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Reefing the Flying Scot
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Cover Photo: Fox rounds leeward mark at 1982 NAC. G. S. Sleeman photo.

Scots n’ Water
Registered Trademark. Publication No. ISSN 0194-5637. Published monthly except Jan., April, Aug., and Nov. by FSSA at 1215 Lady St., Columbia, South Carolina 29201. Volume XXV, No. 6. Subscription price $8.00 per year. Second class postage paid at Columbia, South Carolina 29211 and additional mailing office.

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This issue of Scots n’ Water, in addition to being mailed to Flying Scot Sailing Association members, is being mailed to every owner of a Flying Scot who is not also a member of the association.

Scots n’ Water is just one of the many benefits that FSSA members receive. Members who belong to local fleets which participate in district events are able to meet other Scot sailors and to compete in district and fleet regattas. They are able to share their experiences on the Flying Scot with other Scot owners and to benefit from one another’s participation in Scot racing, cruising or day sailing.

Association members who enjoy racing are also able to participate each year in the association’s Mid-Winter Regatta and the North American Championships.

The existence of the association holds and even increases the resale value of your Flying Scot. In addition, the nominal dues paid are tax deductible since the association has an IRS non-profit status.

A dues invoice has been included with each non-member’s magazine. We hope that you will look at this invoice, consider the advantages of association membership and join the FSSA. If you are still unsure, talk to a Scot sailor who is a member of the association and ask he or she the benefits of membership. Current members are also encouraged to contact other Flying Scot owners in their area and to encourage them to join the association. A strong association will make your investment in your Flying Scot even more valuable.

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Larry Taggart

(Note: what follows is a true story, but all names and places have been withheld.)

Most sailors were waiting for the start of the skipper's meeting when the three teenagers decided to sail their Flying Scot from a neighboring yacht club to the host yacht club, a distance of about a mile. Many of the participants were outside looking over the bay, talking about the high winds for the fourth weekend in a row and watching the start of the PHRF classes when it happened — though no one knew it at the time. The Scot had broached — which several onlookers saw but paid little attention to — and the skipper fell overboard, taking the tiller with him. The alert crew then struck the boom crutch into the rudder head and steered the boat back to him.

While attempting to pull the skipper aboard one of the remaining crew also fell overboard. At the same time the main sheet somehow became unfastened and it could no longer be easily trimmed. This left only a teenage girl on board, essen-

tially with only the jib for power and steering in the 20-25 knot winds. The boat rapidly drifted away.

But ashore, no one had seen anything but the broach, and all were completely unaware that the two had fallen overboard. That something had indeed happened became apparent when the Scot was observed heading directly for a marshy shoreline with the girl frantically waving a life jacket — it was quickly noted that she was the only one on board. Several of the Flying Scot sailors who had been waiting for the skippers' meeting immediately ran the quarter of a mile through the marsh and shallow bay shoreline to where the Scot had beached.

Needless to say, the girl was in tears and somewhat of a state of shock when help arrived. She was barely able to describe what had happened, and was very concerned about the two in the water as they had only one life jacket between them. To complicate matters, she could not accurately point out where the two had fallen overboard.

The only powerboat in the area was a runabout which had started the PHRF races. He searched the area where the two were believed to have fallen overboard, but after a 20 minute search could not locate them and returned to the dock to see if perhaps they made it to shore — they had not. The Coast Guard was notified, and, since the wind was blowing directly on-shore, several Scot sailors began combing the shore in hopes that the two missing sailors had either swam or were blown ashore.

Still no luck. When some sailors at a neighboring yacht club were questioned as to whether they had seen anything, they acknowledged that they had seen the Scot broach but were not at all aware of the missing crew. They were, however, able to give the approximate location of the broach, and immediately, two power boats from this club (which was not the host club) put out to search the area of the broach. It had been a half-hour since the last boat stopped searching.

Within minutes of reaching the broach area, the two missing sailors were located, with both in good condition. They (both were boys) had taken off their shoes, tied them to the tiller — which they did not want to lose — and the stronger swimmer had given the lone life jacket to the other. They were both in good spirits and had not become panicky. They were just waiting to be either rescued or washed ashore by the waves.

A potential tragedy was averted. The boys claimed that the original rescue boat had passed within 200 feet of them but was apparently unable to see them because of the seas and the power boat's relatively low perspective above the water. When the Coast Guard did arrive, everyone was safely back at the host yacht club.

What does all of this mean? Clubs hosting small boat events definitely need to have rescue boats — boats capable of moving at relatively high speeds, not auxiliary sailboats — either (and preferably) out on the race course or standing by at a nearby dock. Radio communications (none existed in this particular incident) between all official regatta boats and the host club would seem to be essential. The cost is by no means prohibitive and could one day mean the difference between life and death.

We're all out there for fun, but should be prepared for the unexpected. Regatta officials, please plan accordingly!
Plan Your Start

Developing an approach to use in every start can ensure an excellent finish.

Greg Fisher

An excellent start usually leads to an excellent finish. When your start breaks down, usually the cause is a poorly organized, unplanned approach. It is important that you develop a concrete, consistent approach you can use in every start. What follows is a model outline of the approach you may use in starting... at Panama City or at Skaneateles Lake.

BEFORE THE 10 MINUTE GUN:
1.) Know your rules! You don’t want to be a “sea lawyer,” but you also don’t want to be taken advantage of.
2.) Get out early.
   a.) Sail upwind, watching for shifts and new wind; using your compass, determine if there is a pattern. Record what you find.
   b.) Check for any current that may affect your positioning on the line.
   c.) Plot the course to the first mark and check if the first leg is square to the wind or is lopsided.
   d.) Set up a tentative save plan for your start and first leg based on wind shifts, current, course to the first mark, etc. Involve your crew in setting up the game plan so they can help you stick to it later.

10 MINUTES BEFORE THE START:
1.) Check the line to determine the favored end. Head into the wind while on the line; the end your bow is pointing closer to is the favored end. Start closer to that end to gain an advantage.
2.) Check your boat to avoid possible last minute breakdowns. For instance, check your important ring dings and clevis pins. Check your basic sail settings and boat tuning.
3.) Again, sail upwind, checking for shifts and new wind. Is there any pattern? Has the pattern changed?

5 MINUTES BEFORE THE START:
1.) Again check for the favored end of the line.
2.) Sail upwind just long enough to again check for wind shifts or changes in velocity.
3.) Discuss your approach alternatives with your crew. Communication is extremely important. Starting is a team function — it takes all three people on the boat.

3 MINUTES BEFORE THE START:
1.) Plan your approach from various methods:
   a.) The “port” tack approach is ideal for boats such as the Flying Scot.
   b.) Sometimes in very heavy or very light winds, the “starboard luffing approach” is a good alternative to the port tack approach. At one and one-half minutes you should be 3-4 boat lengths from the line, moving very slowly closehauled. You should pick a spot ahead and slightly to weather of where you want to be at the gun. Be conscious of keeping the boat moving, but very high, to hold back the boats who have misjudged their timing and

Sail slightly under the fleet on port tack during the last one and one-half minutes. Look for gaps in the line where you could tack into. Pick the favored end of the line so you are able to tack into a hole approximately 50-60 seconds before the gun. The boat’s momentum will help carry you through your tack with speed, so alter your tack you will retain maneuverability. This approach leaves you flexible and on the offensive. You are the controlling boat and maintain flexibility because of this.
are early, and also to make it more difficult for boats to leeward to luff you.

c.) You may develop an approach of your own that works well for your boat. The important point is to know the approach you will use at 3 minutes. Stick to your game plan and use it every start it is appropriate. Repetition makes for consistent starting.

2 MINUTES BEFORE THE START:

Begin your approach by gauging the wind conditions. If it is heavy wind you may want to delay the beginning of your approach. If it is light you may want to start your approach earlier. Keep constant communication with your crew. Use them as your eyes. Timing is critical!

1 MINUTE BEFORE THE START:

1.) Begin your positioning on the line. Leave distance (at least 1½ boat lengths) for acceleration.

a.) The ideal position to accelerate from is tucked up close to the boat to weather and a boat length to weather of the leeward boat. You must defend your hole to leeward.

b.) Work with your crew to keep complete control of the boats around you. Don’t be afraid to luff the boat to weather. Watch for boats approaching from behind and to leeward. These are “swoopers” and will try to take your hole to leeward. Discourage them by bearing off slightly with your sails eased. They will probably be looking for an easier “take” and will pass you by. Then luff back up to recreate your hole to leeward. Again, knowing your rules is important. Luffs must be made slowly before the gun.

40-15 SECONDS BEFORE THE START:

1.) Begin to accelerate.

a.) Trim in slowly, matching the speed of your trimming with the speed of your acceleration.

b.) Have a crewman watch the boat to weather so you begin to accelerate at least as quickly. Ideally, you should be sure to pick up speed quicker than he does.

c.) Be conscious of not pinching at the gun. Remember, the hole to leeward is to drive into and out of with greater speed. Drive at the gun, pick up maximum speed.

AT THE GUN:

1.) You should be moving at maximum speed.

2.) Concentrate very hard on boat speed for the first minute after the gun ... unless you’ve had a bad start. If this is the case, quickly look at your alternatives and bail out — either drive off or tack to port.

3.) Tactics come second for this minute after the gun unless you had a bad start. You must break out of the pack.

An organized approach will help you eliminate the last minute decisions and will allow you the time to get your boat off the line as quickly as possible. Good luck!

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Reefing the Flying Scot

Reefing is intended to be used when the wind rises and the sailor should be fully prepared.

Al Rees, FS 1437

Photos by Mike Rees

The wind did not rise till we started homeward at the end of the day. It hit us as soon as we came around the point; we took off like a rocket! This was sailing — fast and exhilarating. It was also growing dark, and the yacht club was three miles to windward. I love night sailing. One of its challenges is trimming sails by the feel of the wind, when the sails are invisible. In South Texas the evening breeze is usually light and erratic, often baffling. This time it was strong and gusty, though the sky was clear. We had to constantly play the sheets to keep upright and moving, and we foresaw an hour of this exercise, in the dark.

I had recently had reefing cringles put in our main. This was the time to try our new slab reefing. For appearance and to save windage the reefing clew outhaul was not rove through the reefing clew cringle 44 inches up the leach (a bad mistake). I intended, after lowering the main appropriately, to pull out slack in the reefing outhaul between its fixed end (tied to the boom end fitting) and its block (shackled to the same fitting), and to snap this bight to the reefing clew cringle with a carabiner (a metal ring with a snap gate). It had worked fine at the pier.

Both my sons are good sailors. Mike took the helm and steered into the wind. I on the stern deck seized the boom as Andy, forward, cast off the reefing outhaul and started to lower the main. Holding up the boom with one hand, I snapped the carabiner on the outhaul with the other and grabbed the leach of the sail. Andy had lowered away; the main was all slack and shaking and belled away from me. In an instant we lost all way. Mike already had the tiller up and we fell off on the original starboard tack. The main filled and went to leeward and I went with it as the boat heeled. "Head up, Head up," I screamed and struggled for balance, losing the sail but still holding the boom. As we righted I grabbed again for the sail. The reefing clew cringle was still out of reach to leeward. To help me draw in the sail Mike steered head to wind. I saw I needed one hand for the sail and one for the carabiner, and let the boom drop to the sterndeck. The cringle was almost in hand, the carabiner was within inches of it, the boat was in irons, we were falling off onto port tack, I was hanging frantically by one hand to the sail which was swinging out over the water. Somehow I dropped to the stern-deck and grabbed the tiller, an excellent move especially as we had no way on. I was back in the cockpit, on the leeward seat, just as the rub rail went under the water.

As soon as we righted we tried again. I hate to be frustrated by such a simple thing. We tried perhaps six times to connect to that cringle. We did it, too, by lowering the main completely into the cockpit. Then we hoisted again, not without some difficulty. But eventually we were reefed, and sailed fast and easily, taking the gusts without strain, and admiring the splendor of the starry night.

Have you ever reefed your Flying Scot out on the water in a blow? If so, I hope you were fully prepared in advance. Reefing is intended to be used when the wind rises. All things become harder. All the skipper’s attention is demanded to control the boat. The main may be largely luffing and threatens to shake itself to pieces. Small wind shifts heel the boat abruptly or leave it nearly dead in the water. Foul weather gear is donned with caution in every movement. To recover clothing from under the leeward seat is an expedition. To stand amidships is precarious, and to hold the boat head to wind, for any useful
time, may be near impossible. Sheets of spray may come aboard, the crew may be cold and frightened, and instructions are blown away unheard. This is not the time for complex and unpracticed maneuvers.

You may never wilfully go out in such weather. But you must sail on a very small lake to be confident you will never be caught in it. Reefing is the standard practice in all but the smallest sailboats and offers substantial protection from nearly all adverse effects of the wind (not from waves). Sandy Douglass designed the Flying Scot to be reefed. We ought all to learn how to do it, should practice it, and when the wind rises, reef early.

Roller reefing gear is required on all Scots. It does work. It calls for no extra hardware or expense. Its drawbacks, compared to slab reefing, are that it is more demanding of the crew, that it must be used earlier (it becomes much harder as the wind rises), the vang must be removed, the mid-boom block (if provided) must be removed, and the sail shape is inferior.

When I first tried roller reefing, at the pier, I lowered the sail substantially before starting to roll it up. The leach worked far forward in a few turns and the sail was extremely loose and baggy. Later I tried roller reefing with one man rolling the boom while another, at the halyard winch, slowly let the sail down under tension. The weight of the boom was kept on the sail. Much much better. Sail shape, if not perfect, was certainly acceptable.

We have done this only a few times out on the water in a strong breeze. It appears to me difficult for the man at the winch to roll the boom — the strength of two hands is needed on the boom, and full attention on the winch. We have used a crew of three, or else the helmsman has stood to roll the boom and steered with his knees.

In roller reefing we found unexpected problems. With the mid-boom mainsheet block removed the swivel block on the centerboard trunk was also nonfunctional. At certain angles the sheet wedged in the swivel block and could be neither trimmed nor started, and the helmsman had to play the sheet from over his shoulder. This is of course no problem if you are using the original snubbing winch. The tang at the end of the boom, with the mainsheet block, tended to rotate with the boom. Usually it could be coaxed to stay straight, with much attention, keeping the sheet taut but not too taut. Once when rolling it out it twisted the sheet so badly that we had to disconnect the sheet from the rudderhead, to straighten it. I would not like to do that in stronger winds. Another time, a moment’s inattention allowed the winch handle to slip out of the winch and the boom to fall to the stern deck. Also the bolt rope sewn to the luff often repeatedly fouls the knob which latches the boom to the mast, causing much difficulty in pulling the boom aft for rolling. No doubt all these problems can be overcome with practice and attention to the gear. Roller reefing the Scot demands practice, and some strength and seamanship.

Slab reefing resembles the traditional system used on most foreand aft sails in the last century, in which the reefed sail was drawn to the boom by tackles at the reefing clew and reefing tack and tied to the boom at several reefing points. This system was displaced by roller reef-
Reefing

ing because it was tedious and sometimes dangerous to tie in all those points. Modern slab reefing differs from the traditional system only in that the points are not necessary. It is a consequence of the great strength of modern sailcloth. The reefed sail is secured at clew and tack and this suffices. The bight of sail below the reefing clew and tack is often left to flap in the breeze, and reef points if provided are tied in at leisure, for appearance only. They control the bight of the sail but do not take the strain of the part hoisted. Indeed a strain on the reef points should not be permitted, for the points on modern sails are not reinforced for this purpose.

On a Flying Scot, a slab reefing system consists of reefing clew and tack cringles and perhaps points (smaller cringles in a line between the reefing clew and tack) and a reefing clewouthaul (a simple tackle, more or less as shown in the illustration, usually cleated forward on the boom).

To reef, first slack the vang and the mainsheet. Then the crew should haul away on the reefing clewouthaul until the boom end has been drawn up nearly to the cringle, and cleat it. The boom is then tilted up strikingly, about 15 degrees, but the sail is still drawing and the boat is fully maneuverable. The crew should

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then lower the mainsail until the reefing tack cringle is near the gooseneck and the boom is near its normal angle, and secure the reefing tack with the cunningham, taking a turn around the mast as shown. The Scot is reefed and sailing. Only

"Only one crew is needed, the helmsman is not diverted, and the operation can be done in less than one minute."

one crew is needed, the helmsman is not diverted, and the operation can be done in less than one minute.

I do not know any drawbacks to this system, compared to roller reefing, other than cost (less than $100).

The one problem I did have (once I carried the outhaul always fully rigged) was the force required on the outhaul, to lift the boom. The force depends very much on the smoothness and roundness of the surface in the reefing clew cringle, over which the outhaul must run under load.

My last main came with a cringle with a small radius, almost a sharp edge, on the inside. I certainly should have sent it back to the sailmaker. The outhaul would never run under load through such a miserable fitting, hence I resorted again to the infamous carabiner, which at least gave a large smooth bearing, like a block at the reefing clew. With any reasonable cringle the outhaul is no problem for any adult.

It can be made still easier by taking the weight of the boom on a topping lift. The spinnaker pole lift is far too low on the mast but the spinnaker halyard serves beautifully as a lift for the boom. I fastened an eyestraps to the side of the boom at such a distance aft that this halyard, without adjustment, when snapped to the eyestraps will support the boom at just above its normal angle. Snapping on the topping lift then becomes the first step of reefing: the boom must be brought inboard momentarily to reach the eyestraps. The mainsail is then lowered and the reefing tack secured. The outhaul is then brought in under no load at all, without lifting the boom. The topping lift can be unsnapped whenever convenient. The eyestraps should be spread open with a vise so that it cannot hang up on another boat's rigging.

Do not overtighten the outhaul. This tackle should point toward the middle of the sail, not along the foot, or foot tension will be excessive. Larger boats limit foot tension when reefed by locating the block not at the end but on the side of the boom, below the reefing clew cringle. There seems to be no check block now on the market quite suitable for the Flying Scot. All those in my current catalogs project like grappling hooks.

I should mention the shelf reef or foot reef offered by some sailmakers. This is a very shallow reef at the clew only, that is, the boom end is raised several inches but the sail is not lowered. Its purpose is to increase foot tension and flatten the sail rather than to reduce sail area or lower the center of effort.

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The spinnaker halyard used as a topping lift for the boom. The eyestraps is about 33 inches forward of the end of the boom.

The reefing tack cringle tied with the cunningham. Note the loop around the mast, holding the tack cringle forward.

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Reefing

The "fisherman's reef" is the practice of sailing with much of the main luffing and the jib full; it is what most Scot sailors do when the wind rises and it is effective. It is also a strain on the crew and it leads eventually to broken battens or torn pockets. I urge you not to cleat the jib. If most or all of the main is luffing and the jib is full, the boat is badly unbalanced and may fall off uncontrollably. Of course, fishermen in the days of working sail used deep reefs routinely.

I have had four occasions when I was very glad of the ability to reef my Scot out on the water in high winds. In one case, the reef let us continue a delightful outing when our friends turned back because of the discomfort. It reduces the motion of the boat, the boat's sensitivity to gusts, the spray coming aboard and the effort required of the crew. In certain winds the reefed boat seems not to point as well as one not reefed; in higher winds it will go well to windward when the unreefed boat can hardly do so at all.

Reefing thus extends the usefulness of the Flying Scot into a higher range of winds and provides a measure of protection against unexpected weather. It does not protect against large waves. The Scot was designed for inland lakes and other bodies where one can reach the lee of the land before large waves build up. Open boat sailors on larger waters should always have such refuges in mind. They should also have some idea what to do in case of very strong winds that can overpower even a deeply reefed sailboat. In the Scot the mainsail and boom can be quickly dropped into the cockpit and the boat sailed downwind under jib alone or under the bare pole.

I would appreciate hearing of others' experiences reefing the Flying Scot and sailing it in heavy weather.

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The reef points all tied in with, of course, the reef knot.

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SEPTEMBER 1985
THE FLEET'S IN

Bubby Eagan Captures Fleet Honors and N.C. Governor's Cup
Kerr Lake, NC
June 18, 19

Forty-one Flying Scots formed the largest of 12 fleets in this, the best attended annual regatta in North Carolina. Fleet 27 hosted a clinic, chaired by Bubby Eagan of New Orleans, on Friday before the racing, in an effort to promote Flying Scot attendance at the regatta. The Governor’s Cup is awarded to the skipper who beats the largest number of boats in the three race series, which usually means that the winner in the largest fleet takes the Cup. This encourages competition between the invited classes to promote participation in the regatta. There was good out-of-state attendance at the regatta with Bubby Eagan and Larry Taggart from New Orleans, Chuck Barnes from Florida, and Rick Baugher and Jack Stewart from Ohio.

<table>
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<th>Skipper</th>
<th>Race 1</th>
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<td>Fred Stone</td>
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SYC One-Design Regatta

Thirteen one-design classes competed in Southern Yacht Club’s Sixteenth One-Design Invitational Regatta on the weekend of May 28-29. This annual affair drew sailors from throughout the Gulf Coast area. Participants were greeted by light winds, balmy weather, and Mississippi River water being diverted through Lake Pontchartrain to avoid possible flooding. Shoreside events included a dockside beer party and a crayfish boil, along with some good dancing music!

The closest racing may have well been in the Flying Scot class where only one-quarter of a point separated first place finisher Jack Seifrick from third place Larry Taggart. Peter Gambel slipped in between to take second.

Results are as follows:

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<th>Skipper</th>
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<th>Race 3</th>
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<td>Pete Gambel</td>
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High Rock Y.C. Invitational Regatta
May 28 - 29, 1983

Thirteen Scots participated at this Southmont, NC Regatta.

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SCHURR SAILS, INC.

490 South "L" Street
PENSACOLA, FLORIDA 32501

Telephone (904) 438-9354

'S82 has been another great year for Schurr Sails. Our designs have once again shown to be the standard for which Flying Scot sails are judged.

Not only are our sails winning here on the Gulf Coast, they are consistently winning in the Carolina's, Great Lakes, and the New England areas. This fact shows the versatility of our designs to be able to propel the Scot in the tightest of airs and still generate maximum power for the heavy air chop conditions.

The sailmakers at Schurr Sails take pride in knowing their sails are constructed with the finest of materials. The end results being, a high quality durable product that shows its "heeds" to its competitors.

We feel our sails epitomize the easy to trim techniques for which the Flying Scot is best known for. You won't need countless gimmicks or gadgets to attain top performance. Take a look at our winning list, no other Sailmaker can match it for its consistently high finishes all over the nation.

'S82 Midwinters 2nd, 5th, 7th
Individual wins in heaviest and lightest air races.
'S82 N.A.C. 3rd, 5th, 7th.
Schurr Sails swept the heavy air elimination series with 4 wins in 6 races. Continuing to finish consistently high in the Championship series and winning the Challenger series.
'S82 Buzzards Bay Regatta 1st.
'S82 Chesapeake Bay, High Point Trophy
'S81 Capitol Districts 1st.
'S81 Sandy Douglass Regatta 1st.
'S82 Sandy Douglass Regatta 2nd.
'S82 Azalea Festival Regatta 1st.
'S82 Open House Regatta
'S1-S2 Punch Bowl 1st.
'S1-S2 Great Scot Regatta 1st.

And many more too numerous to mention. Please write or give us a call for information and prices.
September 9-11 — Harvest Moon Regatta, Atwood Yacht Club, Atwood Lake (Dellroy) Ohio. Hotel — motel accommodations at Atwood Lake Lodge, nearby, or in New Philadelphia. Overnight camping at state Park on lake. Club and Lodge are on Ohio Rt. 212, which intersects Interstate 77 at Bolivar, Ohio. Contact: Murray E. Volk, 3141 Isolab, Inc., Drawer 4550, Akron, OH 44302, 1-800-332-9632.

September 10-11 — Ky-Tenn Flying Scot Championship Regatta, Port Oliver Yacht Club, Bowling Green, KY. Contact: Jim Morrison, Box 91, Rockfield, KY 42274, (502) 842-0694.

September 17-18 — Glimmerglass Regatta, Otsego Sailing Club on Lake Otsego, Cooperstown, New York. Contact: Kate Noto, RD 1 Box 211, Marysville, NY 12116.

October 8-9 — Octoberfest Regatta, Percy Priest Yacht Club, Hamilton Creek Sailing Center, Nashville, TN. Contact: Doug Anderson, 4014 Coleridge Dr., Antioch, TN 37015, (615) 834-0005.

October 8, 9 — 1st Flying Scot South Carolina Championship Regatta. Sponsored by Fleet 154 and the Yacht Club of Hilton Head Island. Write or call Tom Caldwell, P.O. Box 3171, Hilton Head Island, SC 29928, (803) 671-6749.

October 15-16 — Eufaula Sailing Club, Indian Summer Regatta. Contact Andy Callaway, (205) 687-4722 or 3052.

December 10-11 — Orlando Yacht Club hosts Cirrus Bowl Regatta for all classes Flying Scot Start. Contact: Clinton Smith, 649 Sandpaper Lane, Casselberry, FL 32707, (305) 851-5871.

Flying Scot Fleet One announces the creation of The Fleet One Cup, which will be awarded annually to that skipper who wins the largest number of Flying Scots in Ohio District regattas during the year. Only events held to (and including) the District Annual Fleet One Regatta in September will be scored, competition is limited to Ohio District FSSA members. A permanent trophy and keeper trophies for the first three places will be awarded at the Fleet One Regatta.

CAVEAT EMMPTOR

For Sale — Goldsmith jib and main. Several years old, used very little and still competitive for racing. Extra special insignia and number 3000. $325.00 Sandy Douglass, Box 28, Oak- land, MD 21550, (301) 334-4841.

FS 2138 — Customflex, white hull and deck, red trim, Schrack main, jib and spinnaker, also extra old main, jib and spinnaker. Boat cover (new) for mast up. Trailer anchor, life jacks, etc. Indoor winter storage, Excellent condition. $4500. Paul Eulas, 2306 Amsley Dr., Alliance, OH 44601, (216) 821-0772.

FS 1111 — Douglass — MUST SELL!! $3250. Two suits sails (one set new — Schurr). Sterling trailer, Seagull motor/mount, cockpit cover, lifting bridge and lots more. Dry sailed. H. Power, 6118 Rolling Water Dr., Houston, TX 77069, (713) 444-4664.

The following list contains open regattas for Flying Scot that will take place on Chesapeake Bay and its tributaries during 1983. Except as noted all events are sanctioned by the Eastern Bay Yacht Racing Association. Scot n Water racers should contact the host fleets as shown in parentheses for further details regarding accommodations, times, entry fees, etc. Capital District Governor Harry Carpenter (204 N. 11th St., Oakland, MD 21550) or CB YRA representative John Barnes (7710 Chatham Rd., Chevy Chase, MD 20815) can also provide further information.

September 17-18 — Fleet One Regatta, Cowan Lake Sailing Association, Wilmington, OH (near Cincinnati). Contact: Chuck Hoffman, 4483 Bridlewood Lane, Batavia, OH 45103, (513) 792-4024. Regatta is Flying Scots only. Pig Roast Saturday night. (35)

The following regattas are open regattas to be held in the Carolinas District in 1983. For further information contact District Governor Dr. Richard Schults, 2109 Meadowbrook Terrace, Roehill, NC 27520, (919) 349-8859. The regattas noted with an * will be used to determine the 1983 Helmsman Series Champion.

*September 10-11 — Flying Scot District Championship C.S.C. Kerr Lake, NC

*September 17-18 — Mayors Cup Regatta, T.Y.C., Greensboro, NC

For further information on regattas listed below, contact: Cynthia Rea (N.Y.L. Dist. Gc.), 924 Nottingham Rd., Jamestown, NY 14701, (716) 445-4341.

September 17-18 — Glimmerglass Regatta, Otsego Sailing Club, Cooperstown, New York

September 24-25 — Autumn Regatta, Skaneateles Sailing Club, Skaneateles, NY. Come to "Glimmerglass" and stay over for the "Autumn Regatta." Privileges of Skaneateles Sailing Club given in the interval, or park your boat at SSC and go sightseeing and/or autumn leaf viewing.

The following events are available for Flying Scots in the Northeast District for 1983.

September 17-18 — Sandy Bay Yacht Club, Fleet #11, Rockport, MA. (2 races featuring Flying Scots in competition with Rhodes 19s.) Contact: Skip Montello, 41 Virginia Lane, Newburyport, MA 01950.
**NEW FSSA MEMBERS**

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<th>F/S #</th>
<th>Dist.</th>
<th>Fleet</th>
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<td>2631 Wildwood Road</td>
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<td>NJ</td>
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Street ______________________________
City ________________________________
State, Zip ___________________________

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