Scots n' water

January—February
Volume XXI
Number 1

Gordon 'Sandy' Douglass
with crew Eric Ammann
control the start of the
Douglass Monohull Racing
Sandy 3000.
Mid-Winters attract early registration

Panama City plans for 3 fleets, 19 trophies, 3 sail-suit prizes

Early registration points to a well-attended Mid-Winters Championship in Panama City, Fla., March 6 through 10.

Regatta Chairman Allen M. Douglas expects 80 boats on the line—in three separate divisions—based upon registrations that he had received in early January.

The three divisions will split into the Championship division (45% of the participants), the Challenger division (35%) and a newly-created Commodore’s division (20%).

Trophies for nineteen skippers will be awarded, with the Championship and Challenger division winning seven trophies each, and the Commodore’s division awarding five trophies.

Participants will also be eligible to win three sets of Flying Scot sails. The sails will be donated by Schreck Sails, Fowler Sails, and Schurr Sails.

Entrance fee has been set at $30, but those who pre-register by March 1st will pay only $25.

Skippers who wish to enter the final three races only must pre-register and have their sails measured prior to the 0830 skippers meeting on Friday. These skippers will be placed in the division appropriate to their past sailing record. This decision will be made at the discretion of the race committee and is not subject to appeal.

All sails will be measured. 1978 NAC and 1978 GYA Lipton measurement stamps will be accepted. Flying Scot must be registered with FSSA and skipper must have 1979 dues paid. FSSA secretary will be present to accept dues.

Local motels readily available to the club are:

Holiday Inn Downtown
711 W. Beach Dr.
Panama City, Fla. 32401
Tel. 904-763-4622

Howard Johnson Motel
4601 W. Hwy. 98
Panama City, Fla. 32401
Tel. 904-765-0222

Ramada Inn
3001 W. 10th St.
Panama City, Fla. 32401
Tel. 904-0561
Carlyle NAC set from Aug. 3 to 10

By Madeline Stribling

The 1979 Flying Scot North American Championship Regatta—hosted by Fleet 83 and sailed on Lake Carlyle, Illinois—will begin August 3 at 1 PM and conclude August 10 with an evening awards dinner. The Junior NAC will be held August 4. There will be three Junior races.

Curtis (Curt) Elmer will chair the 1979 NAC. Working with Curt to form the steering committee are two others well known to FSSA sailing: Ted Glass and Jim Harris. Madeline Stribling will handle publicity.

Friday, August 3
1:00 PM—6:00 PM
Registration and Measuring

Saturday, August 4
Registration and Measuring
Junior NAC—3 races

Sunday, August 5
Registration and Measuring
Evening—"Beer and Brats" or equivalent (complimentary)

Monday, August 6
Qualifying Races 1 and 2
to determine Championship, Challengers divisions
Evening—Board of Governors, R.C., R.C. Chairman, and Commodore dinner

Tuesday, August 7
Qualifying Race 3
Evening—FSSA Annual Meeting and Dinner

Wednesday, August 8
Races 1 and 2
Evening—Open

Thursday, August 9
Races 3 and 4
Evening—Supper

Friday, August 10
Evening—Awards Dinner

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1978 Mid-Winters 1st
1978 Lipton Regatta 1,2,3, and 4th
1978 GYA Regatta 1,2,3, and 4th
1977 North Americans 1st and 3rd

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New Orleans office: 404 S. Roadway
New Orleans, La. 70124
(504) 283-4500
Al Gooch

JANUARY-FEBRUARY 1979
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**Northeast:** More sails in the top 10 at the NAC’s.
**Gulfcoast:** 1st and 2nd—Candler Regatta—Open Scot.
**Atlantic Coast:** 1st, 3rd, and 4th tie—Sandy Douglass Regatta.
**Inland Lakes:** 1st, 2nd, and 4th—Scots and Y-Flyer Regatta
1st—Carolina Districts.

Of course our list could go on and on, but we’re not hung up on past success; we’re looking toward the future, and you should too.

Schreck sails have consistently been on top. If you care to consistently be there—try our sails.

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Velocities where I sail most are __________ to __________
I prefer the all-weather suit.

Please mark colors on spinnaker sketch.

I am enclosing check in full.
You will pay freight.

I am enclosing 50%, and references; and will pay balance in ten days.

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Address ____________________________________________________________________
City __________________________ State ______ Zip ______

Signature __________________________________________________________________

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SCOTS N‘ WATER
At the start Paul Schreck in FS 3051 holds to leeward of Charlie Fowler, FS 2068, and Sandy Douglass in FS 3000. Fleet follows in disturbed air. Photo by David Butler of the Rudder Club.

Douglass wins the ‘Douglass’

Sandy edges Dunkin McLaine at Jacksonville

By Robert O. Freeman

Designer and builder teamed up to win the third annual Sandy Douglass Monohull Regatta at the Rudder Club in Jacksonville, Florida, November 4-5.

Sandy and Eric Ammann took No. 3000 to first place among Scots in the two-day regatta held on the broad expanse of Jacksonville’s St. John’s River.

Visiting Scot sailors dominated the two-race series by sweeping the first seven places, and members of host Fleet 131 were heard muttering “Back to the drawing board” at the close of the first day’s racing.

Race results follow:

<table>
<thead>
<tr>
<th>Skipper/Sail No./Fleet No.</th>
<th>Race 1</th>
<th>Race 2</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sandy Douglass/3000/6</td>
<td>3</td>
<td>¼</td>
<td>3 ½</td>
</tr>
<tr>
<td>Dunkin McLaine/2281/75</td>
<td>2</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Richard Wesley/2277/75</td>
<td>¼</td>
<td>4</td>
<td>4 ¼</td>
</tr>
<tr>
<td>Sally Russell/2309/90</td>
<td>7</td>
<td>3</td>
<td>10</td>
</tr>
<tr>
<td>Paul Schreck/3051/87</td>
<td>5</td>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td>Charlie Fowler/2068/90</td>
<td>4</td>
<td>7</td>
<td>11</td>
</tr>
<tr>
<td>Floyd Davis/2293/75</td>
<td>6</td>
<td>6</td>
<td>12</td>
</tr>
<tr>
<td>John Henderson/2308/111</td>
<td>10</td>
<td>8</td>
<td>18</td>
</tr>
<tr>
<td>Dave Mayfield/3007/131</td>
<td>8</td>
<td>10</td>
<td>18</td>
</tr>
<tr>
<td>Dick Russell/81/90</td>
<td>9</td>
<td>9</td>
<td>18</td>
</tr>
</tbody>
</table>

All in all, eighteen Scots were registered for the race, seven of which were from Fleet 131.

The weather on Saturday combined blue sky, moderate northeast breeze, and warm Florida sun. Sandy and Eric, who managed a third place in Race 1, were forced to re-start Race 2, but moved into first place at bouy 1 and remained there for the remainder of the race to edge Dunkin McLaine of Tallahassee, Florida, in the series.

Sunday’s race held forth with the same beautiful weather, sans the breeze of the previous day, and the third race was finally scratched as some boats, caught in the ever-present current/tide combination of the St. John’s, found themselves drifting away from the finish line.

Thistle and Snipes also fielded classes for the regatta, and there was an open monohull class as well.

The Rudder Club held its traditional “Burn-It” cookout after the races on Saturday.

Flying Scot Builders
Gordon Douglass Boat Co. Inc.
Route 4, Drawer AB
Cemetery Lane
Oakland, Maryland 21550

Customflex, Inc.
1817 Palmwood Ave.
Toledo, Ohio 43607

Ranger Boat Company
25802 Pacific Hwy., South
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JANUARY-FEBRUARY 1979
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Ed Caroe's telephoto lens makes Len Saari (FS 2467) on port appear (above) to be doomed by a starboard tacker. But, (right) Saari safely crosses the right-of-way yacht. 1978 NAC photo.

'Taboard... 'Hold your course'... while Ed Caroe photographs possible collision

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"We specialize in helping sailors get the most comfort, enjoyment and performance from their boats."

JANUARY-FEBRUARY 1979
Scientist discovers windward work an

By Dr. Charles Ivey©

To my knowledge, there does not exist a technical study of the Flying Scot that correlates the hull, sail plan, and sheeting characteristics, etc., so that optimum possible sail performance can be gauged. The absence is probably just as well since careful studies of some boats have revealed the skippers cannot match the calculated optimums for even short periods of time.

I recall having read once that a test using world class yachtsmen revealed that the best could sail reasonably close to a boat’s optimum capability only about ten percent of the time and for never longer than about 30 seconds. I can’t find a reference for that report, so don’t quote me beyond my own statement; namely, that sailing with a human at the controls is still an art.

Recently, sail making has experienced minor revolutions with promises of faster or closer winded designs, and I’m sure there are some truths in the various claims. Personally, I’ve tried to attack the problem of becoming a better racer by studying how to make one particular brand of these “super sails” move my boat like the sails must obviously move the boats of all winners listed in the ads. Somehow the problem still lies mainly in the vague area of art which mystifies some of us scientific types.

Nevertheless, with calculator and Reynolds numbers, I’ve pressed on looking for some quantifiable reason why a member of our fleet can sail to windward faster and higher with some old blown-out sails that I think might make a better storm cover for my motorcycle.

Then one day, ding, it hit me—I tried a technique that won two races and soon after, another; this latter by such a margin that the crew and I returned to the docks, lowered sails, opened a coke, tried to assume a relaxed, unconcerned expression while the fleet finally started coming in. What magical thing happened? Had I become an artist over night? Had I discovered a successful technique that I could keep secret till after the Moscow Olympics? Well, hardly so.

That evening I was rereading an old copy of Highlights of Scots n’ Water and there it was in an article by guess who? Sandy Douglass.

Handling a puff to advantage
Step 1: Trim to existing conditions but be on the lookout for a strong puff

Step 2: As puff hits, take a lift by heading up and easing the main to keep steady heel.
With calculator and Reynolds numbers skipper confirms that easing mainsail during puffs reduces leeward drift

Sandy was explaining about how, when working to weather, he plays the main to get the most from the puffs that sneak up on you periodically. The secret is simple. You don’t just head up and then fall off as the puff eases. Rather, you head up and ease the main keeping constant heel, then haul in as you fall off to maintain that same heel, all the while keeping the jib set or—in our sneaky way—pulling the weather sheet a little on the way up. The key is taking a lift at constant heel.

Once again, it was back to calculation of force coefficients, drag angle, and leeward drift components. How in the world would easing the main lift you when you were already hiked out to the limit and books argue against any luffing. Well, the physics is there after all, and one can show that the effect of it all is beneficial even though you lose some aerodynamic force from your sail.

By easing the main a little, you reduce the mainsail angle so that the effect is to reduce a strong increase in the force component that causes leeward drift. In other words, you make a little extra to windward every time you do the trick.

There are some dangers in this sail trimming that you need to avoid (remember, it’s an art). Don’t ease the main too far; you don’t want much luff, just enough to keep the same heel as before the puff. Sometimes this correction can only be a matter of easing the sheet a few inches. Don’t take the lift too long; fall off and pull the main in smartly so once again you maintain the heel and boat speed. A well handled puff can be taken from start to finish without the boat wallowing. If your rocking shakes your centerboard from side to side by changing heel, you are pumping a lot of energy into the water that doesn’t do you any good, this centerboard action slows you down, increases your leeward drift.

Well, it wasn’t a secret after all. The good sailors already know about it. At our club those that were impressed by our windward ability became friendly chaps. One even took me out in his boat as crew and offered me an ice-cold coke on a 100 plus degree day for a quick demonstration. Need I say more. He won our last club race. I guess some of us are artists, and some of us aren’t. Anyway, it was very gratifying to do a calculation that actually showed less thrust in the sail but improved speed made good. This analysis should prove good for cases where additional hiking for heel control is impossible or not worth the risk sans toe straps or trapeze, and therefore worthwhile for Flying Scots.
Looking for a ‘Schurr thing’?

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1st—GYA Mallory Eliminations

1st—Spring Regatta, Mobile
1st—Candler Regatta, Panama City
2nd, 5th—Gulf Districts
4th—Midwinter Warmups

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Regatta Schedule

March 7-10—Flying Scot Mid-Winters, Panama City, Florida
May 19-20—Buckeye Regatta, Hoover Yacht Club, Hoover Reservoir, Westerville, Ohio
May 26-28—Potomac River Sailing Association, Washington Sailing Marina
June 16-17—(tentative) Berlin Lake, Ohio, Fleet 19

July 20-22—Northeast District Regatta, Harwichport, MA.
July 21-22—Osage Lake, Cooperstown, N.Y.
Aug. 3-10—North American Championship, Lake Carlyle, Illinois
Aug.4—North American Junior Championship, Lake Carlyle, Illinois

Flying Scot Fleets and Districts

**MIDWESTERN DISTRICT**
Governor: Robert Slouman
2339 Knob Road
Wayzata, MN 55391
1—LAFAYETTE, IN—Lake Freeman
3—WILMETTE, IL—Lake Michigan
9—STURGIS, MI—Kliger Lake
25—MILWAUKEE, WI—Lake Michigan
29—MUNCIE, IN—Prairie Creek Reservoir
30—CARBONDALE, IL—Cath Orchard Lake
44—EPRAMON, WI—Eagle Harbor, Green Bay
60—CHICAGO, IL—Burnham Harbor, Lake Mich.
68—MAKONAN, WI—Lake Monona
70—ROCHESTER, MN—Cotton Lake
83—CARLYLE, IL—Lake Carlyle
88—WILLMAR, MN—Lake Lillian
95—MINNEAPOLIS, MN—Lake Minnetonka
57—NEENAH, WI—Lake Winnebago
110—ROCKFORD, IL—Lake Pepin
114—JANESVILLE, WI—Delevan Lake
115—RACINE, WI—Lake Michigan
100—OSSKOSH, WI—Lake Winnebago
123—BOTTINEAU, ND—Lake Methylene

**PRAIRIE DISTRICT**
Governor: Keith Hall
3200 East 54th Street
Tulsa, OK 74135
District Champion: Joe Becker FS 1247
28—PORT GREYLOCK—Grand Lake of the Cherokees
30—OKLAHOMA CITY, OK—Lake Hefner
59—TULSA, OK—Keelestone Lake
89—TOPEKA, KS—Lake Perry
105—NORMAL, IL—Lake Maloney
119—HAYS, KS—Cedar Rivett Reservoir

**TEXAS DISTRICT**
Governor: Brad Davis
425 Aqua Drive
Dallas, TX 75218
District Champion: Fred Taites FS 553
23—DALLAS, TX—White Rock Lake
32—HOUSTON, TX—Galveston Bay
65—PORT ARTHUR, TX—Lake Sabine
67—SAN ANTONIO, TX—Canyon Lake
69—AUSTIN, TX—Lake Travis

**PACIFIC DISTRICT**
Governor: Jackson Witherspoon
1251 Valley Road
Palo Alto, Calif. 94301
40—INVERNESS, CA—Tomales Bay
102—SEATTLE, WA—Lake Washington

**MICHIGAN—ONTARIO DISTRICT**
Governor: Edward C. Theisen, Jr.
5240 Maple Street
Dearborn, Mich. 48126
District Champion: Richard W. Hawkins FS 3125
8—DETROIT, MI—Edison, BC—Lake St. Clair
15—KALAMAZOO, MI—Gull Lake
16—DETROIT, MI—Detroit, BC—Lake St. Clair
17—GROSSE POINTE SHORES, MI—Grosse Pt. YC—Lake St. Clair

**MICHIGAN—ONTARIO DISTRICT**
Governor: Richard Allen
R.R. Box 128
Mount Vernon, NY 10550
District Champion: Walter D. Kolbe FS 3030
36—CHAUTAUQUA, NY—Chautauqua Lake
43—SYRACUSE, NY—Skaneateles Lake
53—WATERTOWN, NY—Whitney Pt. Reservoir
104—OGLA FORGE, NY—Fourth Lake
112—COOPERSTOWN, NY—Oswego Lake
122—HARLEY, NY—Great Sacandaga Lake

**NORTHEAST DISTRICT**
Governor: Walter D. Kolbe
40 Court Street
Boston, Mass. 02116
District Champion: Bill Rayner and Chuck Wonnos
5—BURLINGTON, VT—Mallett's Bay
11—ROCKPORT, MA—Sandy Bay
26—MONTEAL, QUEBEC, CAN—Lake St. Louis
57—HARWICH POINT, MA—Nantucket Sound
58—WOLLASTON, MA—Boston Harbor
76—SHARON, MA—Lake Massapog
77—VENAUXANT, MA—Vineyard Sound
110—COHASSET, MA—Cohasset Harbor
115—MASHENCHESTER, NY—Lake Massapog
117—SIBELBURN, VT—Lake Champlain YC
124—DUXBURY, MA—Duxbury Bay

**GREATER NEW YORK DISTRICT**
Governor: Robert Hellendals
21 Shoal Point Road
Riverdale, CT 06785
District Champion: Jack Orr FS 1497
7—RIVERSIDE, CT—Long Island Sound
10—MORICHES, L.I. NY—Moriches Bay
21—LOVELADIES, HARBOR, NJ—Barnegat Bay
22—SPRAY BEACH, NJ—Little Egg Harbor
24—NEW FAIRFIELD, CT—Candlewood Lake
31—SHORE ACRES, WI—Upper Barrent Bay
45—ISLAND PARK, NY—Hempstead Bay
72—AMITYVILLE, NY—Great South Bay
73—PERTH AMBOY, NJ—Matawan Bar
125—LIVINGSTON, NJ—Lake Hopatcong

**CAPITOL DISTRICT**
Governor: Richard A. Dewell, Jr.
3935 Livingston St. NW
Washington, D.C. 20015
District Champion: Hardy Carpenter
6—OAKLAND, MD—Deep Creek Lake
42—WASHINGTON, DC—Potomac River
63—HAVRE DE GRACE, MD—Susquehanna River
64—Baltimore, MD—Middle River
81—WRIGHTSVILLE, PA—Lake Clarke
82—PRINCETON, NJ—Lake Musconetcong
86—Baltimore, MD—Magothy River
97—BETHESDA, MD—Chesapeake Bay

**CAROLINAS DISTRICT**
Governor: Dr. Hallen Walker
P.O. Box 2185
Winston-Salem, N.C. 27106
District Champion: Hoy Chowns FS 2720
27—HENDERSON, NC—Lake Impoloom
48—CHARLOTTE, NC—Lake Norman
71—ROANOKE, VA—Smith Mountain Lake
76—MORRISVILLE, NC—Bogue Sound
109—SOUTHPORT, NC—High Rock Lake
126—HIGH POINT, NC—Oak Hallow Lake
Caveat Emptor

If you have a Flying Scot or Scot equipment to sell, we'll be glad to advertise it in SCOTS N' WATER. The charge is $5 for each insertion, and the deadline is the 15th of the month prior to the month of publication. Send copy and check to Dick Eam, SCOTS N' WATER, Box 8, Chapel Hill, NC 27514.

FS 156—Customflex; main, jib and spinnaker, trailer (spare tire and mount), cover, motor bracket, 1 1/2 hp Evinrude, spinnaker pole, oars. Price: $2500
John L. Gray, 4554 Starrett Road, Columbus, Ohio 43214, Phone 614/286-1772.

S.B. Foote, Rt 2, Box 33, Niceville, FL 32578. 904/678-2777.

FS 942—Douglass green hull and deck. Ulmer main, jib and spinnaker. Rigged for racing, some Harken blocks. Panco tilt trailer, spare tire, cover, spinnaker pole, lifting bridle, life jackets, anchor and paddle. Dry sailed and winter stored indoors—Good condition. Price: $2700
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C-Class celebrates their 100 years

By Sandy Douglass

For the annual Flying Scot family night at the Deep Creek Yacht Club, the members of the Century Fleet put on a skit which brought down the house. We had a dozen couples in the chorus line, all dressed in bright yellow tee shirts with C-Class across the front, and doing what I might call a buck and wing, after each chorus; all sung to the tune of "Bell Bottom Trousers".

Art Nicholson dreamed up the idea and the fleet thought up the verses.

To the tune of "Bell Bottom Trousers"

We are the C Fleet
Our start is last
Move over B Fleet
And let the sailors past
(Change "B" to )
A-Rebel & Jet

Verse 1
There used to be one Yacht Club
The only place to race
Mostly there were Rebels
And Snipes to set the pace

Chorus B
Along came Sandy Douglass
Whose Thistles were so hot
And Jet 14's for nimble folks
Then finally the Scots

Verse 2
Now we have 2 Yacht Clubs
Where all of us can play
The Thistles and the Snipes
Have gone their merry way

Chorus A
The Scots split into 2 fleets
We call them A & B
Now we have the C fleet
Which stands for Century.

Verse 3
We only sail on Sunday
One race is all we need
To show the other sailors
Our gusto and our speed

Verse 4
Of course we all get thirsty
Upon the briny sea
So we meet for cocktails
Alphabetically

Chorus Rebel
The moral of this story
As you can plainly see
Hang in there long enough
And join our revelry

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Deer Park, Maryland 21550

January-February 1979
Introducing

Goldsmith’s Glossary

of Sailing Terms

Continuing

It was “all in the wrist” for the 1st and 3rd placers in the Challenger Division at the 1978 North Americans, in the Championship Division it was 3rd and 5th. The common ingredient was Goldsmith Sails.

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Adding pleasure to windy sailing

by Don Botting

I don’t race, nor do I cruise my Flying Scot, but I do greatly enjoy high performance sailing and rarely miss an opportunity to sail. Describe my type of sailing as pleasure sailing.

There are some conditions that take the pleasure out of pleasure sailing, one of which is considerably more wind than needed. Trying to keep a boat upright in high winds can turn pleasure sailing into survival sailing.

Attempting to turn survival sailing into pleasure sailing, I first followed the advice given by various writers in Highlights of Scots n’ Water. First, I moved the jib fairlead aft, freeing the head of the jib, theoretically reducing heel. I can’t argue with the theory, but I can say if there was any reduction in heeling, I couldn’t detect it. When the boat is threatened with capsize in high, gusty winds, freeing the head of the jib is about as effective as a peashooter against an elephant. In short, it is still survival sailing.

The next step, quite naturally, was luffing the mainsail. This does greatly reduce heeling—too much sail area potentially exposed to high winds—but there is still great danger of capsize. And while some people may find it pleasant to sail with half the mainsail trying to flog itself to ribbons, I don’t. It’s still survival sailing.

Still following advice found in Highlights of Scots n’ Water, the next step was to remove the jib, sailing with the mainsail only. I tried this a few times only to find the reduction in heeling negligible, if not non-existent. I found that I still had to luff the main considerably to keep the boat upright, and, to make matters worse, without the jib the boat didn’t want to go. So the net effect of this exercise was a slow boat to windward, threatening to capsize in each gust, with the mainsail trying to flog itself into an early retirement. No pleasure in that.

Finally, one day, after being blown off Grand Traverse Bay, I tried the technique that seems to be discouraged, ignored in Highlights of Scots n’ Water. With the jib up, I roller reefed the mainsail almost down to the bottom tatten. After being blown off the water while sailing with the main only, the effect of reefing was unbelievable. The boat stayed on its feet. It pointed well. It moved fast. It was comfortable. It was pleasure sailing.

Since that time, I have spent many pleasant hours sailing my Flying Scot with a roller reefed mainsail. In
doing this, I have developed the steps below that I take to ensure pleasant sailing in high velocity winds. I have also found an improved method of roller reefing the Flying Scot. (More about that later.)

**Moderate High Velocity**—As everyone knows, flatten the jib and main by tightening the jib and main halyards. Most important, *sheet in the jib as hard as you dare.* At this point, a flat jib seems to reduce heeling considerably.

**High Velocity**—Roller reef the main down to, but no farther than, the bottom batten. Reefing the main any farther with the jib up makes it impossible to luff into a gust while easing the main sheet, inviting capsize, as the jib will pull the bow to leeward.

**Very High Velocity**—Lower the jib. Sail with the reefed main alone, usually rolled to near the bottom batten. If you still can’t keep the boat on its feet, remove the batten and roll the main down to suit ... or get off the lake. I’ve sailed in winds where we planed on a board reach using roller reefed main only. The same day, the two of us easily out-pointed and passed a 17-foot daysailer with a crew of four using both full main and jib.

Finally, I’ve found that there are some disagreeable things that happen when the mainsail is rolled around the boom, two of which can be improved considerably by releasing the tack from the boom before rolling. Releasing the tack from its pin on the boom allows the foot and leech to roll down a little ways before the luff begins to roll. This technique removes much of the excess draft common to roller reefing by rolling some of the baggy foot around the boom before the luff begins to roll. While the sail still isn’t flat, I believe that you will find it more shapely. And it’s easier and neater than rolling sail bags, towels, etc. into the foot of the sail.

The second effect of this technique is to raise the after end of the boom. Before using this technique, I found that the more I rolled my main, the closer the end of my boom came to the deck until it reached a point where I couldn’t sheet it down at all. I’ve never heard of anyone else with this problem, as perhaps its unique to my particular mainsail.

Two insurmountable problems that I have found in roller reefing are giving up mid-boom sheeting (which I prefer) and giving up the vang, reducing performance off the wind. And that’s why I’m going to install jiffy reefing this year ... for even more pleasant, comfortable, high performance sailing.

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ESTABLISHED 1866
Dick Gregory with Douglas and Jim Gregory demonstrate the agony of being outside at the jibing mark. Their Flying Scot 2589 gives room to FS 2110 sailed by Macon Singleary and FS 2467 (mast visible) sailed by Len Saari, while Seymour Herman trails in FS 2428.

After the turn FS 2467 blankets FS 2589 while FS 2428 sails higher to gain and pass. 1978 NAC photos by Ed Caroe, Old Greenwich, Conn. taken at 1978 NAC.