

Scots n' Water

June, 1981
Volume XXIII
Number 4



Hal Walker gybes at
LNYC "Great 48"

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Let's resolve rigging problem

or

What happened to the pictures?

When Dick Elam left me at the helm of Scots n' Water his parting words were, "Run plenty of pictures and run 'em big!" Well, here it is, only my second issue, and brash newcomer that I am, I'm breaking my mentor's rules. I hope that you, my readers, and you too, Dick Elam, can find it in you to permit this variance for this one issue after you have heard my excuse.

A controversy has been raging in our ranks for the past few years concerning running rigging. There have been numerous letters written, opinions expressed, meetings lengthened, and I hope that not many (but I fear a few) friendships severed over this issue. It is past time for us to stop our bickering and get back to the pleasures of sailing and enjoying one another's company. Now comes my excuse.

I think there have been sufficient opinion letters written in Scots n' Water concerning all angles of the running rigging issue. This does not mean that I will not publish more opinions, but I would prefer at this point in the game to see more constructive material sent in for publication, such as Fleet proposals for amending our running rigging specifications. Opinions and philosophies of rigging are great for generating discussion, but proposed amendments to the specifications are the only vehicle by which our conflicts can be resolved. Proposed amendments which are ratified by a fleet should be sent to the Chief Measurer. The Chief Measurer, along with his Measurement Committee, reviews the proposal and passes it on to the Governing Board with the recommendation. The Governing Board reviews the proposal and decides whether it will be presented at an Annual Meeting to the general membership. If the proposal is approved by the general membership, it becomes part of our specifications.

What does this have to do with why there are so few pictures in this issue? Well, Fleets 43, 105, and 114 have each sent to the Chief Measurer identical proposed amendments for his review, and Fleet 31 has sent in a slightly different proposal. Fleet 27, to which I belong, is also working on a proposed amendment, and one of the proposals we are reviewing is that of Dave Batchelor. I chose to publish both of these proposals, because I feel they represent both sides of the coin, so to speak. In addition, I chose to publish the current FSSA running rigging specifications even though they are in each member's handbook. And that is why there are so few pictures.

If you want to see this problem resolved I recommend that you approach your Fleet about considering the submission of a proposed amendment to the Chief Measurer. Please be sure that they are in proper form for placement in the specifications. Also, if your Fleet's proposal differs but little from one of those published in this issue, then I suggest that you make the Chief Measurer's job easier by submitting the one published.

Letter to the Editor from the Editor

(I wished to express some personal opinions concerning the rigging controversy and though that perhaps it might be inappropriate for me to do so in my column. So I wrote this letter to myself!)

Dear Editor,

In discussing the running rigging issue with members of my Fleet, I find that there is some confusion about the meaning of the statement, "We should keep rigging the way it has always been." Since this confusion exists in my Fleet it is quite possible that it also exists in other Fleets. I wish to clarify its meaning.

First, why would anyone want to make that statement? The reason that comes to my mind is that, in general, if one can convince another that one's position on a given issue is in keeping with tradition, then one has made a convincing argument for one's position.

Now the camp which is in favor of no revision being made to the current running rigging specifications is continually using this argument. They are obviously correct that if the running rigging specification is not changed then running rigging will remain the way it has always been. Or are they? How has running rigging always been?

Most of the people in my fleet, it seems to me, have fairly simply rigged boats—one cleat for each line, no swivel devices, no double led systems, no thru-deck fittings, etc. Most of them believe that their boats represent "rigging the way it has always been." They have not read, "Running rigging is optional," in the specifications.

My point is that both camps are correct. The statement, "We should keep the rigging the way it has always been," can be used as an argument for either side. Persons hearing this argument should be aware of its double meaning.

This brings to mind a thought on the "FSSA Membership Opinion Survey." Group A was composed of those respondents who had had "no participation in district, regional, Mid-Winter or North American Championships." Therefore, it seems reasonable to me to assume that most of those in Group A have not seen the extremes of rigging being used on the Flying Scot. If, in addition, they had not read the "Running rigging is optional" statement in the current specifications, then they could well have thought, after looking over the simply rigged boats in their fleet, that the current FSSA rules governing running rigging are "ABOUT RIGHT." Since 58% of the respondents to the survey were in Group A, this possibility could well have distorted the results.

Finally I have a comment for those fleets who may be considering proposing a running rigging amendment to the Chief Measurer. Adopting an amendment which simply limits those items of running rigging which can be used on the Scot will not stop the rigging controversy in the Class. The Chief Measurer has

(con't on page 3)

Scots n' Water

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(con't from page 2)

been, albeit unconstitutionally, ruling running rigging other than the usual 12 items illegal for a long time. (12 items are: main-sheet, main halyard, jibsheet, jib halyard, mainsail outhaul, boom vang, centerboard pennant, spinnaker halyard, spinnaker sheet and guy, topping lift, mainsail luff cunningham, mainsail reefing system.) The Class finally recognized this fact at the 1979 Nationals during the fiasco over double-led vang's etc. The Chief Measurer will no longer be allowed by the Class to make such unconstitutional rulings, and a specification amendment is needed to prevent the proliferation of running rigging other than these 12 items. However, the larger rigging controversy in the Class concerns how these 12 items of running rigging should themselves be rigged. Should double-led cunninghams, etc. be legal; should thru-deck spinnaker sheets be legal; what about unlimited purchase on the vang; should rope main and jib halyards be acceptable in lieu of wire halyards (The Gulf Yachting Association has approved this so I understand). These are the types of questions which have plagued the Class and which will not be answered by an amendment which simply limits the number of items of running rigging. In order to stop the controversy in the Class and allow us to get back to sailing, amendments should be proposed which will answer these questions.

Sincerely,
Paul C. Newton, III

Letter to the Editor

Dear Sir:

This letter is in reference to an article ("Measurement Committee to Act on Amendments; Co-owners can compete; dues to increase in '82") written by Mr. Don Hott in the March-April 1981 issue. In the paragraph titled "Dues Increase," on Page 15, Mr. Hott states that "The Flying Scot Sailing Association has been operating "in the red" for several years."

This bit of information seems to conflict with an article on Page 14 of the September-October 1980 issue which states "Treasurer, Hal Walker, noted that the financial condition—assets of \$23,637 in cash and bonds—of the association is excellent . . ."

Can our financial condition be "excellent" and "in the red" at the same time? If so, please explain.

Respectfully,
Michael J. O'Brien, Captain, Fleet No. 131

Former National Champion, Tom Ehman, expresses running rigging philosophy

Oct. 14, 1980

TO: FSSA Executive Committee
FSSA Measurement Committee

RE: CLASS RULES PHILOSOPHY

The solution to our perceived running rigging problems lies with the good example set by the Laser Class.

When Ian Bruce wrote those class rules, he took what then seemed like a radical approach—absolutely nothing may be changed unless specifically permitted by the class rules.

It is not too late for the Flying Scot Class to take this same approach.

We revise the official plans and specifications and come up with a standard boat. Then we begin listing exceptions that will be permitted. We cover in these exceptions the generally accepted rigging systems now used and permitted. But any other change is prohibited.

How is this different from what we are doing now? by 180 degrees. We say now in our class rules that running rigging is *optional*, then list restrictions. The restrictions only evolve after some one has thought and usually employed an undesired fitting or system. My proposal says the opposite—running rigging is not optional; it must conform precisely to the plan and specs except as follows . . . Any change must be approved *before* it is employed.

Had this been our philosophy to date, we would have had many fewer problems and debates over rigging. If we move ahead and change to my my proposed approach now, we will save ourselves many problems in the future.

Thomas F. Ehman, Jr.



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Bilge and bow flotation tanks? Transom Ports? Sandy responds to Mr. Body's letter of May Issue.

May 6, 1981

Letter To The Editor:

Once again I find myself the butt of a letter from one who seems to be ill-informed about the Flying Scot. If Mr. A.C. Body had had the courtesy to write to me, instead of spouting off to the Editor for publication, I would have done my best, politely, to show him why his arguments and conclusions are incorrect. If he were not a newcomer to the Flying Scot, he would be conversant with the article in the S&W, Vol. XX, No. 8, of November-December, 1978, which describes our tests of the Flying Scot's buoyancy apparatus, the tests which demonstrated, first of all, that the Scot has adequate buoyancy; and also that, for a boat of this size and type, the buoyancy must be high up, and not in the bottom. Lest there be others who share his misconceptions, I write this reply to his published letter.

Mr. Body starts off with a false analogy in comparing the Scot to the Albacore, for the simple reason that the Albacore is a small and light boat, a boat easily righted by two persons from its capsized state, just at the Sunfish is easily righted by one person. The displacement of the Flying Scot, on the other hand, is approximately two and one-half times as great as that of the Albacore. The result of this is that in our tests made with tanks built into the bilges and bow, we discovered that with the buoyancy so low in the boat, it became impossible for two husky men to right a swamped Scot. When I designed the Scot I did give considerable thought to the placement of the buoyancy, and these tests bore out the soundness of my original design.

One of the Scot's greatest assets is her commodious interior. The "flotation in the bottom and under the seats," which Mr. Body so admires in the Albacore, would rob the Scot of so much interior room and depth, as to make her so little different from the Albacore that I question that Mr. Body would have bothered to change to the Scot. No one boat can have everything.

SAFETY. We all say we are for it, and yet a great many Flying Scot skippers flout one of the basic safety rules of small centerboard boats. I refer, of course, to the use of the mid-boom with cam-cleat rig, which today is the "in" thing. That it is no better than the originally designed main-sheet rig, I very conclusively proved over the many years I sailed in national competition. Don't blame me, Mr. Body, for the many capsize we see today. The Scot you are sailing today is not the Flying Scot

as I designed and built and rigged her. Some time back, Ken Perkins, long a member of Mr. Body's fleet, wrote that in twenty years of sailing his No. 11 on Lake Erie, using his original rig, he never once had capsized. Isn't it interesting that Dave Solomon, of the same fleet but sailing a Scot he considers to be improved to suit his "individual preferences," writes that, "Since 1974 I have capsized in Lake Erie (where such occurrences are not uncommon) a number of times—" but continues, "and the amount of water in the boat after righting it is negligible." Apparently, Mr. Body, the Scot *does* lie on her side, and the water does *not* enter the cockpit. Also apparently, Dave Solomon has had enough practice in righting capsized Scotts to have become quite proficient at it.

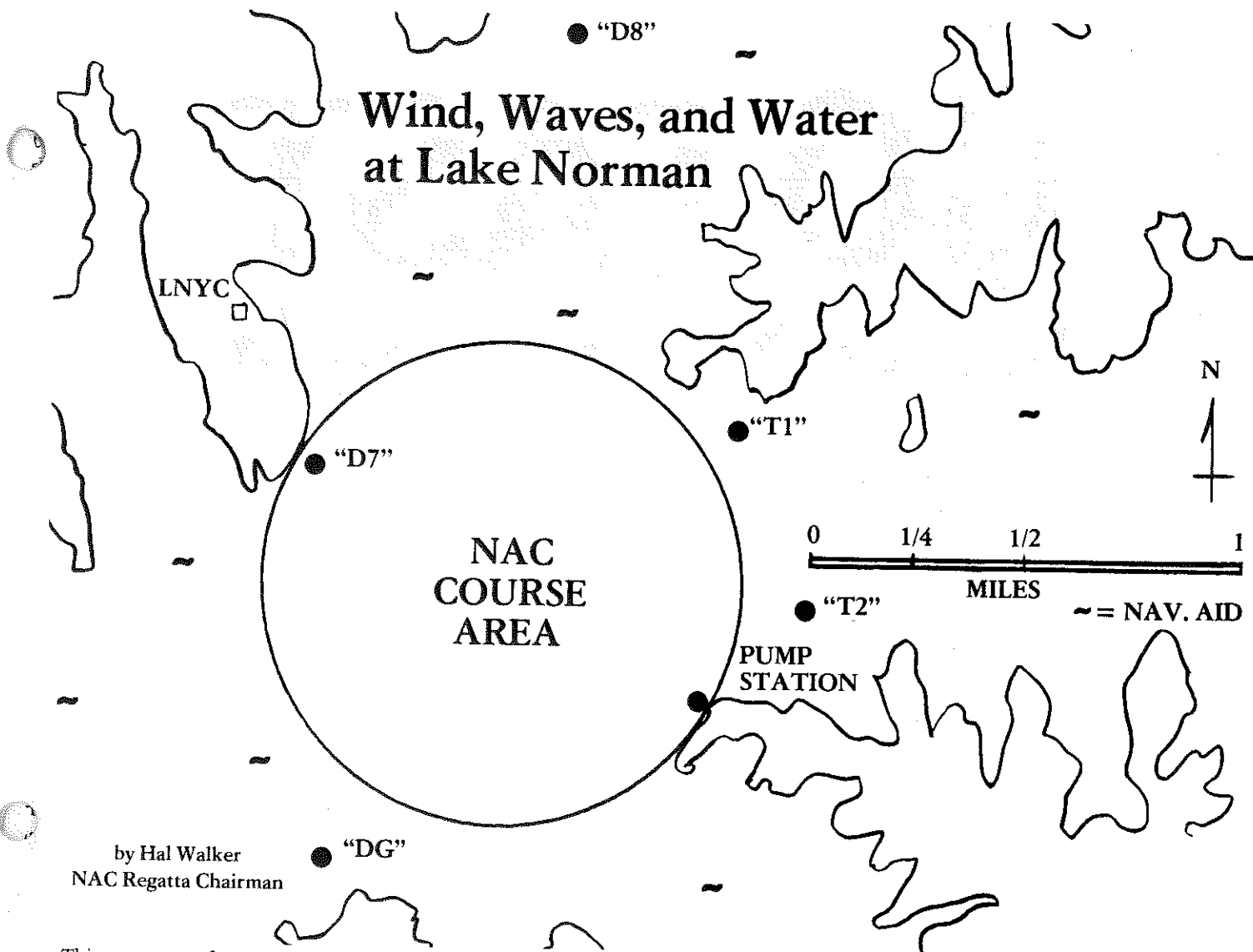
TRANSOM PORTS. Here I agree with Mr. Body and I do recommend transom ports for boats sailing on open water. They are a great help. *However*, while transom ports may help to self-rescue a boat with an inner bottom, such as the Albacore, I am not convinced that they will accomplish anything at all for the Flying Scot in this regard. They are effective *only* if the rescue boat has plenty of power—not a "small motor"—and *especially only* when a rescue bridle is properly attached and used. For towing, the bow must be lifted by a bridle if the operation is to succeed. And may I say that I am not aware of ever having said or written anything about aquaplaning, Mr. Body.

I sincerely hope we never, as you suggest, lose a skipper or crew. If we do, it will be a sad day for all of us, as well as for me. Many years ago there was a fatality. The owner had installed a mid-boom rig, and when the gust hit, because the main was cleated the boat capsized and the skipper and the crew went into the water. Because the main was cleated, they had great difficulty, pulling on the centerboard, in dumping the water out of the mainsail. When, finally, the boat came up, again because the main was cleated, the boat sailed away, leaving them behind. Only one of them made it to safety. Faulty design? I did not equip that boat (or any other) with a main sheet cleat.

Do you think the above scenario is an exaggeration? We happened to witness an exact replay of this on Deep Creek Lake, some years ago, when we saw a Scot capsize. Interestingly, I believe that boat was then, in our fleet, the only boat with a main-sheet cleat. The only difference was that we saw it happen, and that help was at hand for a prompt rescue of the swimmers. A patrol boat caught the Scot.

Mr. Body, I suggest that you read the six articles about Safety and Capsize in the HIGHLIGHTS. You will find them to be very informative.

Wind, Waves, and Water at Lake Norman



by Hal Walker
NAC Regatta Chairman

This summary of typical sailing conditions on Lake Norman, North Carolina, the site of our 1981 NAC Regatta, must begin with a warning. All information is based on average weather conditions with no allowance for the extraordinary. Now, those of you who sailed the 1976 NAC here will surely recall that we indeed encountered a week of extraordinary high winds associated with a coastal hurricane. Statistics tell us that a recurrence of such breezes is unlikely, but weather prophets are invited to try a forecast! At any rate, here is the word from the meteorologists.

In August the mean temperature is 78 degrees, meaning the days will be in the 80's. One can expect winds averaging 7 to 10 miles per hour, with stronger winds in the vicinity of storms and frontal movements. During August the weather map often shows a Bermuda High centered offshore, producing a strong south-westerly flow of air onshore. One third of the breezes come from the south and south-west during the year. For an update listen to NOAA weather broadcast from Charlotte, 162.475 MHz, keeping in mind that airport and lake weather may vary. Study of the current weather maps and an eye aloft are advisable.

The races will be sailed in the course area drawn on the sketch map. This part of Lake Norman to the east of the club peninsula is of a size permitting the Race Committee to lay out Olympic-type triangles in all directions. The beat is typically to the south-west, with occasional races sailed on north-west or north-east air

associated with a weather pattern. The vicinity of land will be avoided as much as possible, but if the course must approach land the sailor can expect the shore contour to shape the wind passing by it. The land forms are not elevated much above the lake.

Lake winds are basically shifty, often with periodic movement of some thirty degrees back and forth about a mean wind direction. Persistent shifts may occur in connection with frontal passages. Most often a summer day will bring oscillating shifts in a rough time pattern. It's "tack on the headers" and get in phase with the shift pattern. Don't be too eager to tack in the first second of an apparent header, for it may be a momentary break followed by a strong resumption of the wind you are on. Hang on a bit to be sure the header is real, then go. The wind action is often visible coming over the surface.

A six mile fetch up the lake from the south-west can let a good breeze build up seas of a couple of feet, but normally there is a slight lake chop. I hope we don't see any mirror surface, although mid-summer lake sailing can mean psyching yourself over to a cat's paw. Your Race Committee will instruct you to stand by from early morning to race when the wind is good rather than fixing set hours for starts. Mid-day usually brings a lull which we will try to avoid.

Best wishes for good breezes and good sailing!

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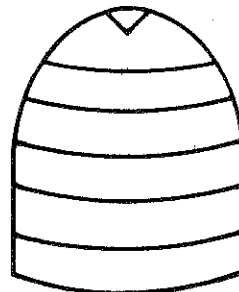
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Chief Measurer compiles and statistically analyzes results of the "FSSA Membership Opinion Survey"

by Lawrence Taggart

Let me begin by thanking each of you who took the time to complete and return the "FSSA Membership Opinion Survey" which you received with your annual dues notice. Some 800 responses—representing approximately one-half of our membership—were submitted. While it would have been nice to hear from more of you, I am nonetheless pleased with the response. Under statistical sampling methods the results of the survey are certainly significant, and thus should present a true representation of the feelings of the Association membership.

I feel that my responsibility now lies with the wishes of the majority. If those of you who did not take the few minutes needed to complete the questionnaire do not agree with decisions based on the survey results, you have only yourselves to blame for not participating in the input. Overall, more than two-thirds of the respondents indicated that FSSA rules governing rigging are "about right" (standing rigging—91% of respondents; running rigging—69% of respondents; sails—88% of respondents). Tables I-IV summarize the survey results. After reviewing these tables, I trust that all of you will agree that the Measurer and Measurement Committee have been directed to continue to reach decisions using the same philosophy as in the past. That is, no variations permitted in standing rigging; allow increases in the purchase power of standard running rigging to suit the needs of the crew, as well as arrangements which make adjustments of such rigging convenient to the crew (systems which have an effect on

boat performance will be limited, as is now done); and sails as prescribed in the FSSA By-Laws and Specifications.

Some of you took the opportunity to send in comments beyond those requested in the survey. I appreciate the time you took to do this, and wish that the time were available to individually respond to each of you. The survey was criticized for being biased towards both extremes—in reality an indication that it was fair. It was also faulted for not providing space for additional comments. Obviously, since a large number of responses were anticipated, the length of time required to read and compile the results of such comments would have been prohibitive.

Your Board of Governors, Measurer and Measurement Committee are committed to supporting the will of the Association. The so-called "silent majority" has spoken. Now that direction has been given by the membership, let's stop this rigging bickering—in Scots n' Water and elsewhere—and get down to sailing. After all, above all else, it's getting out on the water and racing that makes each of us better and more competitive sailors.

Note: In the following tables, respondents are designated by group as follows (during last five years):

- Group A No participation in district, regional, Mid-Winter or North American Championships
- Group B Participation in up through district championships
- Group C Participation in at least one Mid-Winter or NAC

COPY OF QUESTIONNAIRE FROM WHICH THESE RESULTS WERE COMPILED

PLEASE RETURN THIS WITH YOUR DUES STATEMENT:

FSSA MEMBERSHIP OPINION SURVEY

10-1-80

The FSSA Measurement Committee and Board of Governors are reviewing the current class rules pertaining to rigging and sails. We would appreciate your opinion on the subject. Please supply the information requested below and return along with your 1981 membership dues. IMPORTANT NOTE: This is an opinion survey only, not a binding vote. Any proposed revisions in Class specifications will of course be voted on in the normal way - - a proposal from a fleet is studied by the Measurement Committee which passes it on to the Board with recommendations. Proposals approved by the Board are voted on by the membership at the Annual Meeting (through fleet votes). Only those proposals approved by the membership are enacted.

PLEASE RETURN THIS QUESTIONNAIRE WITH YOUR DUES STATEMENT

NAME: _____ HULL NO.: _____ FLEET NO.: _____

YEARS FSSA MEMBER: _____ PRIMARILY: RACE _____ PLEASURE SAIL _____ BOTH _____

NO. OF DISTRICT CHAMPIONSHIPS PARTICIPATED IN DURING THE LAST 5 YEARS: _____

NO. OF MIDWINTER CHAMPIONSHIPS PARTICIPATED IN DURING THE LAST 5 YEARS: _____

NO. OF NAC'S PARTICIPATED IN DURING THE LAST 5 YEARS: _____

DO YOU BELIEVE THAT THE CURRENT FSSA RULES GOVERNING RIGGING AND SAILS ARE:

	STANDING RIGGING	RUNNING RIGGING	SAILS
TOO RESTRICTIVE	___	___	___
ABOUT RIGHT	___	___	___
NOT RESTRICTIVE ENOUGH	___	___	___

IF YOU FEEL THAT STANDING RIGGING AND/OR SAILS RULES ARE NOT RESTRICTIVE ENOUGH, LIST THOSE AREAS NEEDING ATTENTION: _____

IF YOU FEEL THAT RUNNING RIGGING RULES ARE NOT RESTRICTIVE ENOUGH, MARK THOSE AREAS LISTED BELOW WHICH YOU FEEL NEED ATTENTION:

___ NO. OF FITTINGS ___ COST OF FITTINGS ___ LOCATION OF FITTINGS
 ___ PURCHASE POWER OF EXISTING ARRANGEMENTS
 ___ OTHER (PLEASE EXPOUND): _____

HOW DO YOU REGARD THE FLYING SCOT AS A ONE-DESIGN BOAT IN THE SENSE THAT IT IS THE ABILITY OF THE SKIPPER AND CREW THAT WINS RACES, AND NOT THE BOAT, ITS EQUIPMENT OR SAILS?

___ STRICT ONE-DESIGN ___ MODERATE ONE-DESIGN ___ NOT TRULY A ONE-DESIGN
 ___ ON THE PATH OF BECOMING A "GOLD PLATER" THANK YOU ! ! !

**Table I
Respondents**

Group	Number	Percent	Avg. Yrs. FSSA Member	Race	Pleasure Sail	Both
A	465	58%	6.2	17%	37%	46%
B	169	21%	6.7	42%	4%	54%
C	166	21%	7.9	63%	1%	36%
Overall	800	100%	6.6	32%	23%	45%

**Table II
Equipment and Sails**

Group	Too Restrictive	About Right	Not Restrictive Enough
Standing Rigging			
A	2%	90%	8%
B	1%	93%	6%
C	3%	91%	6%
Overall	2%	91%	7%
Running Rigging			
A	3%	72%	25%
B	6%	71%	23%
C	8%	60%	32%
Overall	5%	69%	26%
Sails			
A	1%	89%	10%
B	0%	94%	6%
C	1%	82%	17%
Overall	1%	88%	11%

**Table III
Perceived Problem Areas**

(Of the 191 respondents [26%] stating running rigging is not restrictive enough)

Group	Percent in Category	Number of Fittings	Cost of Fittings	Location of Fittings	Purchase Power
A	25%	75%	21%	70%	25%
B	23%	70%	27%	65%	30%
C	32%	71%	12%	69%	37%
Overall	26%	73%	19%	69%	29%

**Table IV
Concept of Flying Scot as a One-Design**

Group	Strict	Moderate	Not Truly	"Gold Platter"
A	52%	34%	0%	14%
B	43%	48%	2%	7%
C	45%	42%	3%	10%
Overall	49%	39%	1%	11%

Current FSSA Running Rigging Specifications

(See FSSA Handbook)

5. RUNNING RIGGING is optional except that:
 - a. Boom must be capable of being roller reefed.
 - b. No locking device aloft for the halyards is permitted. Weight of sails must be carried on the halyards while sails are set.
 - c. Main sheet tackle blocks must be affixed to end of boom and rudder-head, respectively. Lead of handling end of sheet optional providing (a) above can be complied with.
 - d. Jib sheets must be led from blocks or fairleads on tracks not to exceed 20.5 inches located 16 inches plus or minus one inch abaft the forward edge of the cockpit on the coaming. The blocks or fairleads shall be attached directly to the deck track slide and the distance between the bearing surface of the sheave and an extension of the back of the seat shall not be greater than two inches with the block held at its maximum inboard position. It is prohibited to install any system which alters the line of the jib sheet between clew and fairlead. Location and type of winches and cleats optional.
6. GOOSENECK FITTING must be suitable for roller reefing. Foot of mast to top of boom (projected to mast) not less than 24 inches. Sliding gooseneck not permitted.
7. MISCELLANEOUS FITTINGS AND HARDWARE as shown in Official Plan, are recommended, but not required.
8. OUTHAUL CLEAT ON BOOM may be of any design and located at any convenient location along the boom. The outhaul may be adjusted by any simple means other than the use of such mechanical devices as winches or worm gears. The sides of the after one-third of the boom should be without any protrusion that might catch the rigging of another boat.
9. BOOM VANG may be used, design and method of control is optional, except that it may not be attached to a traveler on a track and the use of winches, metal cables and/or rods is prohibited.

Dave Batchelor argues for minimum controls on current running rigging

by Dave Batchelor

I was asked to publish the amendment I'll present to Fleet 27 to indicate that views other than those already approved by fleets 31 and 43 are in the works. As you can see from these amendments the conservative faction of our membership is organized and gaining more strength than is recognized. They will not be deterred by the results of the Chief Measurer's survey which shows that 69% of the respondents feel that our specifications on running rigging are "about right." These amendments will eventually be voted on and I believe the best defense against them is a clear alternative that the "silent majority" can agree on. My amendment is presented as a possibility and it would accomplish several things—simple as it is.

First it would give the Chief Measurer constitutional authority to rule against any new item of running rigging that the class does not wish to allow by listing the allowable items. If you'll add main and jib halyards of wire on captive winches, similar to those supplied by the builder, you'll probably cover 99% of the rigging currently used. He has never had authority to rule out any item that can clearly be defined as running rigging and rulings such as those against barber haulers and twings have been allowed to stand because they represent the intent of the class. Let's do it properly.

One of the major concerns of the conservatives is that the optional status of running rigging will be used to "develop" a breakthrough system. I believe such status is intended to allow for the personal preferences we cherish so much, and the second part of my amendment provides safeguards that would allow limitations of systems that can be shown to give significant performance advantages, or are grossly unsafe. The most important part of this amendment is that changes can and should only be made on the basis of facts and not philosophical whims. Philosophies should be used in formulating the original specifications, with the assistance of the designer if requested, and not—repeat not twenty plus years and 3600 boats later.

I'll let you know how my fleet votes, but consider such an amendment for your fleet if you are in the "silent majority."

Dave Batchelor's proposal:

5. RUNNING RIGGING items listed below are the only ones permitted on the Flying Scot.

- Main sheet (Art. S-III, 5a & 5c)
- Jib sheets (Art. S-III, 5d)
- Outhaul on boom (Art. S-III, 8)
- Boom vang (Art. S-III, 9)
- Centerboard pennant (Art. II, 4)
- Spinnaker halyard
- Spinnaker sheet & guy
- Spinnaker pole lift/downhaul system
- Cunningham (Luff tension control only)
- Mainsail reefing system

Design of the rigging is optional except as covered elsewhere in these specifications (indicated in parenthesis), and subject to the following restrictions.

- a—unchanged
- b—unchanged
- c—unchanged
- d—unchanged
- e—No item or system will be permitted which can be clearly shown to represent a serious safety hazard.

f—Any limitation of the optional status of any part of running rigging granted above must be based on clear evidence that it has a significant effect on performance. Such changes would be made by amendment of these specifications as described in Art. XX, 3. Clear evidence is defined as verifiable comparison data or a preponderance of testimony from experts outside the class as to the performance advantage achievable with a given system of running rigging.

Fleet 43, Fleet 105 and Fleet 114 propose identical running rigging amendments. Fleet 31 proposes a slightly different amendment.

(These amendments are now being reviewed by the Chief Measurer)

TO: Flying Scot Sailing Association
FROM: Fleets 43, 105, 114
RE: Amendment to Flying Scot Sailing Association Specifications

Fleet 43, by fleet action taken on February 15, 1981, proposes:

To remove from Specifications Article S-III, Spars and Rigging, the Sections 5, c and d; 7, 8 and 9, and to substitute as follows:

Section 5. Running Rigging shall conform to the Official Plan (revised March, 1981), with no options, exceptions or additions other than as enumerated.

c. Main Sheeting

The main sheet tackle blocks shall be affixed to the boom-end swivel and the rudder head. Options permit a wire extension between the rudder head and the becket block; a readily removed mid-boom block and a swivel block with a quick-release cleat in place of the standard snubbing winch. For reasons of safety only one of the blocks may be of the ratchet type.

d. Jib Sheeting

Jib sheets must be lead from blocks or fairleads on deck tracks located on the coaming at least 15 inches abaft the forward edge of the cockpit. The blocks or fairleads shall be attached directly to the deck track slide, and the distance between the bearing surface of the sheave and an extension of the back of the seat shall not be greater than 2" with the block held at its maximum inboard position. It is prohibited to install any system which alters the line of the jib sheet between clew and fairlead. Options: from the block the sheet may be lead to a snubbing winch or ratchet block on the side deck, or it may be cross sheeted. A cleat may be installed on the weather coaming for use instead of the standard coaming jam cleat.

e. Centerboard

The centerboard line may be lead from the centerboard winch through the fairlead to the standard wooden cleat as shown; or to a cam cleat with fairlead, the location of which is optional. No other options are permitted.

f. Boom Vang

The vang shall be rigged as shown, with a block riding on the nylon bridle, a double block with integral cleat and a single becket block attached to a slide on the boom track. Maximum power,

3:1. The method of cleating is optional.

g. Outhaul

The outhaul may be adjusted by any simple means other than the use of devices such as winches, worm gears or Highfield levers. Maximum purchase, 4:1. The cleat may be located at any convenient place on the boom, but the after seven feet of the boom must be without any protrusion which might catch the rigging of another boat. No block may be attached to the cringle of the mainsail.

h. Cunningham

The cunningham hardware may be any simple type (with no winches, worm gears, or Highfield levers), maximum mechanical advantage 4:1, with all hardware to be mounted on the mast.

i. Topping Lift

The Official Plan shows a pad-eye on the mast through which the lift line passes, and a cleat at the foot of the mast. Options may include a block at the pad eye, a down guy (cleat location optional), a through deck fitting, a turning block on the mast stanchion and a cleat aft, location optional.

j. Spinnaker Halyard

The Official Plan shows a pad-eye on the mast. Standard practice is to use a double-ended halyard with a snap hook each end snapped into rings at the chain plates when not in use, and a cleat on the mast stanchion. Options may include a block at the pad-eye, a through deck fitting, a turning block on the mast stanchion, 1 or 2 cleats, location optional.

k. Spinnaker Sheet and Guy

The Official Plan shows chainplate hooks (captive hooks permitted), fairleads on the aft deck and cleats on the aft deck, location optional. Standard practice is to cleat the guy around the cleats on the side coamings. Options may include blocks (plain or ratchet) at, or in place of, the fairleads, and/or turning blocks (plain or ratchet) mounted on the side decks amidships (but with only one pair of ratchet blocks to be used in the system).

Fleet 31 has proposed this amendment:

1. Specifications Article S-I, second paragraph, to be amended to read:

"It is intended that there shall be no significant change in hull, rudder, centerboard, rigging and spars from the original design as prepared by Gordon K. Douglass and no lightening of existing parts. The Association reserves the right to declare ineligible any boat which does not conform to the spirit as well as the letter of all rules and regulations."

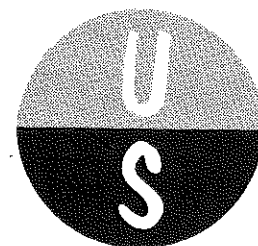
2. Specifications Article S-III, fifth paragraph, to be amended to read:

"RUNNING RIGGING shall conform to the Official Plan to the extent delineated thereon and shall conform to the following:

a. & b.—unchanged from existing—see page 10 this issue.

c. through k.—same as Fleet 43 proposal above.

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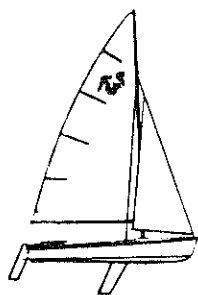


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Regatta Schedule

July 11-12—Midwestern Districts, Crab Orchard Lake, Carbondale, IL, Fleet 30, Crab Orchard Lake Sailing Club. (Contact K.E. Tempelmeyer, 1 Pinewood, Carbondale, IL.)

July 11 & 12—"Great Scot Regatta", Edgewater Yacht Club, Cleveland, Ohio. Contact Paul Nickerson, 6403 Luelda, Parma, Oh. 44129. Phone 216-749-1481.

July 11-12—Oriental Sailing Social, Oriental, NC, sponsored by Flying Scot Fleet 27. (Contact Robert Murdock, 1404 Oakland Ave., Durham, NC 27705, Tel. 919-286-0093.)

July 18-19—Prairie District Regatta, Windycrest Sailing Club, Tulsa, OK. (Contact Peter M. Vogel, 212 E. 25th St., Tulsa, OK 74114. Tel. 918-743-0871.)

July 18-19—1981 District Championship, Crystal Lake, Crystal, Michigan. Crystal Sailing Club. (Contact Joseph H. Hollander. Phone 517-487-6566. 200 Washington Square, North, Lansing, MI 48933.)

July 25-26—Central N.Y. Yacht Racing A, Red Jacket Yacht Club, Cayuga Lake, NY. (Contact Cynthia Rea, 924 Nottingham Rd., Jamesville, NY 13078. Phone 315-445-0194.)

July 25-26—Capitol District Championship, Maryland State Championship, Deep Creek Lake, Maryland. (Contact Harry Carpenter c/o Gordon Douglass Boat Co., Inc. Route 4, Drawer AB, Oakland, MD 21550., Tel. 301-334-4848.)

July 31-Aug. 2—Duxbury Yacht Club Midsummer Series. 5 Races. Contact Ham Bowman, (617) 326-4255.

August 1-3—Junior North American Championship, Lake Norman. (To be sailed if 5 participants register by July 1.)

August 1-7—North American Championship, Lake Norman, North Carolina, Fleet 48. For chartering contact George Schildroth, 821 Fieldstone Rd., Mooresville, NC 28115. (NAC Chairman is Hallam Walker, P.O. Box 2185, Davidson, NC 28036. Phone 704-892-1276.)

Aug. 7, 8, 9—Northeast District Championship. 5 races. To be sailed in conjunction with the Buzzards Bay Regatta and hosted by Beverly Yacht Club, Marion, Mass. Contact Chuck Winans (Home) (617) 785-0340, (Office) (617) 434-8616.

Sept. 7-8—Lake Massapoag Fall Windup at Sharon, Mass. Contact Mike Kiely, (617) 326-1844.

Sept. 12-13—Glimmerglass Regatta, Otsego Sailing Club, Cooperstown, NY. (Contact Cynthia Rea, 924 Nottingham Rd., Jamesville, NY 13078. Phone 315-445-9194.)

Sept. 12-13—Regatta, Potomac River, SA, Upper Bay (President's Cup).

Sept. 12-13—President's Cup, Potomac River Sailing Association.

Sept. 26-27—Autumn Regatta—Invitational, Skaneateles Sailing Club. (Contact Cynthia Rea, 924 Nottingham Rd., Jamesville, N.Y. 13078. Phone 315-445-0194.)

Sept. 19-20—Greater New York District Championships, Hempstead Bay Sailing Club (Fleet 46). (Contact Joe Alter, 516-481-0731 or 516-446-8600.)

Oct. 3-4—Virginia Inland Sailing Association (VISA), Smith Mountain Lake, Roanoke, Virginia.

Oct. 10—Last Chance Regatta—Richmond, Virginia. Contact: Bill Giles, 9514 Beckham Dr., Richmond, Virginia 23235.

Nominating Committee nominates 1982 Slate of Officers

(addresses not shown are on back cover)

Nominating Committee:

- Robert Vance, Commodore
- William V. Singletary, M.D., Immediate Past Commodore
- Robert Hellendale, Elected member of Nominating Committee
21 Shoal Point Lane
Riverside, CT 06878

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- President—Allen M. Douglas, 1981 1st V.P.
- 1st V.P.—Thomas F. Ehman, 1981 2nd V.P.
- 2nd V.P.—Hallam Walker, 1981 Treasurer
- Secretary—Robert P. Mackenzie, 1981 Secretary
- Treasurer—E. Paul Moore
317 Country Club Drive
Ballwin, MO 63011
- Measurer—Lawrence Taggart, 1981 Measurer
- Editor—Paul C. Newton, III

Flying Scot North American Championship Regatta Schedule August 1-7, 1981, Lake Norman, N.C.

Fri., July 31	Afternoon and evening. Club open for early arrivals.	Mon., Aug. 3	0900 1000	Skippers Meeting. Clubhouse. Warning, Race 1. Further race times to be announced. FSSA Annual Meeting. Clubhouse. Time to be announced. Evening open.
Sat., Aug. 1	0900-1700 Registration and Measuring. Clubhouse. 1230 Junior NAC Skippers Meeting. Clubhouse. 1330 Junior NAC Races 1 and 2	Tues., Aug. 4	0830- 1800 1900	Standby for races. Cash Bar. Clubhouse. Dinner. Clubhouse.
Sun., Aug. 2	0900-1600 Registration and Measuring. 0830 Standby for Junior NAC Race 3. 1300 Executive Committee Meeting. Clubhouse. 1430 Board of Governors Meeting. Clubhouse. 1500 Tentative Warm-up Race. 1830 Complimentary Welcome Party. Beer and Supper. Clubhouse. 1930 Board and Officials Dinner	Wed., Aug. 5	0830- 1800	Standby for races. President's Party for all participants. Clubhouse.
		Thurs., Aug. 6	0830	Standby for races. Evening open, Standby for races.
		Fri., Aug. 7	0830- 1800 1900	Awards Party complimentary to participants. Cocktails. Clubhouse. Awards Ceremony.

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Flying Scot North American Junior Championship
August 1-2, 1981
Lake Norman, NC

Skipper _____ Age _____

Crew _____ Age _____

Crew _____ Age _____

Skipper Address _____

City _____ State/Zip _____

Sail Number _____ Fleet Number _____

Eligibility: Skipper and crew must reach 13th birthday but not 18th birthday in 1981. FSSA membership required.

No entry fee. Registration form must be received by 1 July 1981.

Mail to:

Catherine Walker
P.O. Box 2185
Davidson, NC 28036

Registration Form

1981 Flying Scot NAC
August 1-5, 1981
Lake Norman YC, NC

Skipper _____

Address _____

City _____ State/Zip _____

Sail Number _____ Fleet Number _____

Camping at club? _____

Registration Fee: \$60.00. Make check payable to FSSA 1981 NAC. Mail form and check to: Catherine Walker
P.O. Box 2185
Davidson, NC 28036

Want to charter a Scot for the NAC? Contact: George Schildroth
821 Fieldstone Rd.
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See FSSA Bylaws, page 18 in new handbook for chartering regulations.

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