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Membership Survey

Who are we? What do we think? What are our abilities?
As the association has increased in size to nearly 2,000 members we need to know the answers to these questions in order to answer the bigger question: Where do we want this association to go?

On page 11 of this issue you will find a comprehensive membership survey. This is the first time the association has sought to survey our membership for general information that could be helpful to the operation of our class, although surveys on specific topics have occurred previously.

While we are similar in many ways, and most obviously in our interest in the Scot and the Class, we are different in many other ways; ways that can make promoting and governing an increasingly large and diverse group difficult, and perhaps at times, confusing.

From the local fleet captain all the way to our president, the officers of the Class try to represent you in planning the activities and making the decisions that are necessary in a large organization. Certainly your officers have met and talked with many of you in the past and will do so in the future. But frequently, the voices of a few must speak for the many. Hopefully you will agree that they usually speak accurately and well in protecting your interests as a member of the FSSA.

As editor, I believe that we can and must do more to learn about who we represent and, in my position, who I am writing to and for. I have shared this view with other officers and have been now encouraged by our president, Hal Walker, to survey our membership to find out who belongs, why, and what the association can do to continue, and even improve, representing each of you.

Please take the five or ten minutes necessary to fill out the survey. I believe that we all share a strong interest in maintaining the quality of our association and I believe this will help to do so.

Spend the time to help yourself, and us. Won’t you?

New Builder Licensed

Gordon Douglass Boat Co. recently announced the licensing of the WestScot Corporation as the second builder of the Flying Scot. WestScot was formed solely for the purpose of building the Scot and plans to actively promote and distribute the boat in the western parts of the country, thus, we hope, opening up the entire country as a market for the Scot. The principals of the WestScot Corporation have prior fiberglass experience and are very enthusiastic about our boat.

While Eric Amman, president of Douglass, has sought a builder in the southwest or west for several years, the efforts of two of our association members were valuable in the licensing effort. Bill Claypoole, FS 3485, was very active in the Cowen Lake fleet until his job transfer to Tacoma, Washington. Wanting to have other Scots around, Bill encouraged Eric to find a builder that could supply that part of the country. Also instrumental was Ward Hill, FS 356, a former member of the Deep Creek fleet in Maryland who moved to Utah. Ward took his Scot with him, and, like Bill, sought to have others be able to enjoy our boat. Ward served as a contact person for Douglass while inquiries were made about possible builders.

The molds from Ranger Boat Co. in Washington and Southern Yachts in Kansas have been returned to Douglass, and new molds were recently delivered to WestScot. Harry Carpenter of Douglass reports that WestScot has already built a boat and has orders for several more. They have been showing the boat, and the promotion has already paid off! Their location in Utah puts them at the hub of activity so that they can provide boats from Texas all the way up to Seattle. They currently plan to build 20-30 boats a year.

The association welcomes this new builder of our fine boat and hopes that they will join with us in promoting the best family/racer in North America!

If you are interested in further information, you can contact: John Merlette, WestScot Corporation, P.O. Box 1266, Sandy, Utah 84070 801-973-6493.

Spinnaker Measurement Changed

Passed at the 1983 Annual Meeting was a change in the spinnaker Official Plan and Sail Measurement Instructions. It changes the 19 3/8" x 3" diagonal measure to a 20 3/8" x center-line or center seam measure. Sails manufactured prior to passage will be "grandfathered" at a ± 7" allowance rather than the ± 6" requirement. This will simplify measuring and do away with the ambiguous and sometimes argumentative "smoothing out" of the sail prior to performing the old diagonal measurement. All other measurements and procedures remain the same. If you have any questions, give Chief Measurer Larry Taggart a call.

Revised “Highlights of Scots’ Water” Available

One of the best and most-enjoyed sources of information for all Scot sailors is once again available!

The newly-revised edition of Highlights of Scots’ Water has been recently completed. Eric Amman and Harry Carpenter of Douglass Boat Co. put in many long hours to provide an up-dated version that presents some of the finest articles in the publication’s last 25 years. The Highlights contain articles of value to all Scot sailors, no matter how experienced or how they use their boats.
Ask any “old-timer” in the association, we all have the older editions! Douglass plans to provide the revision with all new boat orders, as it will contain basic rigging information and instructions. It will also contain an association membership application and a letter from President Hal Walker. We are very pleased that Eric and Harry took on this important project as it will benefit all Scot sailors.

You may obtain the revised edition of Highlights of Scots n’ Water from the Gordon Douglass Boat Co. The cost is only $7.50, plus $2.50 for shipping and handling.

**Article Call**

As the editor of any publication will attest, the hardest part of the job is determining what the readers want or need to know. The second hardest part is finding people to write the articles. And the most frustrating part is getting them in on time! If you have an idea for an interesting or valuable article, please call me or drop me a note. Especially difficult are ideas for articles useful to the pleasure sailor or cruiser. If you have an idea, don’t sit on it! Send it along! I will pursue it.

**Fleet Meeting Ideas**

It seems that many fleets have a winter or early spring fleet meeting to socialize and plan the season’s activities. Many fleets have prevailed upon expert sailors (in any class, not just Scots) and local sailmakers to speak and share some of their knowledge. These folks are usually very interested in doing so and usually will be glad to for the good will created, and they seldom charge a fee. Fleets that have had guest speakers or mini-seminars are usually quite happy with the outcome and the “draw” it creates. Why not try it?

Also available, and ideal for a situation like a fleet meeting, is Graham Hall’s film of the 1982 North American Championships at Marion, MA. It covers many of the races, has a running commentary, and is very instructive as well as entertaining. If you are interested in seeing the film, contact Graham at 85 East State St., Gloversville, NY 12078 or call him at (518) 725-8534.

Gordon Douglass Boat Co. also has a promotional videotape created by Graham Hall. It is used at boat shows in many places in the country. Contact your local Scot dealer for details on availability.

**FS Production Continues Strong**

Harry Carpenter, Douglass Boat Co., reports that 119 Scots were built in 1983. That number includes two by our new builder. A normal production month for Douglass sees ten new boats built. Due to the holidays, nine boats were built in November and eight in December. The latest number hull built is #3929. Boat #4000 is scheduled to be built sometime late this spring or early summer.

**Publication Deadlines**

As the sailing season gets closer and people want regatta notices to be printed in a timely manner, please remember the following publication deadlines:

- May issue: March 1
- June issue: April 10
- July issue: May 1

I will hold the section on regatta notices open until the last possible minute on those dates. Call me, if necessary. It’s faster! Avoid disappointment. Plan ahead!

---

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The President’s Column

Some recent events led me to think deeply about the basic nature of our sailing association and about how we relate to our builder. First, I received a surprising letter. A member wrote to me to say that the FSSA seemed to exist only for ardent racers, that Scots n’ Water emphasized racing, and that he wanted out. Shortly after I had mailed him a letter about the functions of a class association, I had occasion to meet with Eric Ammann at the Gordon Douglass Boat Co. There, Eric gave me a mint copy of the new Highlights of Scots n’ Water, which he will furnish to new Scot owners. His introduction to the book says so well just what I wanted to express to the unhappy member that I want to share it with you.

“We go to considerable trouble to build this boat as a one-design. But there is more to her. She has a national class organization, and a very good one. The “Class” is run by the owners, it elects its own officers, runs its own budget, and it enforces the specifications which make the Flying Scot one-design. It is this class which preserves the value of your boat, encourages and manages class competition, i.e., racing of Flying Scots at your club level, at districts and regionals, at Mid-Winters and North American Championships. . . . If you want to maintain the value of your investment, if you want to keep the Flying Scot what she is, if you want to get to know her better and sail her better, then go and join the Flying Scot Sailing Association. You do not do this just to get the newsletter, Scots n’ Water, or the yearbook and roster, or even to be able to race in class sanctioned events. Without a good class you are sailing an orphan, a boat you cannot sell, a boat no one has heard of. And yes, there is a bonus: you can join the class group insurance, a good deal at a modest price. Membership is not an expense, it is a bargain. Come and join us. It will help you and work for you.”

This from our builder, whom we need just as he needs us. We are truly mutually dependent, an active class and a builder of integrity. I have in mind a boat which died of late, its class organization split by dispute over rigging. Another case involves a builder who so modified his design that no one would buy the product. I am sure that we can escape these pitfalls.

Great news from Eric, for the FSSA and especially for western sailors, is the licensing of WestScot Corp. in Utah to supply boats to the western section of the country. Also, the NAC in Ontario should help to stimulate Scot activity in Canada. Prospective buyers await the chance to get a Canadian-built Scot. I look forward to welcoming many new members to the FSSA. (Oh yes, the unhappy member is staying with us. A special welcome back to him!)

Hal Walker

Officer Profile: Hallam Walker, President

After 50 (yes, that’s right) years of sailing, 25 years of racing and 20 years of association with the Flying Scot, is President Hal Walker getting tired of it all or is he having a ball? Hal answers the question himself as he says that what he likes best about the Scot “. . . most of all, is the great fun!”

Hal is a member of Fleet 48 and sails out of fabled Lake Norman Yacht Club in North Carolina. The fleet is noted for its extremely active participation in local and national events and its hosting of numerous outstanding regattas, including the 1976 and the 1981 North American Championships. The yacht club is known for its superb facilities, outstanding club campground, and its beautiful surroundings. Not only active in FSSA activities, Hal is a past commodore of both the Lake Norman YC and the South Atlantic Yacht Racing Association. He is currently an associate judge with the United States Yacht Racing Union and has served on innumerable judges committees, including the 1981 NAC’s when he forewent his own sailing pleasure to serve on a jury. (It’s reputed that the most interesting protest Hal heard at that event was one filed by a female competitor against a male sailor for an excessive case of ‘droopy drawers’!) During his 25 years of racing Hal
has sailed Sunfish, Cheshire catamarans, Lasers, and most recently, sailboards. His racing successes include being LNYC Fleet Champion six times, winning the Carolinas District Championship in 1975, and being second in the Challenger’s Division at the 1982 NAC. More telling of how Hal perceives success is that he is proud to say he has attended every NAC since his first in 1971. In fact, Hal’s most memorable event in Scot sailing occurred that year. He relates:

“In my first NAC, in Detroit in 1971, I followed Sandy Douglass and did what he did. I got a second and a third in a couple of races then found myself in second place overall after all but the final race! Instant panic! We were towed out to Lake St. Clair to sit in no air on the last day. Clouds of insects descended on us (the Flying Scott), and a drifter was finally sailed in extremely light and shifty winds. I never saw Sandy again and with thirty-odd boats between us, managed to find every hole and wound up in the tank. Sic Transit Gloria!”

What has kept Hal coming back to NACs and has kept him active in the Class for so many years is his strong feeling for both the boat and the association. Hal likes the Scot best for its one-design integrity, quality construction, lasting value, safety and dependability, pleasure and racing sailing abilities, and strong Class support. The “long term loyalty to the boat by its members” is Hal’s impression of our greatest strength as an association. He feels other strengths of the association include a wide strata of members, including both casual sailors and hot racers, wide areas of Scot popularity, the opportunity to sail in many areas and know sailors there, sound organization and finances, the liaison with an outstanding builder, and finally, maintenance of boat value through the one-design concept and quality.

Hal plans to work in the areas of publicity and communication during his tenure as president. He intends to travel extensively, sailing with as many fleets as possible and writing a column for Scots n’ Water detailing his experiences. Hal welcomes your invitation to sail with you!

Hal’s principal travel companion and crew is his wife Cathie. They have two children, Susan, 32, and Steven, 29. Hal also sails with the co-owner of his FS 171, Bob Douglas, and with LNYC’s Bill Ross.

As you read this you might expect Hal to be downhill or cross-country skiing, engaged in nature study, or building a boat (his current project is a classic Whitehall pulling boat). Or, if it’s a Sunday evening, like most teachers Hal is probably making lesson plans or grading papers as he is a professor at Davidson College.

Hal represents so well the members he serves: he is an active pleasure sailor and racer, he enjoys sailing with other Scot sailors, and he brings with him a wealth of experience and a love for the sport. And, like us all, he enjoys “...most of all, great fun!”

---

With 4 different brands of sails in the top 5 in the 1983 Flying Scot North Americans, which sailmaker should you choose?

SERVICE
Which sailmaker will be at as many regattas as possible, not just major championships, anxious to help Scot sailors get the most out of their boat and sails? Which sailmaker will stand behind their product should you ever have a problem?

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Ohio Districts – 1, 3
Midwinters – 3
Nationals – 5
Northeast Regionals – 3
Maryland State Championships – 2
President’s Cup – 1, 2

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Upwind In Waves

Kelson Elam

Ed. note: With the heavy wind and big seas that many of us will soon face with spring sailing, this article by Kelson is particularly timely. While he makes reference to a traveler and a backstay adjuster — neither of which our Scots have — the principles that Kelson discusses are valuable.

One of the most common questions people ask at regattas and seminars is “Do you steer around the waves or just ignore them?” Unfortunately, waves are somewhat like snowflakes — no two of them are alike. So it’s hard to give a general answer to the question, but there are a few specific techniques that can be used to help deal with chop or swells when racing upwind.

Disturbances of the water surface known as waves are caused by many different natural and unnatural things. Wind, current, geography of the bottom and other boats all affect the shape and size of waves. For a one-design sailor these causes aren’t always so important, but how you deal with waves on the race course often spells the difference between winning and losing.

Every wave consists of a crest (the highest point of the wave) and a trough (the lowest part of the wave). The vertical distance between any crest and an adjacent trough is the wave height, and the horizontal distance between successive crests or successive troughs is the wave length. The ratio of wave height to wave length determines whether a boat will glide smoothly over the waves or pitch into them. Whether or not a boat can be steered smoothly and continuously from one trough over the crest to the next trough will also depend on the speed and length of the boat. A 20-foot Flying Dutchman planing upwind will obviously not be able to maneuver through waves as well as a slower-moving, 14-foot Snipe.

The only true test of how much you should steer through waves or chop is how you perform against the boats around you. If the waves are relatively steep for the size and speed of your boat, you probably won’t gain by jerking the rudder around. Keep steering to a minimum to reduce hobby-horsing, and set the boat up with enough power to punch through the chop while still maintaining a reasonable amount of pointing ability. If you find that turning the boat to negotiate waves does give you a speed advantage, go for it, but be careful that the technique you are using doesn’t violate Rule 60 (Means of Propulsion). Lasers, for example, can be sculled successfully through just about any surface condition.

When you are able to maneuver through waves, the main thing to remember is to keep the boat going “downhill” as much as possible. When you confront the face of an oncoming wave, head up so you angle across the wave instead of going straight up it. Though this slows the boat a little, the wave will actually push the bow slightly to windward. At the top of the wave, bear off and accelerate down the back side. This requires timing with the wave and also an awareness of what the next two or three waves will be like. Basically, you want to use each wave to set yourself up for what’s coming. If there’s a flat spot ahead, get ready to start pointing, but if you see a bad set of waves coming, start footing to build speed.

Since the wave angle may vary from tack to tack, especially after even a slight windshift, your driving technique must also vary. In some cases, heading up to reach the crest may require luffing as much as half the jib, and bearing off may mean cracking sheets onto a close reach. But generally, when in doubt, keep steering to a minimum.

SCOTS N° WATER
Jib leads may also need to be set differently from one tack to the other depending on how you confront the waves. Hitting the waves head on will require a lead farther forward for more power, while encountering the waves at almost an angle will allow the leads to be moved aft for better pointing.

As you watch the waves up the course, remember that boats sail much faster upwind in smooth water than they do in chop, so the best way to sail fast in waves is to avoid them. Former Mallory champion Mark Foster of Corpus Christi says he looks 75 to 100 yards ahead for large sets of waves and then pinches or foots the boat to avoid the confrontation. Of course, it's not always possible to avoid the bad waves, so it's important to set the boat up properly for the conditions.

One of the first things to look for on a boat is the "throttle," since every boat has a different way of accelerating as you pinch and foot through the waves. The most common throttle is the mainsheet, or sometimes the traveler. Basically, as the boat heads up in the front of a wave the main should be trimmed closer to the centerline. This adds power, tightens the leech to increase pointing and helps you steer up the wave. As you bear off down the back of a wave, the main should be eased as if reaching and the leech twisted slightly to promote more airflow as the boat accelerates.

My personal preference is to use a combination of mainsheet, traveler and vang when beating in waves. The traveler is set to the position that I feel will produce the maximum power needed for the conditions. With a midship traveler, this will probably be in the center or slightly to weather; for an end-boom bridle system, this position is in the center or slightly to leeward. The vang is set to keep the proper leech tension when the boat is bearing off, and the mainsheet is then played to adjust the trim back and forth between the footing and pointing positions. (Playing the mainsheet is usually preferable to playing the traveler because most travelers are too short to allow you to ease the main far enough to accelerate down the wave.)

The next important power adjustment is headstay sag. Increasing the amount of sag will give you more power to get through the waves, but it also decreases pointing ability and can cause the rig to bounce around and lose power. So be careful to set the backstay and/or shroud tension loose enough so that you achieve sufficient power, but not so loose that the luff of the jib moves dramatically every time you hit a wave. In some boats such as the Snipe, the mainsheet controls headstay tension through main leech tension. By sheeting harder on the mainsheet going up a wave, the headstay tightens and you point higher. By easing the mainsheet, you get more sag and therefore more power to accelerate down the back of the wave.

When sailing in large waves, the wind in the troughs may be considerably different than what you experience at the crests. The most common problems are being too underpowered in the troughs to point up the next wave and being too overpowered at the crest and heeling excessively, thus losing power and making it difficult to head off. The best solution is to set the sails with most of the fullness in the bottom third to achieve the necessary power and twist the top of the main and jib so that when hit by more breeze at the crest, the boat is more in control. Twisted leeches also give the boat a wider groove to drive in, making it easier to steer through the waves.

The crew is a very valuable asset when racing in big seas. An extra set of eyes to spot large waves and flat spots and to pick puffs out of the confused water surface can be invaluable. The crew's weight (especially if it's on a trapeze) can also be very helpful in steering the boat up and down waves. The helmsman and crew must both anticipate each wave and move together for the best effect. Body movement and sail trim are always faster ways to steer the boat than moving the tiller. The first two represent power being transformed to the boat whereas rudder movement produces a fluid brake.

Fore and aft weight placement is also crucial to speed in chop. Have the crew watch the bow to ensure that you aren't digging in too much. Keep your weight as close together as possible to minimize pitching, and when in doubt move farther aft than necessary. It's better to bury the transom a little than to have the bow slamming into the waves and the cockpit filled with water for most of the windward leg.

Don't be afraid to make changes in your rig set up, sail trim or steering technique. It's tricky to get things trimmed right in waves, and wind velocity changes are often hard to detect. If the boat doesn't feel right, try to settle into a rhythm and then begin making small adjustments to make the boat feel more lively and handle more easily.

Remember that tactics will also change in waves. If a boat is on your lee bow, it's difficult to drive through

(continued on page 17)
Measurement Certificates Adopted

Are long lines a thing of the past?

Larry Taggart

Are you tired of stripping your boat down for weighing and measuring at every North American Championship regatta? Is waiting in long lines in temperatures sometimes exceeding ninety degrees not the highlight of your participation at a championship event? If so then you will be interested in the action taken during the Board of Governors meeting held during the 1983 NAC at Bay-Waveland YC.

Oh . . . I hope it weighs in.

Flying Scot Sailing Association By-law B-IX-h(3) states, in part, that “All yachts entered in the North American Championship shall be subject to measurement and approval of the Chief Measurer, or of a measurement committee to which his authority has been delegated prior to the first race in the series.” You will note that measurement is not mandated but rather that each yacht is “subject to measurement.” Complete measurement has, however, been common practice at all NAC’s over the years, even though some of the scales and procedures used for weighings were of sometimes questionable accuracy.

Finally, both the builder and the FSSA are now using the same new, accurate hydraulic scale which was successfully tested at this year’s NAC. In view of the relatively few yachts failing to meet FSSA specifications, have been no alterations since certification. Anyone found trying to knowingly circumvent either the letter or the spirit of association requirements could be subject to disciplinary action.

This new procedure obviously places considerable burden on an owner/skipper to ensure that all FSSA requirements are met. It will be incumbent on all competitors to know and follow our rules and regulations. The two most common problems detected at this year’s NAC were with the flotation and the jib tack height. As measurer, I was particularly amazed at the number of hulls that did not have the required three lateral and one longitudinal strap on each section of flotation. Aside from it being illegal it is very unsafe! Other problems noted included rudder blades incorrectly positioned in the rudder head or in a vertical position (contrary to the Official Plan). Especially significant were a lack of transom hand lines, inadequate ground tackle, no whistle/fog horn on board, and personal flotation devices lacking Coast Guard approval — all safety items! While sailors often seem rightfully concerned over measurements such as hull weight, it is noteworthy that less than five boats failed to meet the minimum hull weight. The regulations that are more easily met and the most controllable by the skipper are the ones most often a problem!

The actual certificate design is in progress. Boats built subsequent to the 1983 NAC will be certified from the factory. Boats whose 1983 NAC measurements are available and meet the regulations will be issued certificates as well.

It is anticipated that several years will be needed before most NAC competitors have certificates. Therefore measurement committees and scales will still be needed at future NACs, although the long, hot lines will probably begin to shorten as early as this year.

A final word to the wise: inspect your boat carefully prior to a NAC and don’t call it close, especially if you plan to be at the top of the fleet!

Ed. Note: Also see Important News for information regarding a change in the measurement of spinnakers.

Larry Taggart is chief measurer of the Flying Scot Sailing Association.
Membership Survey

Please take a few minutes to help your association.

1. Check your boat number
   - 1-699
   - 1000-1999
   - 2000-2999
   - 3000-3999
   - 4000-4999

2. Number of previous FS owned (circle) 0 1 2 3+

3. Your reasons for purchasing a Scot
   (1 = a primary reason
    2 = some consideration)
   - Price
   - Recommended by Dealer
   - Recommended by friend
   - Construction
   - Re-sale value
   - Reputation
   - Availability - new
   - Availability - used
   - Appearance
   - One design limitations
   - Sailing characteristics
   - Comfort
   - Safety
   - Local fleet activity
   - National association
   - Racing caliber of association members
   - People who sail the boat
   - Other:

4. Had you sailed a Scot before purchase? Yes No
   If yes, how many times? (circle) 1 2 3+

5. When you purchased your boat, was your primary intention to
   - Pleasure sail/cruise
   - All-around use
   - Begin with pleasure sailing, move to racing later
   - Race
     - Locally
     - District, Regionally, Nationally?

6. Number of years total sailing experience
   - 0
   - 1
   - 2-5
   - 6-10
   - 11-15
   - 16+

7. Number of years sailing a Scot
   - 0
   - 1
   - 2-5
   - 6-10
   - 11-15
   - 16+

8. Other classes sailed in the past:

9. Other classes sailed currently:

10. What percent of your sailing time do you spend
    - Pleasure sailing
    - Cruising
    - Racing

11. What percent of your sailing time is spent sailing with
    - Spouse, only
    - Children, only
    - Whole family
    - Friends
    - Regular crew (not spouse/family)

12. How would you rate your sailing ability?
    - Pleasure
    - Beginner
    - Moderate ability
    - Accomplished/highly competent
    - Sailing
    - Moderate ability
    - Accomplished/highly competent
    - Racing
    - No experience
    - Beginner
    - Moderate ability
    - Accomplished/highly competent

13. How long have you raced? Never Years

14. What best describes your racing experience?
    - Local fleet activity only
    - Occasional regattas
    - Participation in a District or Regional Championship
    - Participation in a Midwinter or National Championship

15. In about how many races do you participate each year? __________

16. In the past 3 years, about how many of the following have you sailed in?
    - Local Races
    - Regattas
    - District or Regional Championships
    - Midwinter Championships
    - North American Championship

17. Indicate the number of times you have placed or won in the last 3 years
    - Fleet Championship Series
    - Invitational regattas
    - District or Regional Championship
    - Midwinter Championship
    - North American Championship

18. What barriers prevent you from racing, or from racing more often?
    - Ability of skipper
    - Availability of crew
    - Ability of crew
    - Time
    - Condition of boat, sails
    - Cost of travel, fees, etc.
    - Other:

February 1984
19. Are you a member of a local ______ FS Fleet ______ Sailing/yacht club?

20. What offices have you held in your local fleet/yacht club?
   ______ Fleet Captain ______ Race Committee
   ______ Instruction ______ Board of Governors
   ______ Social ______ Flag officer
   ______ Other: _______________________

21. What offices have you held in the FSSA?
   ________________________________

22. Which statement regarding the Class best reflects your opinion?
   ______ Too much emphasis on pleasure sailing/cruising
   ______ Too much emphasis on racing
   ______ Well-balanced emphasis

23. Please rate the following areas of Class communication, 1-5 (1 = Poor
   5 = Excellent)
   ______ Your personal knowledge of Class activities
   ______ Your personal knowledge of Class management
   ______ The Quality of communication from Class officers
   ______ The Frequency of communication from Class officers
   How can class communication best be improved? _________________________

24. Which statement regarding the Class publication, Scots n' Water, best reflects your opinion?
   ______ Too much emphasis on pleasure sailing/cruising
   ______ Too much emphasis on racing
   ______ Well-balanced emphasis

25. Please rate Scots n' Water on each of the following characteristics, 1-5 (1 = Poor
   5 = Excellent)
   ______ Interesting
   ______ Helpful
   ______ Keeps me appraised of class activities
   ______ Attractiveness of publication format
   ______ Amount of information/articles
   ______ Frequency of publication
   ______ Timeliness of information

26. What topics would you like to see covered? (Please be specific)

27. Do you know of someone who could write on these? (Please give name)

28. Primary Skipper's age __________

29. Primary crew's ages __________

30. What is your business or industry?
   ______ Agriculture/Forestry/Construction
   ______ Communications/Publishing/Advertising
   ______ Data Processing/Computers
   ______ Education
   ______ Finance/Banking/Insurance
   ______ Government/Public Administration
   ______ Health Care/Social Services
   ______ Manufacturing
   ______ Real Estate
   ______ Services, Personal (Lawyer, CPA, etc.)
   ______ Services, Corporate (Consultant, CPA, Architect, etc.)
   ______ Trade, Retail or Wholesale
   ______ Transportation/Public Utilities
   ______ Travel/Entertainment/Recreation
   ______ Other: _______________________

31. Optional: Which one of the following categories most clearly approximates your total annual income, from all sources, including salary, dividends, etc.?
   ______ Under $10,000
   ______ $10,000-$19,999
   ______ $20,000-$29,999
   ______ $30,000-$39,999
   ______ $40,000 and over

32. Educational level of primary skipper
   ______ High School
   ______ Some college
   ______ BA/BS
   ______ Advanced degree (PhD, MD, DDS, etc.)

33. What sailing magazines do you read?
   ______ Sail
   ______ Yacht Racing/Cruising
   ______ Yachting
   ______ Other: _______________________

34. Are you a member of USYRU? ______ Yes
   ______ No

35. In what state/province do you reside? _______________________

36. Optional: Name _______________________
   Address ________________________________
   Boat # __________________________

Please return to the FSSA office as soon as possible, but not later than April 1.

Flying Scot Sailing Association
P.O. Box 11187
Columbia, SC 29211

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You can't beat 44 years of sailmaking and 56 years of sailing. Our sails have won it all in Scots. In other classes they have won in Olympics, Worlds, North Americans, Districts and any others.

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Please ship ______ Suits, Scot # ______ Color # ______
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☐ I am enclosing references and a 50% deposit. I will pay the balance in ten days.
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Card # ______ Exp. Date ______

Super Schreck Sails—Suit ____________________________ $497.00
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Spinnaker—½ oz. (Red, white & blue only) ____________________________ $230.00
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Sailmakers
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205/962-2570

Name ____________________________
Address ____________________________
City ____________________________ State ______ Zip ______
Phone ____________________________
Signature ____________________________

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Understanding the Terms: Rigging

Having taught sailing and delivered many new and used boats to their happy owners, I've found that perhaps the greatest fear new sailors have (other than capsizing!) is that they will never learn all the names of things! While not knowing the proper sailing terminology is rarely as critical as the novice thinks, there is no doubt that knowing the correct name is efficient and, let's face it, makes one feel more like the 'old salt' that all sailors fantasize. In this month's column we will look at the terms most commonly used on a sailboat to describe the kind of sails and rigging that a Scot has.

When discussing the rigging of the boat, we mean all the wire and line used aboard the vessel. Rigging is divided into two major categories: running rigging and standing rigging. Rule #1 in rigging is that rope is never called what it is; it is always called line. To call it otherwise is déclassé and will subject the novice to all manner of verbal abuse!

Running rigging consists of all the lines on a boat that are easily adjusted. Halyards raise and lower the sails. Sheets adjust them in and out. Halyards and sheets are attached to the mainsail, jib sail (or jib) and spinnaker. This adjustable rigging takes the name of the sail it is attached to: a main halyard raises the mainsail while a jib sheet pulls the jib in and out.

Standing rigging consists of the wires that hold up the mast of your boat. These, too, are broken into two major categories: stays and shrouds. The stays keep the mast from falling fore or aft (over the bow or the stern). While some boats have a backstay to keep the mast from falling forward, it is not found on a Scot, nor on most dinghies for that matter. A Scot does have a jibstay, however, which keeps the mast from falling aft. The jibstay attaches from the mast to the fitting on the bow. Most sailors also refer to the jibstay as the forestay as well. While they are not technically the same, the terms are usually used interchangeably.

The shrouds are the wires that hold the mast from falling over the sides of the boat. Again, while it is not technically correct, most sailors call these wires the sideshays.

One wrinkle that the Flying Scot standing rigging has is the use of a toggle. The toggle plate is attached to the hull underneath the deck, at the bow of the boat. This stainless

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

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SCOTS' N' WATER
steel plate has both the forestay (jibstay) wire attached and the wire to which you attach the jib. The purpose of this pivoting plate is to distribute the load forces holding up the mast evenly between the forestay and the luff wire that runs up through the front of the jib sail. Using two wires makes for a stronger rig and also allows some adjustment of the angle of the mast (the mast rake), depending on how tight the jib is cranked up when hoisted. (More about that in a future article.)

Understanding the name of the rigging you use on your Scot will not win you any races or make your boat sail more beautifully, but it will make you feel slightly more at ease when you are discussing sailing and spinning yarns at the clubhouse bar. And that's not all bad, is it?

Next month we will discuss the terminology of sails.

---

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Northeast Districts

Ed. note: The following finishes were omitted from the story that appeared in the December issue, due to a printing error.

Jeff Morgan 14
Scott Pettee 18 3/4
Richard Robinson 23
Ken Wright 26
Chuck Winans 28

Border Regatta

Nine boats competed in the 1983 Border Regatta in August in the beautiful 1000 Islands of the St. Lawrence River. The regatta, dormant for several years, was revived in 1982 by Scot designer Sandy Douglass.

The three-race series was sailed in light to moderate winds. Regatta sponsors hope that the intrigue of a truly international regatta coupled with the beautiful locale of the St. Lawrence will entice more sailors to participate on August 18, 19 of 1984.

Mark your calendars!

| George Dietrich | Can | 7 1/2 |
| Mark Hill, Jr. | Can | 8 |
| Kenzie Dickson | Can | 11 |
| Stony Stone | USA | 11 3/4 |
| Susie Newton | USA | 11 3/4 |
| Peter Newton | USA | 11 3/4 |
| Ken Wright | USA | 11 3/4 |
| Peg Wright | USA | 11 3/4 |
| Susie Preston | USA | 11 3/4 |
| Sandy Beattie | USA | 11 3/4 |
| Susan Beattie | USA | 11 3/4 |
| Rob Collins | USA | 11 3/4 |

Jeff Morgan, FS 1444, wins the start at the N.E. Districts.

Bob winning the tie-breaker, having beaten Dick in two of the three races. The five race series had to be cut to three due to the prevailing light and shifty winds. Congratulations to Bob and his crew on their first District championship!

1720 Murdock 2 1 5 7 1/4
1885 Schultz 3 4 1 7 1/4
1360 Lewis 1 9 2 11 1/4
2224 Batchelor 5 5 9 10
2150 Train 6 11 3 20

Kentucky-Tennessee Championships

The Kentucky-Tennessee FS Championship regatta was held September 10, 11. Four races were run in light to medium winds. The winner wasn’t determined until the last race due to the tight competition. A highlight of the regatta was a bagpipe player in full dress playing for the start of the last race.

First Scott Day Nashville, TN
Second Carol Kersting Bowling Green, KY
Third David Wagonn Birmingham, AL

S. Carolina Championships

Hilton Head Island YC and Fleet 134 hosted the 1983 South Carolina Championships on October 8, 9. Twelve boats competed in the medium to heavy air series. While the strong tidal current was new to some of the lake sailors, they caught on quickly. Harry Carpenter, with crew Kitt Logan, tacked skillfully on the shifts and moved ahead on the first leg of each race and led throughout the three-race series.

Sheraton Shores Regatta

Sheraton Shores YC hosted 25 Scots in its July regatta in Wilmette, WI. The three race series featured two light air races on Saturday with a final race sailed on Sunday in 15-20 mph winds. The regatta really featured, however, a complete reversal of the top six positions from before the final race was held. Jerry Hartman and crew Ken Johnson won the last race and completed the total reversal in finishes.

J. Hartman 3 6 1 9 3/4
D. Shultz 6 2 2 10
T. Coleman 4 4 3 11
M. Hartman 1 5 6 1 12 1/4
B. Slocum 5 1 7 12 1/4
T. Dungberg 2 3 8 19

BWYC Wins Liptons (Again)

Bay-Waveland sailors used their home water advantage and some fast sailing (and a bit of luck) to retain title to the Sir Thomas Lipton Trophy. This GYA Championship series was, as usual, held over the Labor Day Weekend with a record tying 22 clubs represented. The typical GYA interclub racing format of a different skipper for each of the four races, with the added impact of a skipper being unable to serve as crew, was followed.

There were well over 500 skippers, crews and supporters in attendance, and at least 50 spectator boats ranging in size from a kayak to 70-foot yachts, including some classic character type sailing vessels of days past (at least one was built in the early twenties).

After three races, the somewhat surprising leader was Pontchartrain Yacht Club’s team which, up to that point, had been able to conquer the challenging atypical light winds. Going into the final race, 2 3/4 points behind Pontchartrain was Pensacola Yacht Club and five points back was Bay-Waveland. Pontchartrain was never quite able to recover from a poor start in that final race, permit-
Upwind

the waves like you want. To prevent this, allow port tackers to cross instead of having them tack below you, and try to keep your tacking options open so you can tack in sync with the waves. Tacks are best done when you find a flat spot, but when you must tack in waves, wait for the right moment and then head toward the wind going up the face, cross head to wind at the crest, and bear off down the back side of the wave to regain your speed. If the timing is right, most monohulls can be tacked in large waves without losing too much speed or distance.

Sooner or later, even the best sailors get caught not being in rhythm with a set of waves. The boat slows down, maneuverability is lost and eventually a wave breaks over the bow. When this is about to happen to you, point up. If you're going to get caught by the wave, you may as well be headed toward the weather mark instead of having the bow dragged downwind. Then bear off and get your speed back.

By the end of a race, the rhythm of the waves can lull you into drowsiness. This mixed with muscular fatigue can ruin whatever rhythm you had at the beginning of the race. If you feel this happening, play mind games and convince yourself to be loose. Power the sails up and keep the boat feeling lively through the waves.

Everyone has different techniques for steering upwind in waves and that's what makes it one of the most subtle art forms of sailboat racing. Though it is a hard technique to teach, it is one that can be practiced and cultivated. Remember that your goal is to stay in control of the waves — don't let it control you.

Kelton is a long-time Scot sailor who has been very successful in our class and many others as well. He is currently engaged in a Flying Dutchman Olympic campaign and has won the last two FD midwinters and placed sixth and seventh in two very competitive FD worlds in the past year. Kelton is loft manager for Ullman Sails in Dallas, TX. Good luck in the campaign, Kelton!

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#### Table: Yacht Club Results

<table>
<thead>
<tr>
<th>Yacht Club</th>
<th>Points</th>
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<tr>
<td>Bay-Waveland Yacht Club</td>
<td>11½</td>
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<td>Gulfport Yacht Club</td>
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<td>Southern Yacht Club</td>
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<tr>
<td>Pontchartrain Yacht Club</td>
<td>18½</td>
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<td>New Orleans Yacht Club</td>
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<tr>
<td>Singing River Yacht Club</td>
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</tr>
<tr>
<td>Ocean Springs Yacht Club</td>
<td>43</td>
</tr>
</tbody>
</table>

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**New Item:** HARKEN HEXARATHICET® riser, form-fitting molded black plastic platform. No maintenance alternative to wood block to wedge ratchet up to horizontal. Leeward cleating is easy in the heaviest of winds! Now no excuse for cumbersome across-the-cockpit sheeting. $30 package has (2) risers, fasteners, HARKEN #150 cleat wedges, and instructions.

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Here Before You Know It!!

The 1984 Mid-Winters are not as far away as you think. April will be here before you know it! Make your plans now to join in all the fun.

Six races—with a throw out if all six races are sailed—will be sailed at St. Andrews Bay Yacht Club in Panama City, FL. Skippers will select between Championship and Challenger divisions. Scoring will be by computer again this year.

First race will be Wednesday, April 4. Registration will begin Tuesday at noon, April 3. Sails will be measured and skippers must have paid 1984 FSSA dues.

Entrance fee will be $40.00 ($35.00 if pre-registered by March 31).

Local motels convenient to the yacht club are:

Howard Johnson's
4601 W. Hwy. 98
Panama City, FL 32401
Tel. (904) 785-0222

Boyside Inn
711 W. Beach Dr.
Panama City, FL
(904) 763-4622

Ramada Inn
3001 W. 10th St.
Panama City, FL
(904) 785-0561

REGISTRATION

Skipper __________________________ Fleet No. __________________________
Address: ___________________________ Sail no. __________________________
City ___________________________ State _______________ Zip ______________
Crew ___________________________ Division ___________________________

****************************************

Registration fee $40.00 ($35.00 if pre-registered by Mar. 31) Make checks to “Mid-Winter Regatta Fund” & mail to:
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(313) 776-1330
A new measurement amendment will ease boat measurement and weighing. See article on page 10.

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Two club-owned Flying Scots for sale, complete with good sails, including spinnakers, but without trailers. Both boats are presently sailing, but have been replaced by new boats. $1,890.00 each, or $3,600.00 for both. Contact the Southern Yacht Club at (504) 288-4221.


FS 3514 - Douglass made, red hull, white deck. Schurr main (reefing eyes), jib and spinnaker. Custom outboard, vang and jiffy reefing system, Harken blocks, Mercy and bracket, lifting bridle, anchor, paddle, covers (3) and cover. Tee Nee, spare tire. Dry-sailed, mint condition. $6,300.00. Call/write Chris Brown, 95 Admiral Kaltbus Rd., Newport, RI 02840, (401) 846-3051.

FS 2549 - Customflex, gold hull and white deck. Race equipped, Harken blocks. Two suits of sails (one with reefing eyes), spinnaker, newly painted, cover, anchor, pad- dice. New anti-fouling paint on bottom. Indoor winter storage. $4,000.00. Donn Colburn, 350 Boston Mills Road, Hudson, Ohio 44236, (216) 655-9421.

Florida Governor Clinton Smith invites all Scott sailors to come sail in regattas this winter in Florida. Clint especially encourages us "Northerners" to trail our boat down and sail when we come down for a Florida vacation this winter.

The following are dates and locations for FS events in Florida this winter. Additional information may be obtained by calling District Governor Clinton Smith, (305) 831-3871.

May 6 - Rudder Club, Mug Race (45 miles long!) (504) 288-4221

May 15 - May 20 - Southern Regional Championships. Combine your plans to visit the 1984 World's Fair with the FS Southern Regional Championship regatta. This five-race invitation will be hosted in New Orleans by the Southern Yacht Club and is open to all FSSA members. Contact: Larry Taggart, Southern Yacht Club, 105 N. Roadway Drive, New Orleans, LA 70124.

July 30-August 3 - FSSA North American Championships. Hamilton, Ontario, Canada. Contact: Jb Bentzen-Bikvist, 3515 Yellow-stone, Ann Arbor, MI. (313) 761-6303. See December 1983 issue. Further information and registration forms in May, June and July issues.

July 21-22 - Maryland State Invitation Regatta. Hosted by Fleet 6 on beautiful Deep Creek Lake in the mountains of Western Maryland. Compete for one of four trophies in either the Championship or Challenger divisions. There will be two races on Saturday, one early Sunday. For information contact: Audrey MacMillan, Vice Commodore, 1264 Rolling Meadow Rd., Pittsburgh, PA 15241. (412) 221-2380.

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<td>330 Mockingbird Valley Rd.</td>
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MY ADDRESS LABEL IS NOT CORRECT

My correct name and address follows:

Name ____________________________

Street __________________________

City _____________________________

State, Zip ________________________

Change is: □ Temporary □ Permanent

(Send this form with payment labeled to the Executive Secretary)