Tom Ehman to direct One-Design Racing on USYRU staff

Tom Ehman—three-time Flying Scot champion—now serves as Director of One-Design Racing for the United States Yacht Racing Union.

Ehman has accepted the position in Newport, Rhode Island.

He will continue as an officer, Secretary, and sailor in the Flying Scot class.


He was Sunfish Junior North American Champion in 1968, a Sears Cup finalist in 1969, active in intercollegiate racing while a student at the University of Michigan, and has had racing experience in Lasers, Tarsas, El Toros, Enterprises, Fireballs, Rebels, Thistles, Interlakes, Lightnings, and Sol Catamarans.

He is chairman of the USYRU Championship of Champions Committee, has been a member of the USYRU Junior Championship Committee since 1974, has represented the Michigan Inland Yachting Association on the USYRU YRA Council, was chairman of the YRA Council Area Reajiment Study Committee and the Manton Scott Trophy Committee, and was elected to the USYRU Board of Directors in 1977. He is a member of the USYRU Speakers Bureau.

Ehman was District Governor of the Flying Scot Sailing Association from 1974 to 1976 and has been Flying Scot Class Secretary since 1976.

Reporting on the spring meeting of the One-Design Class Council, Ehman observes that "the limitation of the right to appeal deserves some discussion within our class." Ehman refers to this report in the ODCC minutes:

"A host organization now has the rights to limit participants' right to appeal if they so state in the sailing instructions and the regatta notice, have at least three protest committee judges, and the chief judge is a USYRU certified judge. The Snipe class has a similar rule which limits the right to appeal in some cases. Actually, the appeal can always be made, but if a decision is overturned, the awards are not affected. (A copy of the Snipe rule will be circulated to ODCC members by Tom Ehman.) A resolution was passed recommending USYRU delegates to the IYRU oppose changes in IYRU rules which would weaken the classes self-direction."

In a letter to the Scot executive board, Ehman suggests "We should encourage all Scot fleets to see that their club is a member of USYRU, and preferably a local YRA, and where possible they have at least one USYRU certified judges on protest committees. If the clus is not a member of either a YRA or the Union directly, then it should be so stated in the regatta notice so other Scot sailors don't get to the regatta site and then find out that they can't appeal."

Ehman suggests the Scot class should consider a By-law that would never limit the right to appeal.

Also discussed at the ODCC meeting was the effects long-chain polymer coatings have in reducing drag of water passing over a hull.
NAC lodging filling fast, so enter now

By Ed Eubanks

NAC Shaping Up. Curt Elmer, Ted Glass, Paul Moore, et al, are really laying on the preparations for a great North American Championship at Lake Carlyle, Illinois, this August. If you haven’t yet registered, you should register immediately as hotel and motel accommodations are getting pretty tight.

Traveling Trophies Requested. All Flying Scotsmen who currently hold North American Championship trophies should send trophies to FSSA office as soon as possible so trophies can be awarded to this year’s champions. Each NAC traveling trophy holder will receive an individual reminder, but time and effort can be saved if you ship them in now. Thanks.

Fleet of the Year Competition. Chairman and Vice President Don Hott will be sending out forms for the Annual Fleet of the Year Competition. All fleets are encouraged to enter. Return entries before the deadline to avoid disappointment.

Nominations. Fleets have received forms to nominate members for District Governor and Alternate. Please nominate as soon as possible.

Reminder. Photos are needed for promotional efforts with advertising and public relations agencies. Please send in your good black and white or color photos for this purpose. (See April Scots n’ Water issue.)

Computer Blue. FSSA has reached such a size and degree of activity that it becomes more and more difficult to respond quickly to the varied and sundry requests of the members. Therefore, we are installing a computer which, if all goes well, (and it probably won’t) will be in place and operational by June 1. It is imperative that all membership information be completely correct and up to date so if you have any changes that we don’t know about, please give them to us now.

Welcome New Fleet. The Association welcomes Fleet #137, Williamsburg, Virginia, Chesapeake Bay area. Charter members are: Gary Harris, Captain; Joe Hecht, Secretary; R. B. Lee Rust, Gary Marsh, James R. Davis, Jack K. Robinson, Joe D. Evans, James B. Hess, and William O. Giles, III.

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North American Championship Registration Form
Flying Scot American Championship—1979
August 6 thru 10, 1979
Hosted by FSSA Fleet No. 83
At Carlyle Sailing Association, Lake Carlyle, Illinois

Skipper ___________________ Crew ___________________
Address ____________________ ___________________
City ____________ State _______ Zip ________
Fleet No. _______ Hull No. _______ (Sail & Hull numbers must be the same)
Hull Color _____________ Boat Name __________________
Spinnaker Color __________________
Registration Fee $47—before July 1st, $55—after July 1st
(Restrictions: fee does not include room fee or annual dinner.)

Please make your check payable to FSSA Fleet 83 and mail to:
Maryann Road
15917 Heather Glen Dr.
Chesterfield, MO 63017

Note: Flying Scot to be registered with FSSA and 1979 dues paid.

Will attend annual dinner _______ Number of persons _______
Will require chartered boat _______
Am interested in bus trip to St. Louis downtown and riverfront
("Arch") @ $7.50 per person on "off-afternoon" _______

(This information is for general planning—not for a firm commitment.)

If you wish a campsite reserved, please indicate if tent or vehicle.

Motel information is included elsewhere in this publication. Note: Indicate FSSA—NAC participation in reservation request.

Please advise us of your approximate expected arrival time:
Date __________________ a.m. ________ p.m. ______
Number in your party __________________

---

Junior NCAI Registration Form
Flying Scot North American Junior Championship—1979
August 4, 1979
Hosted by FSSA Fleet No. 83
At Carlyle Sailing Association, Lake Carlyle, Illinois

Skipper ___________________ Date of Birth _______
Crew ___________________ Date of Birth _______
Crew ___________________ Date of Birth _______
Skipper Address ____________________
City ____________ State _______ Zip ________
Fleet No. _______ Hull No. _______ (Sail & Hull numbers must be the same)
Hull Color _____________ Boat Name __________________
Spinnaker Color __________________
Registration Fee $20—before July 1st
$25—after July 1st

Please make your check payable to FSSA Fleet 83 and mail to:
Maryann Road
15917 Heather Glen Dr.
Chesterfield, MO 63017

Note: Skipper and crew must reach their 13th birthday but not their 16th birthday in 1979 to be eligible, and must be FSSA members.
SCHRECK SAILS

Our record speaks for itself; 72% of the silver in the NAC’s since 1969, countless districts and fleet championships and innumerable series. Our Scot sails continue to be on top on a national scale:
**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.

Schreck sails—fast in the past; faster in the future.

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LILLIAN, ALABAMA 36549 (TELEPHONE: 205 – 962-4345)

Please ship ________ suit(s). Scot #__________

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.

Name ____________________________________________

Address __________________________________________

City __________________________ State ________ Zip ______

Suit—5 oz. Dacron $397.00
Jib—5 oz. Dacron $126.00
Main—5 oz. Dacron $285.00
Spinnaker—¾ oz. $185.00
Spinnaker—½ oz. $198.00
Spinnaker—combination ½ and ¾ oz. $198.00

* Includes royalty tag

Quick reef $30.00
Windows each 10.00
Brummels set 7.00

SWAGING – ALL HARDWARE FOR SAILS – COVERS
RIGGING – ROPE TO WIRE SPLICING

SCOTS N’ WATER
Dunkin McLane takes Dixie
Tallahassee skipper edges Bubby Eagan;

Dunkin McLane nosed out Bubby Eagan in a two-
day duel at Dixie Sailing Club's Punch Bowl Regatta.
Scots sailed April 7-8 on Lake Martin, north of Mont-
gomery, Bill Pope finished a close third.

Gulf coast skippers handled the inland wind shifts
as if they sailed them weekly, and swept most of the
silver in the 26-boat fleet. Jerry Dees from Fairhope,
 Ala., with Granny Dees as crew placed fourth. Joe
and Marianne McFadden from the host club finished fifth.

McLane, of Tallahassee, Fla., won the first and last
race with Mike Douglas as crew. He slipped to third in
the middle race which was won by Eagan, of New
Orleans, La., with John Heath as crew. Pope, of
Panama City, Fla., teamed with Billy Mason to stay
right at their heels with a third, second and fourth.

The first two races Saturday afternoon were under
pleasant, partly cloudy skies with winds 2 to 8 knots
for about a 5-knot average. The last race Sunday
morning had better wind but began in a pouring rain. The
sun came out for the trophy presentation.

As an ironic bonus, Chick and Mary Nell Lanphier of
Little Rock, Ark., won the traditional Punch Bowl Scot
award for the first place below the silver. The trophy,
which went to sixth place, was originated by Lanphier
himself years ago as a naked, rubber chicken to which
each winner must add something during the year he
has custody.

These Scot sailors got an advance look at the
course on which the Flying Scot regionals will be held
Oct. 27-28. At that time, Dixie Sailing Club will host
the Scot regionals in conjunction with a Y-Flyer
invitational.

Complete Punch Bowl Scot results:

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Wally Lineburgh's Insurance is Different!

1. Every Flying Scot is insured for $4000 regardless of age.
2. Every trailer insured for actual cash value up to $400.
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This policy is available in most states where Flying Scots are sailed. Send name, address, home port, hull number and age of boat (10 years and older describe condition), Class member, yes or no. Select your area; home port determines premium. Attach check payable Lineburgh & Company.

1979 Premiums are as follows:
Area 1: $81.00 per year. Inland lakes and rivers of the U.S. including the Great Lakes and Chesapeake Bay.
Area 2: $149.00 per year. South Atlantic Coastal and tributary inland waters below the North Carolina/South Carolina state line including the Gulf Coast.
Area 3: $118.00 per year. North Atlantic Coastal and tributary inland waters above the NC/SC state line.
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We and our customers go to as many regattas as possible to race our sails against the competition in as many classes as possible.

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1978 was another outstanding year for Bowers Sails and our customers. Regatta results were gratifying with boats coming Bowers Sails winning more national, regional and club races than ever before. We learned a lot in 1978 and we're incorporating that knowledge in our sails now. Making our sails a little better and a little faster. So buy Bowers Sails and get the Racers Edge in 1979.

Regatta Schedule

May 19-20 — Texas District Championships, Fort Phantom Hill Lake, Abilene (contact Charles Ivey, (915) 677-4210).


May 19-20 — Buckeye Regatta, Hoover Yacht Club, Hoover Reservoir, Westerville, Ohio


May 26-28 — Potomac River Sailing Association, Washington Sailing Marina

June 2 & 3 — Flying Scot Carolinas District Championship, Morehead City.

June 9-10 — Prairie District Regatta, Fleet 59, Keystone Lake, Oklahoma. (Charles N. Jones, Sec-Treas. 4132 E. 44th St., Tulsa, OK 74135).

June 9-10 — Berlin Yacht Club Annual Invitational Regatta at Berlin Reservoir, Deerfield, Ohio.

June 15-17 — Greater New York Districts—Shore Acres Yacht Club, Shore Acres, N.J. (Upper Barnegat Bay—Contact Ralph Manee, 24 Kingfisher Lane, Toms River, N.J. 08753, Tel.: (201) 255-1832).

June 16-17 — (tentative) Berlin Lake, Ohio. Fleet 19

June 16-17 — Governor's Cup Regatta, Carolina Sailing Club, Satterwhite Point, Kerr Lake, N.C.

June 30-July 1 — Wisconsin Cup Regatta, Milwaukee Yacht Club, Fleet 25, George J. Pfister, Captain, 8149 Warren Ave., Wauwatosa, WI 53213.

July 7-8 — Red Grant Regatta, Raritan Yacht Club. Reply to 272 Clinton Road, North Brunswick, N.J. 08902.

July 14-15 — Oriental Sailing Social, Carolina Sailing Club, Oriental, N.C.

July 20-22 — Northeast District Regatta, Harwichport, MA.

July 21-22 — Otsego Lake, Cooperstown, N.Y.

July 21-22 — Midwestern District Regatta, Wayzata Yacht Club, Wayzata, Minnesota.

Aug. 3-10—North American Championship, Lake Carlyle, Illinois

Aug. 4—North American Junior Championship, Lake Carlyle, Illinois

Aug. 25 & 26—Hoop Hole Regatta, Morehead City, NC.


Sept. 8 & 9—Black Beard Invitational, New Bern, NC.

Sept. 15 & 16—Mayor’s Cup, Lake Townsend, Greensboro, NC.


October 27-28—Flying Scot—Y Flyer Regatta, Gulf District Championship, Dixie Sailing Club, P.O. Box 6108, Montgomery, AL 36106.


Nov. 10-11—5th Annual Sandy Douglass Regatta, Jacksonville, Fla.

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Do your Christmas shopping early!

FSSA has on hand a number of items that will no longer be available after the present supply is exhausted. All the items proudly display the Flying Scot insignia and all are top quality merchandise.

Here's a list:

- Official F/S Insulated Cooler: $3.00
- Official F/S Playing Cards: 6.00 double deck
- Official F/S Adjustable Cap: 3.50
- Official F/S Lapel Pin/Tie Tack: 5.00
- Official F/S Blazer Patch: 2.00

As noted above, these items are limited so act now if you want them. We will give a 10% discount for orders of $25.00 or more. Use the order form mailed with your dues statement or send us a list of your "wants" with your check.

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Builders of the
FLYING SCOT
Eagan praises crew, Steiffel and Hadden

Bubby Eagan analyzes his performance in this interview taped at Panama City, Florida.

Bubby Eagan, Corky Hadden, and Cindy Steiffel won the Flying Scot Mid-Winters championship. On the lawn of the St. Andrews Bay Yacht Club, Bubby Eagan answered, and the Editor of Scots n' Water recorded, questions about Eagan’s winning technique.

Eagan: Write up my crew: Cindy Steiffel and Corky Hadden. Corky has crewed for me for about two years steady, and Cindy has crewed for me five or six years. Cindy won the Adam’s cup two years ago and went to the finals this year.

“How does your crew perform?”

Eagan: We round the mark in the top five or six boats, and we just stay behind people until one boat makes a mistake. For example, somebody puts up the spinnaker and messes up the chute, and we will go over that boat. When our spinnaker goes up, it goes up full. The spinnaker doesn’t go up flapping, then take time to fill out. Everything’s set.

Round the mark, take down the spinnaker; the board’s going down just as we round the mark. Everything’s done very nicely.

When we tack, it’s a nice roll tack. Good jib set.

If we get in a little hole or lull, they’re in the boat letting the sail out, undoing cunningham, loosening the vang. When the wind picks up: in jib, down cunningham, more vang, and hike on the high side.

They just work really, really hard. Write them up good.

Situation: First race, overlapped with Goldsmith rounding the windward mark. Bruce Goldsmith was inside, Eagan was outside.

“Neither of you raised the chute right away. Why not?”

Eagan: Because Goldsmith was to leeward of me. If I had raised the chute, he could have run up, being leeward boat, and hit me real easy; because with the spinnaker up, I couldn’t have carried it.

So, we just went up high because the puffs were coming off the shore. We went up high to get in the puffs. Then we planed over the top of him and got clear ahead, then we put the chute up. But if we are in the lead, and it’s not a definite spinnaker run, we wait—most of the time. If it’s not a clear spinnaker run, it’s tight, we always wait for the people behind to put up the spinnaker. Because we don’t want to be the ones who make mistakes, if there is a mistake to be made.

“What were some of the mistakes people made?”

Eagan: Put up the chute with boats near them.

Boats going to windward fighting. We pass boats to leeward when they are fighting.

And then sometimes, if there’s a big pack, we can get to windward while they are hurting each other’s wind. We’re above them, in clear air.

“What were other mistakes made?”

Eagan: Just rounding marks wide. That happened a lot. (In the third race) we gained six or seven boats at a mark, getting stake room on packs of three and four people at a time.

Situation: Third race, you’re boxed on the starting line.

“How did you recover from a bad start?”

Eagan: I had a really bad start, everybody was above me. I was about a third of the way down the starting line. Everybody went over the top of us, and we had to tack over on port to clear. We were so far inside that

“If we get in a lull, (the crew) is in the boat letting the sail out, undoing Cunningham, loosening the vang.
the tide was working against us, so we sailed out until we were even with the island. Then we came over on starboard and rode a pretty good lift and caught up with a bunch of boats. Then some guy was on starboard, and I was on port, and I had to do a 720. We rounded the mark, I guess between 20th and 25th, and gradually worked our way back up.

We went real high on spinnaker legs, and just planed over people. In the big puffs we would fall off a whole lot. Just shot over the top of other boats.

We picked up five or six on each windward leg. On the second beat boats came in toward the yacht club, and they stayed in the tide. But I stayed maybe a quarter of a mile out until I got in the lee of the island and came over on a nice lift. I wasn't fighting the tide as much as they were. Then I went all the way into the island and tacked over. We're about tenth.

"You also had clear air?"

Eagan: Yes, we always kept clear air. Then we were coming down on the last leg.

It was a fiasco, right. You're in 27th, 28th place and you're trying to make up boats. Kelson Elam was way up there, Larry Taggart was way up there, Dwight LeBlanc was up there, and the only (leader) back with me was Goldsmith. We weren't happy about that. We were back there yelling at each other: "What are you doing back here?" We were really worried. It was really uptight.

After the second triangle, coming down, we just stayed right with people. They sailed a longer distance, too long, we sailed a shorter distance.

We got on the inside coming up to the mark, and this was the greatest move of all, because we got on the inside of six boats, right before the last turning mark, the downwind mark.

We were way above the lee, so we jibed over to starboard. It was all a little touchy because we went out of control and started going off toward the boats yelling "Starboard."

But it forced all the boats to go up, and they messed up. They had to jibe to starboard out of our way, but by the time they completed jibing, we jibed around the mark to go up.

The last beat we picked up one or two boats because they swung wide and we just pointed a little bit higher.

"What are you doing to make the boat point?"

Eagan: Pulling the jib really hard; getting my crew, as far as they can, to hike out, and just feathering the boat over the waves.

"How do you work for that leeward end start?"

Eagan: The biggest thing, I never try to get the start. You have six or seven people who are going for the start, but only one person's going to get it, and the other six are going to get messed up. So, we sail to the right end of the line, as close as we can below the six people (we call them "the pack") going for the good start. We try to jam all the boats up to weather and leave a big hole below us, and right before the gun goes off, we shoot down to the hole and get clear air and get moving. We were really successful doing it the first two races, and what we normally try for is like a fifth place start. We don't try for the start. I don't care if I'm even in tenth place at the start. We just work up wind, around the mark in the top eight, and slowly take our time and pick away at everybody. The crew did really good. Just waited for people to make mistakes, putting up spinnakers, taking them down, and they did. When we jibed, we had excellent jibes, and rounding marks, real tight rounds and everything.

continued on next page

“When the wind picks up: in jib, down Cunningham, more vang, and hike on the high side.”
Eagan explains crew procedure for jibing Scot
continued from page 9

"Is there a rhythm to playing the waves?"

Eagan: Two different ways. When you are sailing a big wave, there is always a low point in the wave, and even if you have to pinch or run the boat, you try to hit the low point, because you know when you hit a wave dead on how it can stop you. So you try to stay away from doing that. When the wave comes, we just go up a little bit, because the wind changes as you go up. So as you go up on top of the wave, you can sail a little bit higher. So we just go up the face of the wave and down the back of the wave.

"When you go to a close reach, what is your procedure?"

Eagan: I'm a skipper who takes the (sheet) trim, and I put the tiller between my legs. When we make sure nobody has room on us, we go ahead and kick ourselves out a little bit, swing out a little bit away from the mark, so as to make a real nice, graceful jibe. And I send the lightest person, which was Cindy, up on the deck, to jibe the pole, I don't do it from the boat, because she has to have all the control that she can get by being up on the deck. When she jibes the pole, she makes sure the pole stays forward, just doesn't stick it straight out. She keeps the pole right against the new guy and pushes the spinnaker out instead of just pushing the new guy, the line itself, out. Now Corky gets down in the boat and grabs the boom. We try to throw the boom across as hard as we can; that throw gives us a little push ahead. And so we gain speed every time we jibe, and Corky just throws the boom as hard as he can, and he adjusts the jib and the centerboard, the vang if we need it, and trims the main, if we need it. While Cindy is up on the deck jibing the pole, Corky throws the boom across when we all say "Ready-Go." I trim, I immediately cleat. I have a little cleat back by me, and I cleat that immediately, and by that time Corky is at the weather sheet,cleats the weather sheet, and Corky's got everything down. I just give him the leeward spinnaker sheet. Cindy comes aft, she'll reach down and put the guy underneath the little clip on the side.

"When you are broad down wind what is your jibing procedure?"

Eagan: Same thing—exactly. If it's really blowing and we're planing by a mark, Corky will go ahead and take the spinnaker trims, and I'll lean on the back and grab the main sheet and pull the boom across by grabbing the main sheet. That's when it's really blowing a lot, and I can't do the trims.
Skipper ‘grudgingly’ adjusts his rigging to relieve crew, move ‘fine’ tuning aft

By Dave Greiner
Fleet 43

After racing smaller boats for several years our family decided to get a real family “type” boat to race. We decided on the Flying Scot because of its great stability, comfort, lack of gadgetry and the fact that a crew of 2, 3 or 4 could race the boat legally.

We received our brand new Flying Scot in spring of ’77 and decided to sail and race the boat exactly as it came from the factory.

In the early part of the season we experienced little difficulty with the boat. The air was light and the boat performed well and was very comfortable. Not until the District Championships did problems start to show up.

With my wife and daughter as crew the lack of jam cleats for the jib and blocks or ratchet blocks for the spinnaker sheets rapidly showed itself. The winds were probably in the 20-25 knot range, and the girls just could not hold the sheets. Our position in the fleet deteriorated with each race, and, by the third race, we were reaching on the weather legs and did not even attempt the spinnaker.

Also it was evident that the skipper had little to do after rounding the weather mark, and the crew had quite a bit to do. The crew had to set the spinnaker pole, attach and raise the spinnaker, let off the cunningham andouthaul, raise the center board, let off and trim the jib and fly the spinnaker. Meanwhile the skipper had only to let out the main and steer the boat. Planning on how to attack the next leg came before the rounding and resumed after the boat settled on the new leg. So there was little to do except agonize.

We noted that all the other boats in the regatta except two had at least one other male in the boat and most had two, and I was hard put to explain to my exhausted crew that it was indeed a family type racing boat. The female crew in one of the other two boats was also very very tired. Often we race with just two in the boat, and I realized it would not be possible to sail competitively with my family the way the boat was setup.

In addition to this problem was one I recognized. The skipper did not have a “fine” touch on the tiller. Until I could make the critical adjustments on the centerboard,outhaul and boom vang, I could not neutralize the rudder nor adjust the main sail to the shape I wanted. For one thing I had extreme weather helm in the higher winds and was having a very difficult time relieving it.

I decided to sail the balance of the season with the boat as it came, experimenting with different ideas and planning changes for next season.

Being a firm believer that the more adjustments you can make the more mistakes you can make, I made each change grudgingly. I wanted to relieve the crew of as much of the off wind setups and adjustments as possible and let her concentrate on setting the jib and spinnaker as soon as possible. The first ray of light came in the Scots n’ Water and Yachting pictures and article on Tom Ehman’s boat.

Bring the spinnaker halyard aft to the skipper, set up the boom vang and centerboard adjustments on the centerboard trunk. Increase the leverage on the mainouthaul by using a double block at end of boom and tie a knot in the line so that when released it stops automatically where you want it and with the increased blockage the skipper can snap it free and pull it back in. Now all the crew has to do is set the spinnaker pole, attach halyard, adjust the jib and fly the spinnaker. Let off the cunningham just before rounding. The skipper or third crew can handle the centerboard, outhaul and vang. We put ratchet blocks on the jib track for the jib sheets. Put the original jib rachts aft of the spinnaker sheet rear fairleads “eyes” turning the eyes 90°, forward to a block set on the original jib ratchet block mounting leading to a jammer on the deck. Now we have what we originally sought. A family racing boat that can be competively raced by 2, 3 or 4 and the adjustments are within reach of the skipper or crew.

We made these changes and sailed all but two races this past summer with just two in the boat. It worked and we enjoyed racing more than ever before.

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<td>52402</td>
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