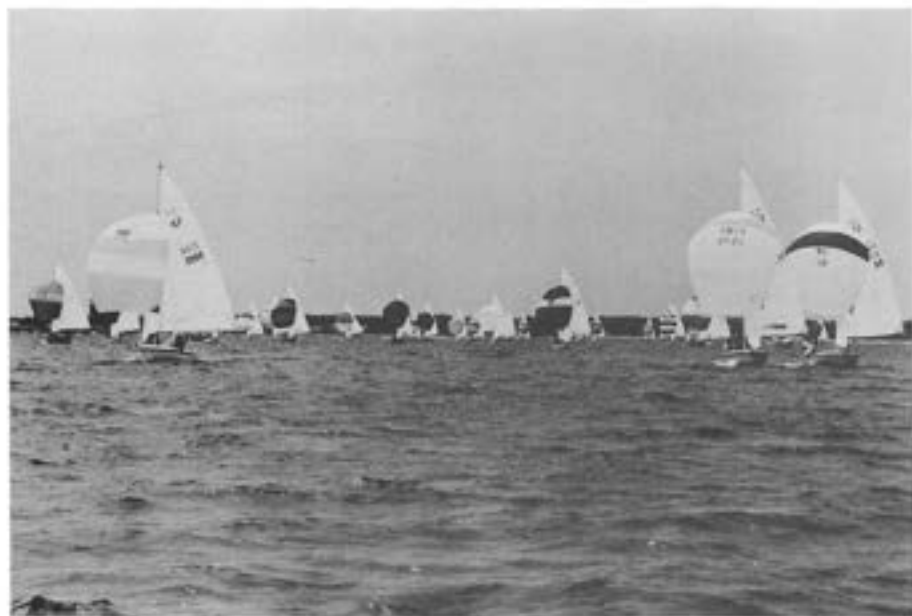
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Andy Fox Executes



A

1 Fox, finding himself in the unenviable position of being high on the approach to the gybe mark because he had realized too late that the first reach had been set too broad off the wind, is scheming . . .

SNEAK

2 Timing it just right, he suddenly gybes over onto the headed port tack, and crosses the sterns of his competitors, #3578 - Jerry Hartman and GYA 98-Randy Santa-Cruz. They either are too concerned with each other to notice the crafty 'Fox' behind them, or they notice his maneuver too late.

AT THE

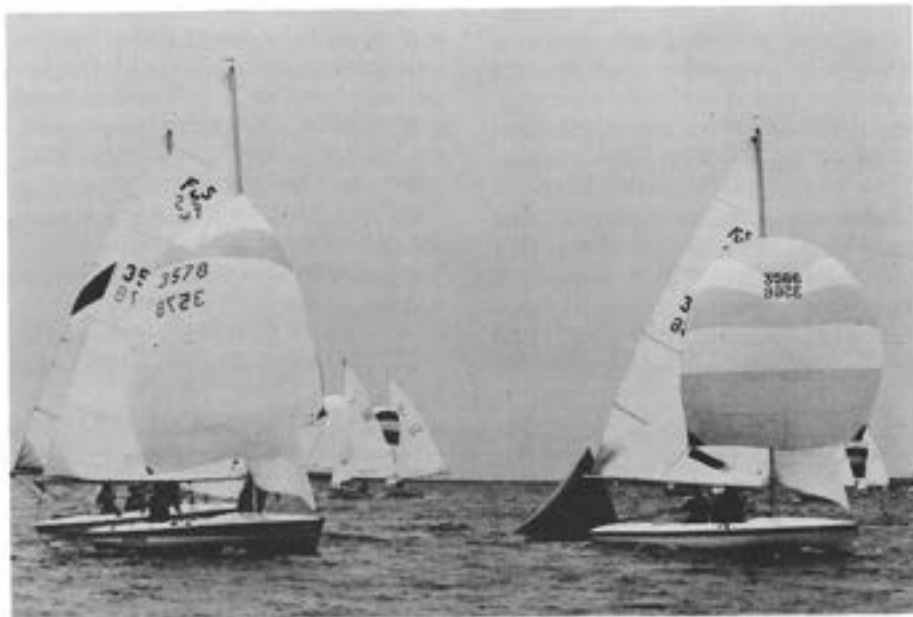
3 Hartman and Santa-Cruz gybe, but Fox has slipped inside to obtain his overlap prior to entering the two boat length circle.

4 Apparently Fox has totally discomfited Santa-Cruz!



K PLAY
E WING

5 And Fox rounds inside to take the lead



MARK
Photos by Paul Newton

6 Then speeds onward to the next mark . . .



Cruising to the N.C. Outer Banks

Nancy S Parker

Mothers' Day weekend found my brother Bobby and myself aboard our father's Flying Scot 440 cruising to and from Ocracoke Island. This is one in a long string of slender barrier islands along the North Carolina coastline. At its southern tip is the small village of Ocracoke surrounding a natural bay called Silver Lake.

The overnight cruise had been in the talking stage for about three years. It reached the planning stage in April of 1982. Previously, our daydreams had always been shot down by a lack of funds or some other yellow-bellied excuse. But on May 8, there were no excuses for us, and we set sail from a seedy, dilapidated dock at Cedar Island, about 20 miles west of Ocracoke. Between the two spots lay the broad Pamlico Sound and innumerable shoals. We anticipated our journey to take at least 4, and up to 6, hours to complete. A lunch hour stop was planned for Portsmouth village, a deserted settlement at the northern end of

Core Banks. After an overnight stay at Ocracoke, we would return to the mainland on Sunday.

Our cruising supplies weren't much different from our regular racing or fishing gear. We stowed away two large ice chests to serve as water-proof lockers for our personal gear and limited groceries. A third smaller cooler was packed with ice and drinks. We carried two suits of sails, a spinnaker, and one spare stay. Naturally, we carried along foul weather gear too. In lieu of sunburn protection, we packed long-billed hats, long pants, and long-sleeved shirts. Both sets of apparel served us well.

Bobby and I had visited Ocracoke several times by car or ferry. But we were grossly unfamiliar with the local waters, so we purchased a chart to guide us. Our other important aid to navigation was a hand-held compass. This was a must on our check list since we might sail out of the sight of land on occasion.

I forgot to mention that Bobby was the captain and I served as the lowly crew, fit only for trimming jib sheets, breaking anchors, and gybing the spinnaker.

The MA-BE departed Cedar Island under overcast skies at 0905 hours on May 8. Predictions called for a 60% chance of rain and thunderstorms later in the morning. We ran aground for the first time at 0908 hours about 50 yards from the launch site just southwest of channel marker #8. Winds were from the southwest at 10 knots. The MA-BE was underway with both main and jib drawing full.

At 0915 hours, the captain was crouched in the bilge performing a labor of love. Without complaint or comment, he swept out and mopped up the accumulation of dirt, pollen, and pine needles gathered since the MA-BE's last adventure. Only minutes earlier, the sea was just a few shades darker gray than the sky, but Bob noticed that the sun was trying to shine through the clouds making everything look brighter. No other weekend traffic was in sight except for a few gulls soaring above. The bad weather forecast must have kept other mariners in port.

We sailed on an easterly bearing

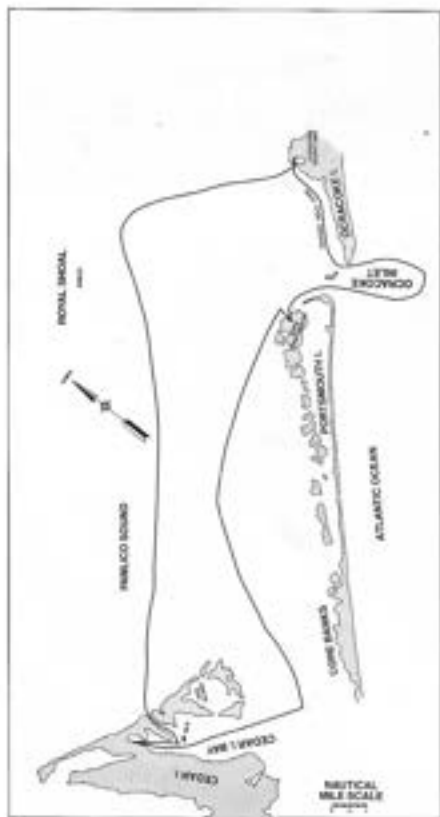
to intercept the Banks, and then planned to track up 'em in a north-east direction to Portsmouth. After altering course and easing the sheets, I hoisted the spinnaker and Bobby set it.

At 0945 hours, the spinnaker was up and drawing full. The wind speed was at about 15 knots. There was very little chop, about 6-8 inches. We were getting no spray at all, mainly due to our downwind course. About this time, I could have used a slap in the face, from the breeze or water, just to wake up. With all three sails drawing full, the MA-BE planed off and on, mostly off.

At 1130 hours, we switched back to starboard tack with a spinnaker gybe, performed poorly. Bobby accused me of being rusty, and I told him I was still asleep. Our position then was approximately 5 miles west of Portsmouth in the Pamlico Sound. Approximate speed was 5 knots sailing on a broad reach course. The sun continued to play hide-and-seek, but we had no rain yet.

I brought the spinnaker down at 1212 hours in preparation for the approach to Portsmouth. We had sighted the church steeple and were eager to visit and explore the deserted village. We made two attempts to find a "deep" water channel, but each cut led to a sandy shoal rather than the beach. Hoping that we wouldn't have to wade ashore, we decided to sail northerly around the obviously shallow water, and then beat back up the "creek" into Portsmouth village. We had not sighted the mouth of this creek yet, but according to the chart, it would be in view soon. All we could see were clam-diggers walking on water near the island and a group of power boats bottom fishing towards the inlet.

After a solid hour of searching for the Portsmouth creek or channel, we aborted that mission. So much for the chart. Instead, we sailed as close to shore as possible and then Captain Bob bravely plunged into the ankle deep waters to tow the MA-BE to a hospitable landing site. Virtually all of Portsmouth Island is a dense maritime forest. With no wish to trail blaze, we set our sights on a clearing in front of the church



steeple visible over the trees. The Captain tired of playing horse and buggy and dropped the anchor 50 yards from shore while I dropped the sails. With shoes and camera in hand, Bob and I waded ashore.

The attack came before we knew what was happening. From nowhere, the insects were upon us. Our long pants and shirts offered some protection, but our faces, necks and forearms were open grounds for the buzzing enemy.

A seldom used path from the beach led into the forest, and we jogged along it looking like moving windmills with our arms going in circles trying to beat off the bugs. We easily found the old church and Park Service cottage at the end of our path. Our initial plan to explore the deserted village was unanimously forgotten. We decided instead to return to the relative safety of the MA-BE to escape the blood curdling torture of Portsmouth. I returned straight to the boat while Bobby hiked out to a grass landing strip on the eastern point of the island to "check it out." (We suggest a wintertime visit for future explorers to Portsmouth.)

By 1340 hours, we had reboarded the MA-BE, and enjoyed a lunchtime snack. The weather conditions

were much better than expected, but Capt. Bob was still calling for thundershowers. They never came.

At 1400 hours, we were riggin' up to sail the next leg of our cruise to Ocracoke. Bob suddenly turned in a quiet panic and announced that the winch crank was missing. Simultaneously, we gazed overboard into the murky shallows searching for the lost crank. It was found 30 seconds later in the seat under my T-shirt.

With only four more miles to reach our destination, and with plenty of sunlight and wind, we decided to poke our nose into the Atlantic for some extra sailing. Ocracoke Inlet wasn't too rough and the spray was refreshing. We eventually returned to the sound and sailed up Teach's Hole channel towards Ocracoke.

The MA-BE entered Silver Lake at 1510 hours. The public dock is located just next to the ferry and Coast Guard stations, and our first pass at it was successful. With efficiency and a keen desire to find a bathroom, we quickly dropped the sails and secured the MA-BE with bow and stern lines.

Our next mission was to find suitable, meaning cheap, lodging. A search was organized, and between Bob and me, every innkeeper in the

village was polled. When we regrouped back near the dock to compare notes, we found that the best deal was naturally the furthest away from the dock.

We got our duffle bags out of the coolers, stowed the tiller out of sight, and began the march back to the motel. While registering, Captain Bob wanted to write the MA-BE's registration and sail numbers in the space designated "car license," but the desk clerk said that was unnecessary. After freshening up a bit, Bobby and I ate a seafood dinner and set out to explore the area — again on foot.

We first headed to the airstrip, about 2½ miles east of the village. The walk was uneventful and we returned to the docks to give the MA-BE a last check. Everything seemed secure, and so we strolled over to the Coast Guard station for a weather update. After a short visit, we hiked back to the motel to collapse.

Our feet finally gave out. Walking in wet shoes had taken its toll. And my back muscles ached. And my sunburn hurt. And those bruises that you always get on a boat were beginning to surface. We gratefully watched a Bogart movie on the motel TV, and then fell fast asleep.

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Bobby Parker with the MA-BE, FS 440, in the shallows behind Portsmouth, NC. The old church steeple is at far right.



FS 440 docked at Ocracoke-Silver Lake with Bobby Parker aboard and the Coast Guard station in the background.

Cruising

Bobby awoke at the crack of dawn on May 9, Mothers' Day. At about 0600 hours, he gave me a wake-up nudge before he claimed the bathroom for a shower. Ten minutes later, my captain was ready to go, but I was still sacked out. It took him a good 20 minutes of gentle pleading followed by 20 minutes of abusive yelling to coax-drag me out of

bed. No one in the motel needed an alarm clock that morning because I crowed louder than any rooster could have. When I finally moved, I felt like someone had beaten me the day before. I had pain everywhere except in my eyelashes and earlobes. But I got up anyway.

As forecasted, the skies were overcast and winds had shifted to the northwest, a perfect wind direction for our return cruise. Not so perfect was the wind speed. She was blowing a steady 25 knots with gusts up

to 30, and the day had only just begun. Bob's asinine reason for getting away early was to beat the bad weather (storms) expected in the afternoon. I naturally wanted to postpone our departure in favor of more sleep and maybe less wind. Bobby turned a deaf ear to my proposal.

At 0730 hours, no other mariners had any intention of going out in the somewhat threatening conditions. So while the islanders and vacationers settled back to enjoy

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Tom Ehman, Owner

Mothers' Day ashore swapping fish stories, we were at the dock preparing for a "pleasure" cruise. Our stirrings raised an eyebrow or two, and we soon had a small audience. I think they were laying bets on our survival chances.

Since I had no foul weather pants, Bob chivalrously loaned me his pair for the duration. After major adjustments, the trousers were a tolerant fit. With the MA-BE all rigged, we put on our jackets and shoes, and cast off at about 0800 hours.

After 2 or 3 tacks to escape the Silver Lake harbor, the entire return cruise was made on a single tack. We beat out due west from Ocracoke for 75 minutes, until we gained the southwest side of Royal Shoals in the Pamlico. Then we eased the sheets and altered course for a southwest bearing bound for Cedar Island sailing on a broad reach course. We were flying with an approximate boat speed of 10-12 knots.

At this point, the MA-BE was out of the sight of land in all directions. We relied on the constant wind direction and Bob's hand-held compass to guide us safely (?) towards Cedar Island. With not nearly enough weight to keep the MA-BE

flat, Captain Bob had to luff the main to avoid "undue excitement." The jib was drawing full, and the spinnaker definitely remained below. The seas were at about 3 feet, with occasional swells to 3½ or 4 feet; and the wind speed kept steady at 25-30 knots. It was a wet, fast ride on a constant plane. About every 20 minutes, I abandoned the high side to bail out a couple of gallons of water.

We had sighted no other vessel since leaving Silver Lake until we passed a trawler wreck about 10 miles north of Cedar Island. The trawler bow had been torn off, and the wreckage was drifting stern up. As if we needed a reminder, that sight told us how unmerciful the sea and wind can be to mere mortals.

Land was soon sighted on the horizon, and we hoped it was Cedar Island. As we neared the land, Bobby declared it to be Hog Island, a group of protective marshes northeast of Cedar Island. We elected to try and find a cut through this obstacle island rather than sail south around its point.

Still on a plane, we bumped across a broad shoal with breakers crashing on the stern. After reaching a cut

with seemingly deep water, we came close hauled and crossed our fingers for enough water to allow us passage. The rudder kicked up and the board was dragging, and with neither, the MA-BE made slow progress. At one point, the MA-BE was heeling so far over that her side was dragging in the shallows. By sheer chance, there was little shell life to scar the MA-BE's hull.

With determination, we bumped through the Hog Island cut, and continued on a beat until arriving at the entrance to our "port." After rounding that marker, we eased the sheets and sailed to the unsteady pilings that qualified as a dock. Our arrival time was 1145 hours, and estimated round trip distance was 44 nautical miles.

Upon arrival, Captain and crew were wet, tense, and tired; but we were smiling. Bob's shoulder was twitching, not from manning the helm, but from playing the main. And I still hurt all over. Yet we were sorry that our sailing day was over so soon.

By 1230 hours, the MA-BE was trailered, demasted and traveling east on the highway, ready for her next adventure.

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'82 N.A.C. 3rd, 5th, 7th.

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'82 Buzzards Bay Regatta 1st.

'82 Ohio Districts 1st.

'81 Capitol Districts 1st.

'80-81 Sandy Douglass Regatta 1st.

'82 Sandy Douglass Regatta 2nd.

'82 Azalea Festival Regatta 1st.

'81 Y-Scot Regatta 1st.

'81-82 Punch Bowl 1st.

'81-82 Great Scot Regatta 1st.

And many more too numerous to mention. Please write or give us a call for information and prices.

Scots Used for USYRU Finals

*Larry Taggart, FSSA Chief
Measurer*

Team racing, a seemingly new aspect of the sport of sailing, has actually been in existence for quite some time. Such racing is not at all new to the intercollegiate set. But it is just now joining the ranks of other national championships sponsored by the United States Yacht Racing Union, such as the Adams, Mallory, Sears, etc.

This year, Southern Yacht Club was selected to host the second annual U.S.Y.R.U. Team Race Championship for the George R. Hinman Trophy. Ideally, just as in other U.S.Y.R.U. championships, each of the eight U.S.Y.R.U. areas would have eliminations and be represented by a team in the finals. Since this series is in its infancy however, interest has not yet completely spread throughout North America, and only six teams participated this year and last year. But, as you will later see, the participants were not lacking in quality.

The boats selected for this year's event were club owned Flying Scots without spinnakers. The S.Y.C. and New Orleans Yacht Club fleets were both used, and the Pontchartrain Yacht Club fleet was available if needed. All boats were equipped with mains and jibs by the same manufacturer, matched to each Scot so as to equalize performance as best as possible (all teams commented that they did not notice any inequality in boat performance or speed). Twelve Flying Scots were divided into four fleets, three boats to a fleet. Two spare boats and spare parts were also available. The rules for this event require that the boats be sailed double-handed without any weight restrictions (because of the size of a Scot, most teams were on the "heavy" side). Thus, each team consisted of six sailors — three skippers and three crew who remained together throughout the series.

In team racing, two or more yachts of one team maneuver against the yachts of another team or teams, within the confines of the racing rules and certain other restrictions. In these tactical duels, it is essential that each contestant know the finishing combinations needed to win a race, as tactics are very definitely dictated by his teammate(s) position. A team race may be between only two teams racing at a time, or all teams racing together (when more than two teams are involved). The former method is utilized for the Hinman Trophy — each team races against each other team at least once on a round robin rotation basis. I almost had second thoughts about accepting the Regatta Chairmanship when I learned that we would be expected to conduct 56 starts — two complete round robins — in two days if all eight teams participated. As it turned out, with only six teams represented, we only needed 30 starts, which Race Committee Chairman Al Grevemberg and his very able crew successfully completed in about one and one-half days.

This year the racing for the Hinman Trophy was held on Lake Pontchartrain October 29-30 in fair weather, with southeasterly winds of 5-10 knots on Friday and 15-25 on Saturday. Racing began each day at 9:00 a.m. over a course which consisted of a one-half mile weather leg, a 100-yard reach (set at 90 degrees to the weather leg to minimize interference among boats on each of these legs), a run back to the starting mark, and then a final one-half mile beat. Thus, the entire course was only approximately 1.5 miles, keeping the action close at all times, and



permitting the necessary number of races to be sailed. With four three-boat fleets of Flying Scots available, it was possible to have two races in progress at the same time, with the second two teams starting five or so minutes after the first two teams. To further reduce lost time, four minute starting sequences were used, as well as separate starting and finishing race committee boats.

Using the above format, the round robin series continued throughout the day, with four teams racing and two off-teams waiting aboard the swap boat. Thus, the only lost time was for boat swapping (lunch was even supplied on the water, with the contestants eating during off-team periods), which was normally completed in less than ten minutes. Each team sailed each fleet at least once in every round robin.

Six U.S.Y.R.U. Judges, head by Chief Judge and U.S.Y.R.U. Team Race Chairman Ralph Hanson, split into two groups of three, continuously trailed each race in order to be able to observe any possible rule infringements or breakdowns, and to keep tabs on race management. Each skipper was supplied with a red protest flag, a yellow breakdown flag and two green flags. The green flags were used to indicate the acceptance of penalty points in order to continue in a race in cases of an acknowledged foul, as the 720 Rule was not in effect, and a DSQ or WD could possibly mean the loss of even more points. I believe that this procedure greatly reduced the number of protests which had to be settled through a hearing. In fact, only about seven had to be heard — not bad for thirty closely contested races.

Swapping boats was somewhat unique in itself. Several criteria were established in considering just how this would be accomplished: minimal lost time between races; a stable platform where contestants could relax between races, observe those in progress, eat lunch, and which could carry up to 24 off-team members; the protection of the Flying Scots, the swap boat and the contestants during swaps; radio communi-



Winning Team: (left to right) Murphy, Dellenbaugh, Benjamin, Oetking, Isler and Clark.

cation; and the availability of spare parts and a on the water repair facility. The ideal boat was found when Temple Brown and Bubby Hartson volunteered the use of their 56 foot house yacht LA COSTA, which was anchored downwind and to the side of the starting line. Two circular 8-man life rafts — provided by one of the local oil field service companies — were closely moored to LA COSTA's low stern. With the use of the rafts and LA COSTA's high flying bridge to reach and repair halyards if necessary, all of our criteria were met. A bull-horn was used to call in each color identified fleet of Scots at the appropriate time

in order to expedite swapping. The contestants all thought that the arrangement was great!

From my prospective on LA COSTA, the start and the down wind legs/mark roundings were the most interesting to observe, as more often than not, these were the places where races were won or lost. The ability to gain control of the opposing team on upwind legs was paramount, thus leading to pre-start and

down wind tactical duels. In my opinion, the winning Area B team was very adept at establishing early control while at the same time maintaining adequate boat speed. Their only loss came at the hands of last year's winning Canadian team from Area E. This team also used all of the practice time that was available to them to familiarize themselves with the boats and to practice controlling maneuvers.

1982
U.S.Y.R.U. TEAM RACE CHAMPIONSHIP
SOUTHERN YACHT CLUB

Overall Place	Team	Representing	Won-Loss
1	Steve Benjamin & John Clark David Dellenbaugh & Paul Murphy Peter Isler & Curt Oetking	Area B	9-1
2	John Dane, III & Joe Blouin Danny Killeen, Jr. & Beau LeBlanc Tommy Meric & Greg Sonnier	Area D	7-3
3 tie	Ed Adams & Moose McLintock Jens Hoakanson & Paul McDowell Ralph Kinder & Zip Boucher	Area A	5-5
3 tie	Jeff Boyd & Bob Jones Terry McLaughlin & Evert Bastet Greg Tawastjerna & Rob Muru	Area E	5-5
5	Brodie Cobb & John Roberts Chris Kostanecki & Ted Corning Pedro Lorson & Michael Mark	Tulane	3-7
6	Stephen Craig & Ira Johnson Rick Tears & Doug Snyder Legare Van Ness & David Patterson	Area F	1-9



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THE FLEET'S IN

Open House Regatta

The annual Open House Regatta hosted by Dallas, Texas, Flying Scot Fleet 23 was held on White Rock Lake on September 18 and 19. A record of thirty entries participated in a single start.

Five out-of-town skippers, four from Houston and one from New Orleans, participated. Flying Scots were provided to five guest skippers of other class boats who were invited to compete.

Six trophies were awarded. Three went to the top finishers and three to pre-designated challenger skippers.

Bubby Eagan found his long drive from New Orleans worthwhile as he captured first place honors. Dallas skippers Richard Wade and Brad Davis were second and third respectively. The Houston fleet was represented in the top lineup by Bill Berry who finished fourth.

Top challenger trophy went to Norrie Bremmer of Dallas with second place going to Don Mills of Houston and third place to Rick Triplett of Dallas.

Moraine Sailing Club

1982
Moraine Sailing Club
Championship of Champions
Lake Arthur

Place	Skipper	Class Normally Sailed
1	John Onstott	Laser
2	Jim Starr	Flying Scot
3	Reiner Zeppenfeld	not reported

New York Lakes District Report

The Glimmerglass Regatta was held September 18 - 19 by Otsego Sailing Club on Otsego Lake, Cooperstown, NY. Among the fifty plus boats were nine Scots, representing five of the fleets of NY Lakes. First was won by "Hub" Needam of the host fleet, second by Cynthia Rea of

Skaneateles, third by Butch Hartsig of Fourth Lake and fourth by Griff Williams, also of Skaneateles.

"Glimmerglass" (James Fenimore Cooper's name for Otsego Lake in his novels) is always a particularly nice regatta. Cooperstown is a charming village, a tourist attraction, but by mid-September the tourists are gone, motel rates "off-season" low, and the autumn foliage glorious. The lake is Swiss-postcard pretty, surrounded by cliffs and high hills. There is even a castle. Otsego Sailing Club owns a waterfront meadow in which they permit camping. The Club puts up a large tent for the Saturday night cocktail party and dinner for 150 to 200 people. Scot owners take note! You could not have a nicer mini-vacation than attending "Glimmerglass" next year. Or take a longer vacation by attending Glimmerglass, touring the Adirondacks, and then competing in Skaneateles Sailing Club's Autumn Regatta the next weekend. Watch for the announcement of '83 dates in "Scots n' Water."

This year at Glimmerglass, Graham Hall showed slides of his tour of the historic Erie Canal (the longest park in the U. S.) with his two daughters in his Scot. He used no motor, all sail, though he did unstep frequently for the "low bridges" of the folk song.

Sandy Douglass attended the Autumn Regatta at Skaneateles, and crewed for Bill Elkins, a new-this-year Scot owner. Bill and Sandy took fourth, having some difficulty with the spinnaker halyard cleat. It was one of those new fangled things, Sandy wryly reported, not the good old wooden cleat on the side of the tabernacle. Cynthia Rea was third, Alan Gloss second, and Griff Williams first. Alan was something of a ringer, since he is national champion of a class requiring a crew of two. He borrowed a Scot so that his two sons, ages 11 and 13 could crew for him. Alan said he thoroughly enjoyed sailing the Scot as it was such a "tactical" boat. "There was little

difference in boat speed one Scot to another," he said, "but you had to be in the right place at the right time." I completely agree, as I was outwitted by Alan repeatedly. I also agree that it is best for Scot sailing, on the whole, to encourage participation by owners who are FSSA members. However now and then it does not hurt to let a champion find out what a great family racer the Scot is.

Next week is "dock day." The next event to look forward to is trailoring out of NY's snow and ice to the Mid-Winters. See you there?

Cynthia Rea, New York Lakes District Governor

Wurstfest Regatta

The Wurstfest Regatta was held October 29 - 30, 1982, on Lake Canyon, TX in strong winds. Lake Canyon will be the site of the Texas Districts in May 1983.

BOAT #	SKIPPER	RACE #			
		1	2	3	FINAL
2714	Wade	1	1	1	2½
3403	Davis	3	2	2	7
1527	Berry	4	3	3	10
3053	Robinson	5	9	4	18
1426	Kleespies	9	8	5	22
269	Lookey	7	5	12	24
2599	Breeding	10	6	8	24
1496	Smith	2	4	DSQ	29
1255	Dukeminier	8	10	11	29
2841	Killian	11	7	13	31
2935	Mills	13	12	7	32
3207	Henderson	16	11	6	33
3442	Strader	6	13	DNF	38
1453	Taylor	17	14	9	40
3042	Baldwin	14	16	14	44
1383	Magill	15	15	15	45
1389	Vaughn	DSQ	18	10	51
5715	Garrett	12	DNF	DNF	54
1787	Marx	DSQ	19	16	58
1147	Gwin	DSQ	17	DNF	62
1454	Reiffert	DNF	DNF	DNF	66

Barnes Wins Great Scot

Chuch Barnes, fresh from a 5th in the Nationals, came from behind in the last race to beat Sally Ann Johnson in a tiebreaker at the third annual Great Scot Regatta. This Re-

gatta, held last year on October 10th and 11th, is hosted by Fleet 118 and the Birmingham (AL) Sailing Club on Logan Martin Lake. Saturday's two races saw 4 to 6 knot winds whereas Sunday's single race was drifted in 180° oscillations of 3 to 0 knot yuk.

GREAT SCOT FINISHES

SKIPPER	SAIL NO.	RACE NO.			TOTAL SCORE
		1	2	3	
Chuck Barnes	GYA 18	2	1	6	8%
Sally Ann Johnson	3259	6	2	1	8%
Pat Ferguson	3297	3	3	5	15
Connie Smitherman	2816	9	4	2	15
Jim Turkington	3285	1	6	15	21%
Bob McLaughlin	2921	7	16	4	27
Joe McFadden	2609	10	9	3	31
Cecil Morgan	3431	3	5	DNF	53
Henry Graham	3382	16	11	9	36
Tom Lowry	3509	17	7	14	58

GYA Championships: "Cock of the Walk"

Gulf Yachting Association skippers and crews were welcomed to the best racing of the year (writer's opinion) with excellent race committee management and weather conditions at the Pass Christian Yacht Club's Annual Frostbite Regatta. Due to scheduling conflicts, the GYA combined the individual championships and the Frostbite Regatta to help participation.

The five-race series was sailed in steady 5 - 10 knot northeasterly breezes both Saturday and Sunday under sunny skies with daily high temperatures in the 70's, bringing comments of re-naming the regatta "Indian Summer" Regatta. All races were *gold cup* courses except Race #4 which was finished at dusk after four legs.

"COCK OF THE WALK" FROSTBITE REGATTA

SKIPPER	RACE #					TOTAL POINTS
	1	2	3	4	5	
Amy Kleinschrodt	3	2	5	1	1	9½
Chuck Barnes	2	1	2	2	3	9%
Hoagie Herman	4	3	1	4	2	15%
Jeff Witzman	1	3	4	3	4	16%
Neal Merrifield	DNF	4	5	6	6	32
Gene Waler	3	7	9	3	8	34
Carl "720" Wainwright	7	9	6	7	5	34
Con Lancaster	6	8	7	DSQ	9	41
Al Johnson	9	6	8	DNF	DNF	45
Damette Taylor	8	10	DNF	DNF	7	47

"OPEN SCOT" FROSTBITE REGATTA

SKIPPER	RACE #			TOTAL POINTS
	1	2	3	
Danny Taylor	3	1	1	4½
Irvin Haydel	2	2	3	7
Eric Doyle	1	DSQ	2	9%
Julie Norton	4	3	4	11
Tom Barrett	5	4	5	14
Stan Pulaski	6	5	DNF	18

FEBRUARY 1983

Fox Wins Sandy Douglass

The 7th Annual Sandy Douglass Regatta was held at the Rudder Club in Jacksonville, Florida, on the 13th and 14th of November 1982. Fifteen Flying Scots mainly from Florida with Massachusetts and North Carolina also represented, raced on the St. John's River. Winds on Saturday varied from 12 - 20 knots and on Sunday ranged from 0 - 5 flukey knots from every direction which allowed three races Saturday and one race Sunday. The racing was very close in a tightly bunched fleet which sailed right with the Thistle fleet in all the races. Andy Fox and Chuck Barnes duelled throughout the four races with Fox being the victor by a slim margin. A spaghetti supper for 150 and entertainment provided by Sandy Douglass and his Barbershoppers led by Geoff Spencer from F. S. Fleet 150 highlighted

a super sailing Saturday. As always it was a treat to enjoy the Rudder Club and the hospitality of Jacksonville, and everyone here invites you to come to Jacksonville in 1983 for your end of season races. *Mike Kiehy*

BOAT #	SKIPPER	FROM
3566	Andy Fox	Orlando, FL
GYA 18	Chuck Barnes	Pensacola, FL
GYA 13	Bill Pope	Panama City, FL
2282	Floyd Davis	Panama City, FL
3290	Mike Kiehy	Dedham, MA
3058	Mike O'Brien	Jacksonville, FL
3068	Terry Lidell	Orlando, FL
3510	Clint Smith	Orlando, FL
3676	Bruce Mylrea	Orlando, FL
2647	Bob Thatcher	Ormond Beach, FL
2619	Neal Post	Jacksonville, FL
3467	Len McLaughlin	Spartanburg, NC
3595	Bill Singletary	Durham, NC
2298	Dennis Burgoon	Jacksonville, FL
1831	Max Creighton	Jacksonville, FL

NEW MEMBERS

The following persons are new active members in the Flying Scot Sailing Association: FS #1480, Greater New York District, Philip L. Young, Sr., 32 Nutmeg Ridge, Ridgefield, CT 06877; FS #3753, Ohio District, Fleet 001, John W. Eilers, Jr., 1131 Beverly Hills Dr., Cincinnati, Oh, 45226; FS #2434, Michigan-Ontario District, Fleet 035, George Dietrich, 122 Clarke Road, London, n5w-5e1; FS #2515, Gulf District, Fleet 153, Bill Bray, 310 Cambridge Place, Little Rock, AK 72207; FS #1825, Mid-Western District, James R. Wilcox, 51 Devonshire, Yorktown, IN 47396; FS #2387, Texas District, Carl R. Holmstrom, 1502 Redway Lane, Houston, TX 77062; FS #2491, Gulf District, Fleet 085, James G. Bryan, 3725 Royal Crest Drive, Montgomery, AL 36109; FS #1245, North Eastern District, Paul R. Drummey, 120 Meeting House Road, Duxbury, MA 02332; FS #3261, Gulf District, Fleet 118, Mike Graham, 412 Cherry Street, Birmingham, AL 35213; FS #0399, Midwestern District, William R. Doar, Jr., 1205 Green Street #317, Gillette, WI 82716; FS #0101, Prairie District, Fleet 059, John A. Webber, Jr., 24645 S. Owasso Pl., Tulsa, OK 74114; FS #7350, Gulf District, LTC R.D. Breslin, 2400 West Beach Bldg #2, Biloxi, MS 39530; FS #0043, North Eastern District, Gary Robinson, Box 971, Duxbury, MA 02332; FS #1003, Carolina District, Fleet 48, T. Curtiss Torrance, 33 Luckey Point Rd., Denver, NC 28037; FS #1048, Carolina District, Robert Lindsay, PO Box 246, Wingate, NC 28174; FS #3400, Gulf District, W.L. Gaines, 1204 Shades Crest Rd., Birmingham, AL 35226; FS #2760, Carolina District, Philip Leone m.d., 1740 Montclair Ave., Gastonia,

NC 28052; FS #3258, Gulf District, Fleet 118, E. B. Miller, 4407 Corinth Drive, Birmingham, AL 35213; FS #3812, Greater New York District, Fleet 042, Peter Hanson, 81 Marvin Ridge Road, New Canaan, CT 06840; FS #2744, Mid-Western District, Carl Eisenberg, 11042 N. Hedgewood Lane, Mequon, WI 53092; FS #1831, Gulf District, Fleet 131, Max Creighton, 2316 Herschel St., Jacksonville, FL 32204; FS #64, Gulf District, Jean Paul DeLaHoussage, 4414 Schooner Lane, Lynn Haven, FL 32444; FS #5703, Capital District, Joe C. Hecht, 28 Denwood Drive, Hampton, VA 23666; FS #3687, Michigan-Ontario District, Fleet 16, Tim Proffit, 19374 Woodside, Harper Woods, MI 48225; FS #3154, Michigan-Ontario District, Fleet 16, George H. Robinson, 4816 Freer Road, Rochester, MI 48063.

Also, FS #3747, Greater New York District, Fleet 7, Robert R. Black, 6 Roosevelt Avenue, Old Greenwich, CT 06870; FS #0732, North Eastern, Fleet 57, William H. Brown, 56 Gatewood Drive, Needham, MA 02192; FS #3710, Greater New York District, Robert J. Meuter, 23 Benjamin Street, Old Greenwich, CT 06870; FS #2280, Gulf District, St. Andrews Yacht Club, Box 1327, Panama City, FL 32401; FS #2477, Gulf District, Fleet 131, W. Ray Newton, 4651 Iroquois Ave., Jacksonville, FL 32210; FS #3685, Carolina District, Camp Seafarer, PO. Box 10976, Raleigh, NC 27605; FS #5835, Capitol District, Fleet 137, Richard Dickhoff, 710 Village Green Pky., Newport News, VA 23602; and FS #2258, New York Lakes District, Thomas T. Russell, Hill and Hollow Road, Hyde Park, NY 12538.

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)

FS 2611 m — Douglass, light blue hull (nearly new condition), off-white deck, Schreck main, jib and spinnaker, dry sailed, stored in carport, washed before and after every launching, fleet champion 1976 thru 1980, trailer with spare. Pete Condo, 6778 Brandon Mill Rd., Atlanta, GA 30328 (O) (404) 252-1523 (H) (404) 252-4270.

FS 3480 m — Douglass, white hull and deck with blue cove stripe and water line. Full cover (blue), anchor, motor mount and outboard, Harken blocks, Schreck sails with spinnaker and full rigging. Dry sailed, immaculate condition. \$5,500 Tee Nee trailer. Sam Swoyer, 12 Wakeman Road, Fairfield, CT 06430 (203) 255-1126.

FS 2836 m — Douglass, white hull, dark blue waterline, yellow decks, 1 mainsail, 3 jibs, 2 spinnakers, motor mount, full race equipped Fleet 27 & Carolinas District Champion, Sterling Trailer, \$4,500. Contact: Paul Newton, 619 Yarmouth Rd., Raleigh, NC 27607 (H) (919) 787-3289 (O) (919) 541-2081.

FS 3206 — Customflex, medium yellow/black stripe, gloss deck. Schreck yellow spinnaker, windowed main, jib. Factory installed Harken ratchet fittings on main, jib spinnaker. Suunto compass, 8-1 vang, Pamco trailer. Sailed 15 times '79-'80, stored '81-'82. Like new condition, \$5,300. R. C. Baugher (216) 633-9254, Akron, Ohio.

FS 3163 — Customflex, yellow hull and white deck, two suits of Schreck sails (one new as of 6/82), spinnaker, trailer, full "Sailors' Tailor" mooring cover. Excellent condition, \$4,900. Greg Rutman, (216) 656-2856, Hudson, Ohio.

FS 938 — Douglass, yellow hull, 3 sets sails, one immaculate (Hard), 2 chutes, brand new Dilly trailer, outboard bracket, \$4,300. Doug Buyer, 4 Liberty Place, East Patchogue, NY, 11772. (516) 289-9044.

FS 3636 — Douglass boat, white hull, red trim, non glare deck. Excellent condition. Schreck M. & T. Shore spinnaker. Pole, motor bracket, trailer, full cover, other extras. Mahogany centerboard cap, \$5,500. George Rootring, Box 511, Navarre, OH 44662 (O) (216) 879-5635 (H) (216) 879-2686.

Sale— Sails. Ulmer main, jib, spinnaker. Good as a second set of sails for recreational sailing but not competitive for racing. \$175.00 set. M & N "White Lightning" Dynac" radical spinnaker (green center panel). Cut 1977, but used very little. Three small patches. \$95.00 Dr. Jack Fassnacht, 451 Beverly Place, Lake Forest, IL 60045. (312) 295-3828.

FS 161— \$2,925, New Schurr sails - main, jib, Panco trailer, boat cover, spinnaker sail rigged for racing, lots of extras. Contact One Design Yachts, 8398 Sunbury Road, Westerville, OH 43081 (614) 882-5955.

FS 3421— In 1982 this boat won 7 regattas, including Districts and the NAC. Absolute minimum weight. 1982 Boston inventory. State of the art rigging. Covered and drysailed only. Mint condition. Gator trailer. This all-white boat is fast and beautiful. Outstanding price. Pat Barry, Michigan. 313/427-0797.

VIDEO TAPES OF 1982 NAC—VHS format, all color, with running commentary by former Naval Academy Head sailing Coach, Graham Hall. Perfect for Fleet and Club socials. Contact: Graham Hall at 518-725-8534 or write him at 85 E. State St., Goversville, N. Y. 12078.

We Need Addresses

The FSSA needs current addresses for the following FFSA members and/or current boat owners.

Boat #	Name
0189	Joe C. Atkins
0195	Herbert Krampner
0203	Terry Eckert
0236	Bert Cameron
0251	Jim Radtke
0258	Earl Schiring
0267	Francis D. Curran
0292	J. Phillip Carroll
0303	Michael D. Klein
0312	Ken Wheeler
0318	Jim H. Rose
0321	William P. Richards
0329	Stanley Schmidt
0365	Sailboats Unlimited
0372	Russer A. Ruldolph
0387	Mrs. J. G. Colton
0388	Michael Scrivan
0391	Wilmette Mariner Scouts
0405	Walter Suhre
0413	W. James Bell
0424	Gray McGregor Jr.
0443	A. Van Wight
0459	Philip Kromer
0496	Francis P. Saunders
0503	Robert Forman
0506	Elbridge N. Murphy
0510	West Indies Boat Sales

THE STARTING LINE

April 2, 3, 1983 — Mid-Winter Championship Warmup Regatta, Ft. Walton Yacht Club, Ft. Walton, FL. Contact: Mrs. Betty Smith, P. O. Box 406, Panama City, FL 32401.

April 5-9 — 1983 Mid-Winter Championship, St. Andrews Bay Yacht Club, Panama City, FL. Contact: FSSA President Allen M. Douglas, (904) 785-7500 or Betty Smith, P. O. Box 406, Panama City, FL 32401.

June 30 - July 3 — 1983 Northeastern Regional Championship. Contact: Mr. John D. Barnes, 7710 Chatham Rd., Chevy Chase, MD 20815. This is a sanctioned Flying Scot Regatta.

June 18 — The Greater NY District Championship, Moriches Yacht Club, Center Moriches, NY 11934. Contact: Donald Bauer, 66 Mayfield Dr., Mastic Beach, NY 11951.

July 23 - 25 — 1983 Junior North American Championship. Bay Waveland Yacht Club, Bay St. Louis, Mississippi.

July 25 - 29 — 1983 North American Championship. Bay Waveland Yacht Club, Bay St. Louis, Mississippi.

August 6, 7 — Northeast District Championship, Stone Horse Yacht Club, Harwichport, MA. Contact: Ken Wright, 53 Hancock St., Lexington, MA 02173 (617) 862-0389.

MY ADDRESS LABEL IS NOT CORRECT

My correct name and address follows:

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