

Scots n' Water

March, 1982
Volume XXIV
Number 2

Cap'n Ted Ward, his wife, Dot, and Bob Murdock
enjoying a late January sail.



NC 8085 AG

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Editor's note to the FSSA membership

I am revising the issue dates of *Scots n' Water* to the following:

Issue Date	Membership receives copy:
January-February	First two weeks in January
March	First two weeks in March
April-May	First two weeks in April
June	Last two weeks in May
July	First two weeks in July
August-September	First two weeks in August
October	Last two weeks in September
November-December	First two weeks in November

Scots n' Water is our magazine. It is as good or as poor as we make it. Please keep me informed of your Fleet activities (newsletters would be most helpful), regattas, cruises, rigging ideas, sailing techniques, etc., so that the whole class may benefit. *Scots n' Water* always needs good black and white pictures. Try to arrange for a photographer at your events; if a newspaper covers your regatta, try to obtain some of its photographs. Send negatives or prints; either is fine; both are preferred. They will be returned, perhaps belatedly, but returned nevertheless. In addition, let me know what you think of our magazine and ways in which it can be improved.

Letters

Flying Scot Sailing Association
Attn: Mr. Ed Eubanks

Gentlemen,

Greeting from Fleet 148, Stony Lake, Ontario. You'll be hearing more and more.

No. 1 crew 'Stony' Stone and I have been promoting Scots at Stony Lake Yacht Club and we finally hit pay dirt last September at our annual prize giving bash. We won the club championship and 5 converts. This summer we will have 9 Scots on Stony Lake. From '65 to '79 there was one lone Scot, 'Spindrift,' my FS693. Found 2 boats for my wife's brothers in '80 and their enthusiasm helped sell John Fisher who bought FS442 last summer from an old friend of mine who lacked a good place to sail her.

That soaked up all the old Canadian boats I knew of so I had to find a Canadian builder if the fleet was to grow. Henry Vehrs at The Shark Shop, St. Catherines, Ontario, said he would tackle it if I could produce 5 buyers and a mould. I got my 5 buyers confirmed and I can't praise Gordon Douglass Boat Co. enough for the understanding and timely help of Eric Ammann and his wife. Eric provided the mould, visited Henry, had Henry visit Deep Creek to learn his techniques, revealed his costs and helped in every way to set Henry up so he could come up with a first class Scot at a realistic price.

The first boat has been produced already and will be exhibited January 8-17/82 at the Boat Show in Toronto. Eric Ammann will be here to help us promote the class.

Fleet 148 will be sending in 1982 dues for new and old members shortly and will alert you ASAP the dates of our Visitors' Cup 5-race weekend series so any Scotters in the N.Y.-Ohio-Michigan vicinity can challenge us on beautiful Stony Lake this summer. By 1983 we hope to host a Canadian National Championship Regatta open to all Scotters. We want support and publicity from you and *Scots n' Water*.

MacKenzie Dickson
Captain—FSSA Fleet 148

Dear Editor:

Somehow it seems that most of the articles and/or commentary in *Scots n' Water* deal, in one form or another, with the controversy regarding the rigging standards applied to the Flying Scot, and the degree to which the boat should be uniformly designed and sailed.

This matter has weighed greatly on my mind—particularly as regards items that have never been discussed that relate to equalizing the competition. There are a great many options open to competitors that can enhance their ability to finish which are certainly not available to everyone, and I would like to comment on some of those that seem the most important!

1. No colored coded ropes should be added to the rigging of any Flying Scot. This is certainly a "go-fast" gadget. Just because some sailors can afford to spend more on ropes than others, it does not seem proper for them to have an unnatural advantage in this respect. Furthermore, there are certainly excellent sailors who by act of God are color-blind, and it is inconceivable that we should discriminate against those with infirmities beyond their control.

2. No sunglasses should be allowed. Whether the day is cloudy or whether we are blessed with bright sunlight, the heavens to which we are subjected in a given race are the same for all of us who have need to look upward. Does it seem proper that those who can afford Polaroid should gain at the expense of those who cannot? This would appear to be most unsportsmanlike conduct, and if we are to sail as equals, no one's squint should be any more or less painful than anyone else's squint under the same circumstances.

3. No telltales or mast pennants should be permitted. Mast pennants and telltales come in all shapes, sizes and locations. Some are long; some are short. Some are metal; some are cotton. Some are located on sails; others are located on shrouds. If no competitive advantage should be gained through manipulation of the rigging, it naturally follows that all of us should sail with no recourse to a "go-fast" device such as a telltale. Certainly, no one could argue that the advantage gained by those who use 360 degree Wacos is not as great as the advantage gained by those who use telltales!

4. No smoking should be allowed on any racing boat. This is

(continued on page 4)

Caveat Emptor

(If you have a Flying Scot or Scot equipment to sell, we'll be glad to advertise it in *SCOTS N' WATER*. The charge is \$5 for each insertion, and the deadline is the 1st of the month prior to the month of publication. Send copy (max. 50 words) and check to *SCOTS N' WATER*, 619 Yarmouth Rd., Raleigh, NC 27607.)

FS 2124—Douglass, 1972. White hull & deck, red water line. Always dry sailed. Aluminum trailer, Harken blocks, motor bracket, full boat cover (new). Lifting bridle. C.D. Wheelchel, 9033 Bay Cove Ln., Jacksonville, Florida 32217. \$3,800.00. 904-733-7010.

FS 2611—Douglass, light blue hull (nearly perfect condition), off-white deck, Schreck main, jib and spinnaker, dry sailed. Fleet champion 1976-1980. Trailer. \$5,000. Pete Condo, 6778 Brandon Mill Rd., Atlanta, Ga. 30328 (H) 404-252-4270, (O) 404-252-1523.

FS 1664—Douglass, light blue hull; two (2) sets of used sails. All spinnaker gear, lifting bridle and much more. Brand new full length boat cover (\$240). Dry sailed. \$3,000. Great trailer. David A. Mayfield, III, 1522 Roberts Drive, Jacksonville Beach, FL 32250. (904) 241-2431.

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Regatta Schedule

March 30-April 3—1982 Midwinter Championships. See registration form on page 9 of this issue. Contact: Allen M. Douglas, 904-785-7500 if you have questions.

April 24, 25—First Fleet 150 Regatta. Orlando Yacht Club, Lake Conway, Orlando, Florida. Contact: Clinton Smith, 649 Sandpiper Lane, Casselberry, Fla. 32707, 305-831-3871 (evenings). (See article on page 9 of this issue.)

June 26, 27—Flying Scot 25th Anniversary Regatta. See advertisement on page 3 of this issue.

August 8-13—1982 North American Championship, Tabor Academy, Marion, Mass. Contact: Chuck Winans, 15 Rolling Lane, Dover, Mass. 02030.

Sometime in November—Sandy Douglass Regatta, Rudder Club, Jacksonville, Fla. Contact: Mr. David Mayfield, 904-241-2431.

Scots n' Water

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Cincinnati, Ohio 45202

(continued from page 2)

not only unhealthy, but is a camouflaged telltale and is simply a sneaky way of taking unfair advantage of other competitors. In addition, the "pungent" aroma that is often inflicted upon other sailors who have the misfortune to be nearby is highly debilitating to those with oversensitive olfactory membranes, and is simply un-Corinthian in its implications. It would be far less damaging to allow a competitor to use a clothes line retractor than to allow him to asphyxiate the occupants of a leeward boat.

5. No stop watches should be permitted to be used during a race. If under-the-deck spinnaker sheets are more advantageous than standard spinnaker sheets, certainly it would appear that the outcome of the race could be even more affected by the quality or availability of stop watches—and even more so because many sailors cannot afford a stop watch at all. The time gained through the use of other "go-fast" gadgets is absolutely nothing compared to the unfair advantage gained at the starting line by those with the latest in digital technology.

6. Sailing gloves should be prohibited. It's bad enough that some of us have large hands, some have small hands, some have horny hands, and some have tender hands. But it's even worse to inject such a blatant "go-fast" gadget as sailing gloves. Sailing gloves give unfair advantage to some, and leave others with unrewarded blisters. If the mechanical advantage of a boom vang is to be the same for all sailors, then the mechanical advantage for main sheets and jib sheets should also be the same. That mechanical advantage is materially prejudiced directly in proportion to the amount and quality of cowhide grasping the ropes! Sailing gloves are contrary to a one-design spirit and should be declared illegal.

7. No bikini bathing suits or other scanty attire should be permitted. Of all the abuses in one-design sailing, this is perhaps the worst. Does it seem right that a well-meaning competitor who is known for sailing excellence through concentration should be

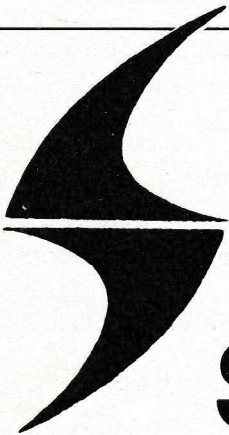
unduly distracted by insidious means at crucial times during the race? The closer the competition, the worse the implications! This type of conduct, if not controlled, can result in unnecessary physical damage to boats as they bump and crash together due to the temporary derangement of the skipper. There is no question that anyone who considers this matter thoroughly will agree that a standard of one-design dress decorum will add immeasurably to one-design sailing.

8. No drinking of beer should be permitted by any competitor for at least two hours before a race begins until its termination. A sailor should wish to finish as rapidly as possible *only* because of his desire to fairly win a race. The digestion of suds can cause a chemical reaction resulting in an *unnatural* desire to finish the race course in the shortest possible period of time—at any cost and without regard to the Corinthian spirit of gentlemanly conduct. Sober reflection leads to the undeniable conclusion that the true competitive spirit is better reflected through winning for winning's sake—and finishing for finishing's sake! Six packs in can or bottle are not conducive to a true and unblemished reason for the fastest time and should be abolished!

I hope that those who read this article will agree that a uniform approach in the above areas has been badly lacking and is needed immediately if our future one-design racing is to be as all of us would like. Fellow sailors, let us band together to lobby the officers of our Association to present each of the above for full discussion at the next Annual Meeting of the Flying Scot Sailing Association. United we stand, in one-design spendor!

Respectfully,

Julian A. Magnus
Fleet #1
Cincinnati, Ohio



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We also provide the best service available. Give us a call . . . or look for us on the regatta circuit.

Dear FSSA:

I would like to thank you for allowing us to hold the Flying Scot Junior North Americans this year. It was a great success. We had nineteen boats in attendance, and to my knowledge that is the largest number of participants to enter this regatta.

The finishes were:

- 1st Scotty Sonnier, Fleet 96
- 2nd Bishop Steiffel, Fleet 98
- 3rd Paul Christman, Fleet 96
- 4th Eldon Harvey, Fleet 96
- 5th Keith Andrews, Fleet 96

I have a suggestion that the Flying Scot Junior North Americans be held in the southern area of the country (G.Y.A.) more often because it seems the Junior programs are not as active in other areas of the country.

Sincerely yours,

Peter Merrifield
Jr. Vice Commodore, BWYC

To: Allen Douglas
President, FSSA

Dear Allen:

The Running Rigging Issue is divisive! The "6 fleet amendment" is even more divisive! Much as we dislike, we must disagree with Sandy Douglass when he says, "The amendment is sufficiently liberal to permit the use of most of the running rigging in use today" (SSW Oct. 1981). You have not heard specifics from Fleet 1 on the rigging issue because we could not get an effective consensus to endorse a fleet letter and, I suspect, most other fleets are in the same position. Fleet 1, Cowan Lake Ohio, has "exploded" from 3 & 4 on the racing line in 1976 to over 20 on the line this year. Many of the boats in our phenomenal increase were purchased, in good faith, from T.J. Sales (Tom Ehman) fully equipped with *legal* Wacos, extra purchase outhauls, extra purchase boom vang, internal spinnaker sheets, etc. My boat (2032) purchased over 10 years ago, came with a 4 to 1 boom vang *from the factory*. Now, the "6 fleet amendment" would make all that illegal. I don't want to buy a new boom vang rig just because the factory *now* puts on 3 to 1.

We want the freedom to make our boats *personal* and *convenient*. The "6 fleet amendment" attacks something *personal*. It violates the prime directive "Don't make unkind remarks about 1) My Boat and 2) My Wife—in that order."

I don't have a WACO on my boat; and I don't care that Chuck Hoffman has 3 WACOS. My boom vang is 4 to 1 and that's plenty *for me*. I don't care that Chuck H. has a 14 to 1 vang. I don't care if Bob Friedman has internal spinnaker sheets. And they don't care that I have my jib winches on my foredeck. And that's the point, we want our boats to be *personal*.

Heaven knows, there is ample precedence for "development" of the Scot. The Jib Tracks were shortened and the Rudder shortened. Thank goodness the Hexa-Ratchet came along and did away with those "butt-busting" hour glass snubbing winches. I

certainly have no objection if anyone wishes to choke themselves with end-of-boom sheeting. I only request that they do not object if I prefer the *disadvantage* of mid-boom sheeting. All of the above changes were done by the factory without "benefit" of specification change.

If it's *cost* of the gadgets that we're concerned about, then it's past time to do something about those \$500 per suit sails that some people are buying *each year* simply to "get the edge." And it costs a lot in gasoline (40 miles each way for us) to get in extra practice to "get the edge." And some people put their boats on \$500 lifts to keep them clean—"to get the edge." And what's wrong with trying to "get the edge"—as long as it's done in a Corinthian manner??

FSSA, we want the freedom to rig our boats so that a husband and wife team weighing totally less than 300 pounds can compete with the gorillas, without being *too* disadvantaged.

FSSA, we want to keep

- a) our internal spinnaker sheets!
- b) our extra purchase boom vang!
- c) our extra purchase outhauls!
- d) our Jib Sheet Hexa-Rachets on the *foredeck* (not the *side* deck as stipulated in the "6 fleet amendment")!
- e) our reel takeups on our single ended spinnaker halyards!

FSSA, we want to be given the information on what is safe and not safe and then we want the freedom to meet the *intent* of the specifications without being told precisely how to do it. Please! *No more* legislation!!

Ed Marcotte—FS2032—writer
Julian Magnus—FS3363
Adrian Boie—FS3561
Bob Friedman—FS2354
Chuck Hoffman—FS2835
(signed by the above)

Dear Editor:

Being only a Scot novice, I might ask some silly questions. What is that symbol in the Flying Scot logo? A Scotty dog? What is all that tape doing on the forward end of the cockpit of the North American Champion's boat photographed for your last cover?

Thanks for the answers.

Sincerely yours,

Al Rees, FS 1339
111 Ronald Blvd.
Lafayette, LA 70503

Editor's response:

Al, I've imagined the symbol to be the "l" sticking up, the "y" and "g" sticking down in the word "Flying." Perhaps someone will write in and enlighten both of us.

As for the tape, I asked Andy Klein previously about its use and was told that it kept the turn down of the deck from chafing his ankles when hiking. Apparently, his legs are long enough to permit him to use the underside of the foredeck as a "hiking strap."

GO FAST

Super Schreck Sails

Fast Flying Scot Sails, sails that make a difference, are now available at Paul Schreck & Co., Sailmakers. After years of testing, Paul Schreck has developed a suit of truly fast sails. Even racers who haven't quite mastered the fine points of tuning and trim have begun to win with these sails.

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Get the edge over your competition now with your own set of Super Schreck Sails.
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Name _____

Address _____

City _____ State _____ Zip _____

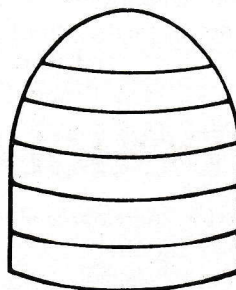
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Super Schreck Sails—Suit	\$497.00
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Please mark colors on the Spinnaker sketch.



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Recent information on 1982 NAC

To be held at Tabor Academy,
Marion, Massachusetts, August 8-13

by Paul Newton

Where to stay:

The first choice should be Tabor Academy itself. Tabor has dormitory accommodations for a limited number. How limited? We don't know yet, but rooms will be allocated on a first-come, first-serve basis to those who reserve early. But Tabor is not stopping at providing their overnight guests with rooms; they include in their plans a breakfast, not one of those dainty continental deals either, but a hearty, complete with scrambled eggs business, with all the trimmings. All this can be yours for a mere \$95/person for the week (Saturday night, the 7th through Friday night, the 13th), double occupancy. If you wish to insure a room for you and your crew, send the total amount to:

Chuck Winans
15 Rolling Lane
Dover, Mass. 02030

This is refundable if necessary.

The overflow from Tabor can be provided with dormitory rooms at Massachusetts Maritime Academy which is a 20 minute drive from Tabor Academy. Those residing at Mass. Maritime must fend for themselves for breakfast.

Or, should you wish to camp, there is a campground within 15 minutes' drive from Tabor. The rates are \$8.50/night for a camp-site with additional fees for utilities. Again, write to Chuck Winans if you wish to camp.

Junior NAC's

Plans are in the works to hold a Junior North American Championship on August 7th and 8th at Tabor Academy. The Northeast District has lined up at least 4 entrants to this regatta. So come early and bring your kids for a competitive sailing experience that can't be beat!

Flying Scots[®], whole or in part!

We build Flying Scots[®] to order . . .

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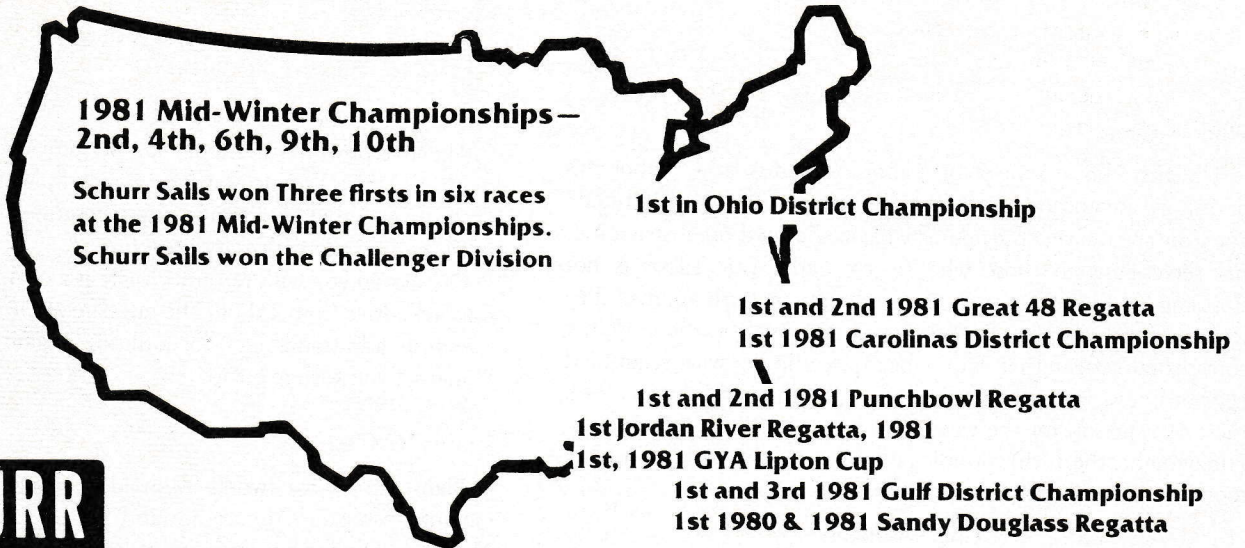
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GYA Lipton Regatta
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1st in Every Race
1st, 2nd, 4th, 5th, 6th



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New Orleans, LA 70124
(504) 283-4500

22960 Industrial Dr. W.
St. Claire Shore, MI 48080
(313) 776-1330

photo—Don Chamberlain '81

Jim Morrison ghosts to Championship of Tennessee-Kentucky Fleet 127

by Charles H. Byers

Under conditions reminiscent of the 1981 NAC's, the championship of the Tennessee-Kentucky Fleet (Fleet 127) was held on Labor Day weekend. The event, which was hosted by the Port Oliver Yacht Club, Bowling Green Kentucky, saw two days of breathless heat. It is to the credit of a persistent race committee that four races were held. In the first two races Jim Morrison of the Port Oliver Yacht Club conducted a clinic in light-air sailing, coming home with two "bullets." These, along with later high finishes, proved to be the best of the eleven-boat fleet. Jim attributes his success to his family crew (wife, Bev, and son, Jimmy) and nerves of iron.

Colin Dykes with consistent finishes in the top four captured second place. Ted and Florence Glass, visiting from Ohio, took third place. Having to return for a missing mark hardly put a dent in Ted's sunny good humor.

No.	Boat	Skipper	Crew	Finishes	Totals
1	2989	J. Morrison	Bev and Jimmy M.	1-1-4-4	9 1/2
2	2774	Colin Dykes	Christine D., T Murray	3-4-3-3	13
3	3617	Ted Glass	Florence Glass	2-10-1-2	14 3/4
4	3299	Bill Denes	Bill, John Laidlaw	5-5-9-1	19 3/4
5	----	D. Condra	Jodie C., Bill Jennings	9-2-2-8	21
6	3105	John Hoyle	Angie Holye	6-3-6-7	22

Fleet 150 to host first Scot Regatta on Lake Conway in Central Florida

Fleet 150, the newest Fleet in the Southeast will host its first annual regatta on April 24 & 25 on Lake Conway in Orlando, Florida. The regatta will be hosted by the Orlando Yacht Club, home of Fleet 150. We believe this will be the first Flying Scot regatta to be held in the Central Florida area.

Our clubsite is located on the southeast shore of Lake Conway. The facility includes a clubhouse and adequate parking and boat storage for all those who wish to attend. Our launching facility is a concrete ramp and we have about two hundred feet of white sand beach.

Lake Conway is one of the best sailing lakes in Central Florida. The lake is just over a mile in diameter and there is sufficient depth right up to the shoreline. In addition to the Orlando Yacht Club series races, many classes hold points regattas, district and regional championships, and midwinter regattas here. The National Weather Service records show the average wind to be southeast at 9.5 mph during the month of April.

On Saturday night we are planning a party that will feature a meal of pit cooked barbeque and an interesting program to follow. Sandy Douglass has graciously consented to be part of our after-dinner program.

For more information please contact our Fleet Captain, Clinton Smith at

649 Sandpiper Lane
Casselberry, Fla. 32707

or call 305-831-3871 (evenings).

Registration Form

1982 Flying Scot Mid-Winter Regatta
Panama City, Fla.
March 30-Apr. 3, 1982

Skipper _____

Address _____

City _____ State _____

Sail No. _____ Fleet No. _____

Division _____

Crew _____

Crew _____

Registration Fee \$35.00. (\$30.00 if you pre-register by March 21.)

Make check payable to:
Mid-Winter Regatta Fund

Mail check and form to:

Mrs. Betty Smith
P. O. Box 406
Panama City, Fla. 32401

"WALLY - INSURE MY FLYING SCOT WILL YOU"?

YOU SPECIALIZE IN SAILBOAT COVERAGE AND, YOUR POLICY IS REALLY DIFFERENT

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2. Every Trailer is insured for cash value up to \$500, except actual value trailers 1-3 years of age.
3. Hull, spars, sails, covers and all miscellaneous equipment is included except personal effects, for "All Risks" of loss or damage while racing, day sailing, trailing, and ashore in the United States and Canada. There is 12 months navigation.
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5. Optional \$300,000 protection and indemnity marine liability (including Longshoremen's and Harborworkers Compensation Act and the Jones Act) and \$1,000 medical payments for \$35.00 annual premium. Replaces limited homeowners liability.
6. This policy is available in most states where Flying Scots are sailed.

PLEASE PREPARE MY POLICY HERE'S THE INFORMATION

Effective _____ Telephone _____

Name _____

Address _____

City _____ County _____ State _____ Zip _____

Builder _____ Year Built _____

Skipper's Experience _____ Hull or Sail No. _____

Trailer Mfg. & Model _____ Year _____

Home Port _____ Is Boat Dry Sailed or Moored? _____

Describe losses past 3 Years _____

Mast Material _____ Mast Age _____

Is Boat age over 10 Years? _____ If yes, send detailed information on condition, etc.

Annual costs are as follows:

- Area 1: \$90.00** North Atlantic coastal and inland tributary waters from Eastport, Maine to Morehead City, North Carolina.
- Area 2 + 3: \$82.00** Inland lakes and rivers of the U.S. (except those in No. 6 below) and Great Lakes
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- Area 5 + 8 \$81.00** Pacific coastal and inland tributary waters.
- Area 6: \$81.00** Inland lakes and rivers of the U.S. in the states of Ala., Ari., Ark., Calif., Fla., Ga., Lou., Miss., N.M., N.C., Okl., S.C., Tenn., Tex.
- Area 7: \$90.00** South Atlantic coastal and inland tributary waters incl. Gulf Coast from Morehead City, N.C. to Mobile, Alabama.
- Area 7A: \$101.00** Dade, Broward, Palm Beach Counties, Florida
- Area 7B: \$110.00** Gulf Coast West of Mobile, Alabama

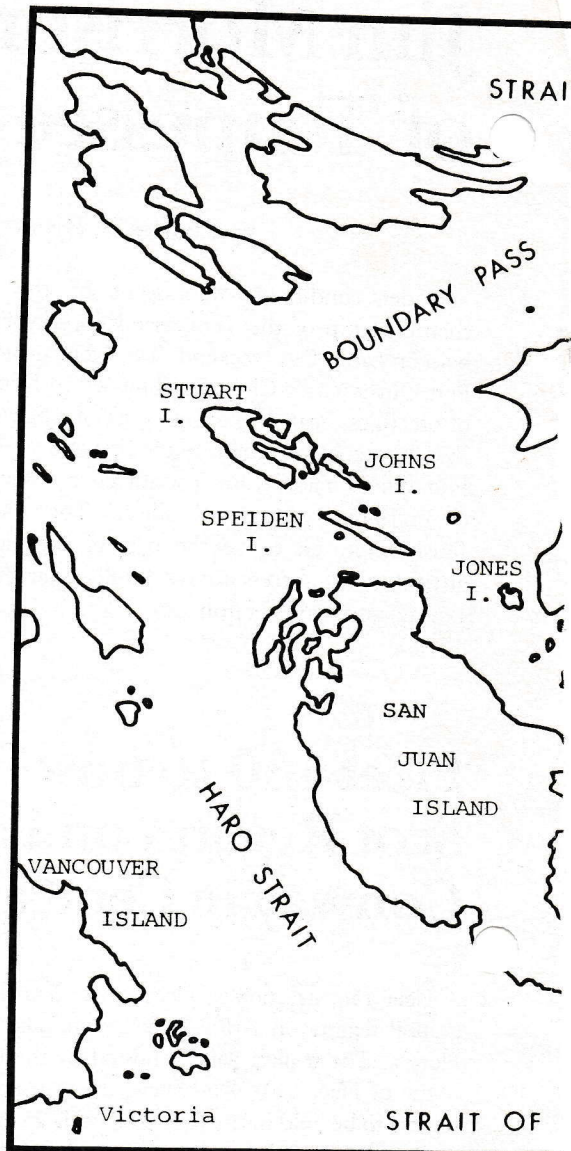
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ing Scots the Islands

Rees, FS1437

In the northwest of Washington is an archipelago of about 200 islands scattered in a cluster of about 22 nautical miles diameter. To the north and south are broad sheets of water, the straits of Georgia and of Juan de Fuca. To the east is the mainland of Washington, to the west across Haro Strait are Vancouver Island and the Gulf Islands of British Columbia. This is the summer playground, the San Juan Islands.

Here are 21 state parks, only 2 of them accessible by car (via ferry); the rest can be reached only by boat. Here are lush forests, wildlife refuges, expensive resorts, scattered farms, a few small towns and at least six marinas. This is a favorite destination of sailors of the Northwest.

At the end of August two Flying Scots of Fleet 100 cruised for a week among the islands. Our tour was planned as a fleet cruise, proposed by Jim Richards, fleet captain, who had toured the islands in his Scot the year before. The two Scots who made this cruise were 853, with John Baldwin and his son Jim of Tacoma, and 1473, with the author and his sons Mike and Andy of Seattle. Jim is a college student. Mike and Andy are 16 and 15.

Preparations were extensive, and combined those of cruising sailors and backpackers.

We planned to camp ashore each night, and therefore brought tents, sleeping bags, camping gear, and rations—largely canned goods. Since some islands lack water, we carried 7 gallons. Summers are warm and very dry in western Washington but the temperature falls abruptly with the coming of evening so we always carry sweaters and rainsuits.

Mooring floats and buoys in the San Juans are notoriously crowded in the summer so we gave much thought to beaching the boats overnight, but finally rejected it as impracticable because of the tides (about 10 feet). Having to be prepared to leave the boats at anchor John borrowed a tiny inflatable dinghy, and we brought along an anchor, charts, compass, lights, a fog horn, and a radar reflector, among our other sailing gear. Most important to this trip was an outboard motor, 2 gallon cans of gasoline, and oil to mix more, for summer is the season of calms.

Saturday, August 29, at 1155 we departed the boat ramp in Anacortes at nearly low water slack. The flood would be with us on most of our first leg, 8.6 miles to Obstruction Pass campground, Orcas Island. All our departures were timed with an eye to the current, and often taken on a compass course, because the islands look alike and it would be easy to take a wrong passage. Rosario Strait, here 3 miles wide, opened before us as we began to cross it diagonally. Ghosting along in a near dead calm we had a splendid view of Mt. Baker capped with snow towering over the eastern horizon.

We motored much of this passage though twice we sailed, or drifted, once under spinnaker. Slow though it was it gave us a chance to admire the islands, jacketed in deep green forests and dropping abruptly to the water. We passed Reef Point buoy close aboard and spotted Black Rock, white-capped with guano, from a distance. Andy trailed a fishline in the water.

About 1430 we entered Obstruction Pass. This channel, between Orcas and Obstruction Islands, is about 1 mile long and 1/4 mile wide, our campground being at the far end. Entering under power because the wind was calm and the current was against us, we ran out of gas. The current carried us back a few hundred yards after our motor stopped while I refueled the

outboard, and the Baldwins waited at the far end.

Rounding a point we found our campground. There were two mooring buoys, and surprisingly enough, one was vacant! Our Scot was promptly tied to it, and John's was beached, carrying the whole party and camping gear ashore. The narrow beach was made of loose gravel, and the pleasant campsites were in the woods and largely vacant. A couple with a canoe were camped on the beach. After making camp John rafted the two Scots to the one buoy and came ashore in the dinghy. We spent a leisurely evening around camp, prowling the beach, fishing, and paddling around in the dinghy.

Sunday at 1030 we were under sail again, this time for Jones Island, about 9.5 miles to the west. It was a beautiful day promising light but steady winds. We passed the entrance to East Sound and looked up that impressive inlet to see the huge mansion of Rosario resort, the former Moran estate. After stopping an hour in Orcas, a small town, for food and gasoline, we continued under sail.

From Orcas to Jones island, we could go either south of Crane Island, by Wasp Passage, or north, by Pole Pass. We elected north, for the excitement.

Pole Pass is 75 yards wide, according to the Coast Pilot. It looks much narrower, with rocky points on both sides. The current, near maximum flood, was pouring over a shallow sill. We tried to line up with the middle, under sail, with a light wind on our quarter. Abruptly we were swept to the side by the rushing water, over the rocky sill, through the narrows, and into the haystacks, the standing waves downstream from an obstruction.

Soon we were in sight of Jones Island, which is entirely a state park. We went to the northern anchorage, a deep cove with a mooring float and several buoys, where we squeezed into the last possible space at the float, again rafting the two Scots. A tame deer came looking for a handout as we made camp, very near the gravel beach and the pier.

We walked through the woods about half a mile to the south shore, where there are two shallow bays and three buoys, all occupied. The trees here were oddly deformed and twisted by the wind and the tops of the headlands were bare rock, inviting us to lie in the warm sunlight and enjoy the view. We could see over North Pass and the tiny Wasp Islands to Shaw Island, and across San Juan Channel the spreading bulk of San Juan Island. All kinds of boats were passing in all directions.

Returning to our camp for supper we watched late-arriving

boats anchoring and often moving, trying to make their anchors hold on short scope in the crowded cove. Perhaps a dozen yachts of all sorts spent the night at anchor or at mooring buoys, and eight or ten were tied to the crowded float.

Morning came with a gentle rain and light wind. By 1000 we were under sail for Stuart Island via New Channel, north of Spieden Island, dressed for rain and not uncomfortable. In about an hour we had crossed San Juan Channel (2.5 miles) and were off Green Point, the east end of Spieden Island. To that point we had been sailing across the ebb, which is south-going through San Juan Channel and west through Spieden and New Channels. Now Andy pointed out we were going backwards, pointing north and moving south, being carried into Spieden Channel at an alarming rate. Promptly we started the motor and headed north around Green Point and then rode the current under sail through New Channel and past the Cactus Islands.

From both east and north, at different times, Battleship Island came in view a few miles distant. It is astonishingly like a battleship of about 1900 and indeed at the first sighting I thought it was a warship.

Wind, rain, and current were failing as we approached Reid Harbor, Stuart Island. Reid Harbor is 1-1/2 miles long, straight and narrow with steep shores heavily wooded and gravel bottom at 5 fathoms, a fine anchorage. The state park extends across a narrow ridge to Prevost Harbor and has a mooring float and several buoys in each. Luck was with us and again we found space at the float.

The afternoon was spent under the cover of a rainfly at a table in the protection of a saddle on the ridge, waiting for the world to dry. At times we watched arriving yachts and scoffed heartlessly at the misadventures of one mooring under sail. We supped, comfortably enough, and pitched camp. A gale arose, without rain but blowing very hard from the east, straight up the harbor. Several more boats entered and anchored seeking the safety of the harbor. We were well protected at our campsite, but awakened in the night by the flapping of the rainfly as the wind rose further and veered south. John and Jim had to refasten the fly in the wind and the dark.

Tuesday morning was clear and dry, the storm having spent itself in the night. We left late, waiting for the flood, and peered out of the harbor to see if the wide waters were safe for such small boats as ours. The wind was light and westerly, the sun was bright and little wavelets were dancing on the water.



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Our destination was Sucia Island, about 12 miles northeast. We ghosted through Johns Pass, a short narrow passage between Stuart and Johns Islands, and set out on the broad expanse of Boundary Pass.

This was our finest day's sailing, a broad reach of twelve miles in a steady breeze.

South Pender and Saturna Islands stood sharp, steep and green, 3 miles to port, in Canada. Orcas Island with the rounded heights of Orcas Knob and Mt. Constitution dominated the horizon to starboard, but for a time we could see ten miles down San Juan Channel, thick with boats. On the port bow we had, for a time, a sea horizon in the Strait of Georgia, and later we could see Blaine 20 miles away on the mainland. A tanker and a container ship passed us a mile or two to port. The water was sparkling blue and we saw dolphins, and flocks of seagulls milling on the water, over fish I suppose, but Andy the inveterate fisherman could not catch any though we sailed through the flocks.

Late in the afternoon we entered Fossil Bay, Sucia Island. Sucia Island is entirely a state park. Shaped like a horseshoe and 1-1/2 miles across, it has seven bays and several close-by small islands, some of which are part of the park. There are two long mooring floats in Fossil Bay and perhaps 20 mooring buoys in various other scattered places. Like the other parks we visited Sucia is impeccably clean, kept so by the care of its visitors. It is a jewel of the islands.

Again we found the last slot at the float, rafted the two Scots, and chose a campsite near the pier.

After supper we walked and enjoyed the scenery. Sucia Island has more exposed rock than most of the San Juans, perhaps because the island is more exposed to the waves. The high ground is forested but the shores have been sculpted in bizarre shapes.

Wednesday was our layover day. We circumnavigated Sucia Island in John's Scot, leaving mine to hold our place at the float. This is a great advantage of sailing in company. A dinghy does not

hold a place for a yacht.

The day was beautiful but the winds were light. Finding ourselves unable to beat against the ebb we motored, past tiny Snoring Bay and into a channel, formed by South Finger Island, leading to Echo Bay, the inside of the horseshoe. The channel is perhaps 3/4 mile long and 100 yards wide, very straight and walled with cliffs rising sheer from the water. The cliffs have caves and benches formed I suppose at some higher stands of the sea.

"A seal!" Abruptly John killed the motor and we closed, very slowly under sail, with a seal lying on a bench, near the base of the cliff. The seal hardly looked up as we passed within 30 feet.

We saw another, and later on North Finger Island, a herd of 70 or more, which we passed at a greater distance lest we disturb them.

Crossing to the far side of Echo Bay we swung around the tiny Cluster Islands and through Ewing Cove, a narrow shallow passage between Sucia and Ewing Islands, with one mooring buoy, occupied by a small cabin sailboat. The bottom was largely weed, and perfectly visible through the crystal water. Ever so slowly and silently we sailed, at times through the weed rather than over it, and abruptly entered the open water north of the islands. This passage was for me a spot of exquisite loveliness.

The north and west shores are tall forests of bluffs rising from crystal blue water. We motored, nosing into Shallow Bay and Fox Cove and past the tall yellow cliffs of Ev Henry Finger on the way back to Fossil Bay, wishing we had another week to explore the island.

Thursday we parted company, for I had to return to Seattle, while John and his son could cruise for the weekend. He had a cabin reserved at Deer Harbor, a charming resort, so he and Jim returned to Jones Island, then to Deer Harbor, and to Anacortes.

Mike, Andy and I headed for Anacortes, leaving Fossil Bay at 1046 riding the ebb under power, the day being bright, clear, and

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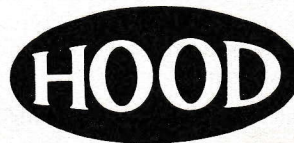
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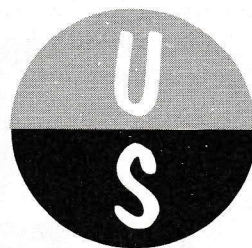
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(continued from page 13)

calm, our course southeast for Lawrence Point, the east point of Orcas Island. Once we tried to sail, but gave it up and motored, gradually closing with the long towering shore of Orcas Island.

The engine stopped just as we reached Lawrence Point, and before I could refill its tank we were carried past the point and into a breeze. A fine southerly was blowing up Rosario Strait! Up went the sails, and we were beating south, through a fleet of small boats fishing south of Lawrence Point. We took long tacks, over a mile back and forth across the channel.

Our weather was clear and fine, and our next turning mark, Tide Point on the west shore of Cypress Island, was in sight. But there was fog on the south horizon.

The breeze kept picking up. What a fine racing wind! We lunched, racing along, and watched the fog grow nearer. I had never sailed in fog, but felt prepared for it. There is very little shipping in Rosario Strait, except very close to Anacortes, where the ferries cross.

Approaching Tide Point the wind increased again, still steady but very strong. We put on sweaters, rainwear, and buoyant vests, put up the radar reflector and reefed. This Scot is rigged for quick slab reefing. I did not want to enter the fog with controllability of the boat in any question.

Past Tide Point we took short tacks, near the Cypress Island shore, and entered the fog about a mile to the south. The wind slackened somewhat. We shook out the reef and sounded the horn, and followed the shore.

Our passage through fog was brief, we were in the edge and out again in a mile. The fog bank now lay to the west and seemed sharp-edged and very opaque. We could hear the ferries hooting.

The final 3 or 4 miles were a tedious beat against a stiff wind and a rising chop. The current must have been against us, though we were not long past slack water, for we made disappointing progress.

We reached our ramp about 1620, not too cold, wet, or tired. We had made good 18.6 miles in 5 hours and a half, 8.4 miles under power, and 10.2 to windward under sail. This was our longest days' run.

Our total for the cruise was about 59 miles not counting the circling of Sucia Island. We wished it had been longer. Perhaps next year we will return. There are many more islands waiting.

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Fleet 27, second largest Fleet in FSSA, offers "compromise" rigging philosophy and accompanying amendment

(important points highlighted in heavy type)

Philosophy:

We the members of Flying Scot Fleet 27 adhere to the following philosophy of rigging for the Flying Scot class:

- I. **There should be sufficient rigging to enable:**
 - (a) weaker crews to compete equally as possible with stronger crews, assuming equal crew weight, and
 - (b) smaller-bodied crews to compete as equally as possible with larger-bodied crews, assuming equal crew weight.
- II. **There should be no more rigging than is necessary to satisfy item (I).** The Flying Scot not only is a racing sailboat but also should be a fun family daysailer. Many fittings which are a convenience to the racing crew are simply nuisances to the family out for a day's sail. Also, people looking for their first sailboat are frequently baffled by a lot of rigging and therefore tend to buy sailboats with less rigging. Further, if these prospective Flying Scot

owners think they might enjoy racing, then they certainly would consider purchasing a boat belonging to a class in which the boats are almost completely rigged for racing at the time of purchase. By allowing only the rigging necessary to satisfy item (I), the class ensures that the Flying Scot will be a simpler boat than its competitors and thus promotes its own growth. In addition, less rigging is less expensive and, at least for us, more aesthetically pleasing.

III. The optional rigging clause in the Flying Scot Sailing Association Specifications has permitted the development of many different rigging philosophies (i.e., "The middle crew should do this and the skipper should do that"). These philosophies, whether right or wrong, will be difficult to change. Therefore **any rigging specification change proposed now must allow considerable latitude and yet satisfy items (I) and (II).**

Proposed Amendment:

TO: Flying Scot Sailing Association
FROM: Flying Scot Fleet 27
RE: Amendment to Flying Scot Sailing Association Specifications

We the members of Flying Scot Fleet 27, by action taken on August 12, 1981, propose that the Flying Scot Sailing Association amend ARTICLE S-III-SPARS, RIGGING AND FITTINGS of its specifications as follows:

First—Rewrite Section 7 as follows:

7. Unless required by Section 5 of this article, miscellaneous fittings and hardware as shown on the Official Plan are recommended but not required.

Second—Remove Sections 8 and 9.

Third—Rewrite Section 5 as follows:

5. **Running rigging items listed below are the only ones permitted on the Flying Scot:**

Main sheet
Jib sheets
Mainsail outhaul on boom
Boom vang
Centerboard pennant
Spinnaker halyard
Spinnaker sheet and guy
Spinnaker pole lift/downhaul system
Mainsail luff cunningham (luff tension control only)
Mainsail reefing system
Wire jib halyard attached to winch halyard box
Wire main halyard attached to winch halyard box

- a. No change—leave as presently written.
- b. No change—leave as presently written.

c. Main Sheeting: The skipper may opt not to hoist his mainsail, in which case this section does not apply. The main sheet tackle blocks between which the main sheet shall obtain its purchase shall be affixed to the boom-end swivel and the rudder head. **A 3:1 purchase shall be used at all times.** Options are a wire extension between the rudder head and the becket block, a readily removed midboom block, and a swivel block with a quick release cleat on the centerboard trunk cap in place of or in addition to a snubbing winch. Only one of the blocks in this system may be of the ratchet type.

d. Jib Sheeting: The skipper may opt not to hoist his jib, in which case this section does not apply. Each jib sheet must be led through a block (or fairlead) on a fore-and-aft-deck track not exceeding 20.5 inches in length located on and attached directly to the coaming. The forward edge of this track shall be located 16 inches \pm one inch abaft the forward edge of the cockpit. The block (or fairlead) 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 inches with the block (or fairlead) held at its maximum inboard position. Any system which alters the line of the jib sheet between the clew and this block (or fairlead) is prohibited. The sheet may be led from this block (or fairlead) to a snubbing winch or ratchet block, or it may be led directly to a cleat. **Each jib sheet is allowed only one ratchet-type block.**

e. Fittings: The use of double-ended leads for the mainsheet, centerboard pennant, boom vang, main outhaul, cunningham, and topping lift is prohibited. All cleats, except cleats integral with traveling purchase blocks, are to be mounted in a fixed location unless otherwise noted in the Specifications. Otherwise, location, type, and use of cleats is optional. Swivel cleating devices are prohibited unless otherwise noted in the Specifications. Lines are not to be led through any blocks or other fittings after being led through a cleat. Unless otherwise noted in the Specifications, the number, location, and type of fairleads and/or turning blocks are optional.

f. Centerboard Controls: The centerboard winch and a 2:1 purchase around the sheave between the centerboard rollers, all of which are to be located as shown on the Official Plan, are to be the only means of obtaining mechanical advantage for raising and lowering the centerboard.

g. Boom Vang: The skipper may opt not to install a boom vang or he may opt not to attach his boom vang, in which case this section does not apply. The boom vang shall be rigged as follows. A single becket block shall ride on a bridle which shall be attached to each side of the tabernacle. One of the two blocks between which the boom vang shall obtain its total purchase shall be attached to the slide on the boom track (or to the metal cable attached to the boom); the other shall be attached to the becket of the block riding on the bridle. **Maximum purchase shall be 4:1.**

h. Mainsail Outhaul: The skipper may opt not to hoist his mainsail, in which case this section does not apply. The mainsail outhaul purchase shall be obtained by leading the line or lines through a system of blocks and/or fairleads attached to and exterior to the boom. The outhaul cleat may be located at any convenient place on the boom, except that the after one-third of

the boom must be without any protrusion which could catch the rigging of another boat. **Maximum purchase shall be 6:1.**

i. Mainsail Luff Cunningham: The skipper may opt not to install a cunningham or he may opt not to attach his cunningham, in which case this section does not apply. The mainsail luff may be tensioned by adjusting the main halyard. The cunningham purchase shall be obtained by leading the line or lines through a system of blocks and/or fairleads. **The location and number of purchase blocks and/or fairleads is optional except that they must be positioned above deck. One through-deck fairlead fitting may be used. Maximum purchase shall be 6:1.**

j. Topping Lift: The skipper may opt not to hoist a spinnaker, in which case this section does not apply. The topping lift line shall be led from the spinnaker pole through the topping lift fairlead fitting located as shown on the Official Plan, or through a block (with or without a swivel) closely attached to this fitting. **The fairleads may include one through-deck fairlead fitting. Topping lift purchase shall be 1:1.**

k. Spinnaker Halyard: The skipper may opt not to hoist a spinnaker, in which case this section does not apply. **The spinnaker halyard may be double ended**, that is, either end can be attached to the spinnaker, **or it may be single ended**, that is, one end is attached to the spinnaker while the other is used for hoisting and cleating. The spinnaker halyard may be led through the spinnaker halyard fairlead fitting located as shown on the Official Plan, or it may be led through a block (with or without a swivel) closely attached to this fitting. **One through-deck fairlead fitting may be used. Spinnaker halyard purchase shall be 1:1.**

l. Main Halyard: The main halyard shall be led from the head of the mainsail, then around the masthead sheave located as shown on the Official Plan, then to the main halyard winch located as shown on the Official Plan, on which it shall be cleated and on which the excess halyard length shall be stored.

m. Jib Halyard: The jib halyard shall be led from the head of the jib, then through a block closely attached to the forestay tang plates located as shown on the Official Plan, then to the jib halyard winch located as shown on the Official Plan, on which it shall be cleated and on which the excess halyard length shall be stored.

n. Mainsail Reefing Gear: A reef may be tied in the mainsail, or the mainsail may be roller reefed. The only lines to be used for tying in a reef are a clew reefing line, a tack reefing line (the cunningham may be used), a line for tying the tack reefing grommet to the mast to prevent the foot from sliding aft, and a lacing line. All fittings and lines (except the cunningham tackle when it is used to tension the tack reefing line) shall be attached to the mast or boom, and the after one-third of the boom shall be without any protrusion which could catch the rigging of another boat. The lacing line and the line for tying the tack to the mast are optional.

o. **Any limitation of the optional status of any part of running rigging granted above must be based on evidence that it has a significant effect on performance and/or safety. Such changes would be made by amendment of these specifications as described in Article XX, 3.**

Paul Newton relates history and expresses personal opinion of Fleet 27 proposed amendment

I preface my remarks by writing that this is an expression of only my opinions regarding this proposal; it is not the opinion of any other Association Officers or members of the Board of Directors of the FSSA, either individually or collectively unless by coincidence.

This amendment makes for long and boring reading, therefore I have taken the liberty of highlighting those portions which I believe are of the greatest interest. These highlighted portions express the intent of the proposal; the remainder of the proposal's text simply provides technical completeness.

Although my writing hand is itching, I will not present arguments for this proposal except to say that Fleet 27 expended an exceptional quantity of time and effort in developing this amendment. Fleet 27 considered essentially three proposals: the Dave Batchelor proposal, the Fleet 43 proposal, and a proposal which I proffered. (The first two proposals were published in the June, 1981, issue of *Scots n' Water*.) Fleet 27 held two open meetings to adopt a proposal for consideration of the Fleet as a whole. Each meeting lasted, as I recall, four to five hours. The resulting proposal was sent to each Fleet member and passed by a mail vote. Thirty-nine of the fifty-eight Fleet members voted; thirty-seven of the thirty-nine voted for this proposal. That is, we had a 68% voter turnout with 95% of the turnout voting for the amendment. Our 1981 Fleet Captain informs me that Fleet 27 is the second largest Fleet in the FSSA, with only a few boats fewer than Fleet 6 on Deep Creek Lake right by the Gordon Douglass Boat Co. I present this therefore in the hope that our Fleet represents a good cross-section. I also believe that this amendment is in fact a good "compromise" proposal.

There are four problems which I see with this amendment:

- (1) There are no statements about the spinnaker sheet and guy other than that they are legal.
- (2) Internal spinnaker sheets should not be permitted.
- (3) There are no statements about the use of a pole downhaul or foreguy on the Flying Scot other than that they are legal.
- (4) A pole downhaul or foreguy should not be permitted on a Flying Scot.

To solve problem (1) above I propose that the following statement be added to the amendment:

"5p. Spinnaker Sheets (Guys): The skipper may opt not to hoist a spinnaker, in which case this section does not apply. Each spinnaker sheet (guy) may have one turning block or fairlead mounted on the aft deck, another turning block mounted in a fixed location, and one fixed guy hook. Each sheet (guy) may have only one ratchet-type turning block."

To solve problem (2) I propose to add the following to the previous statement:

"The spinnaker sheet (guy) shall not penetrate the deck or seat surfaces after January 1, 1985."

The reason I am opposed to internal spinnaker sheets is that they definitely give an advantage to the boat which has them, both in light and heavy air. In light air the crew is sitting on the leeward rail; those boats with internal sheets do not require the crew to move in order to adjust the sheets; whereas, those boats with sheets which are led forward abovedeck constantly require the crew to move when adjusting the sheet, thus wobbling and slowing the boat. The same thing occurs in heavy air, except that it involves the guy instead of the sheet, and instead of the boat being wobbled about, the boat without internal sheets loses hiking power. To my mind, in heavy and light winds, Flying Scots with internal spinnaker sheets racing against Flying Scots without internal spinnaker sheets cannot be considered to be racing "one-design" by any stretch of the imagination. You might wonder about the reason for the Grandfather Clause. The internal spinnaker sheet question has been a ticklish subject in our Class, perhaps the most ticklish in the whole rigging controversy. I believe the amendment would stand a better chance of passage if those who have internal sheets were given a while to change them. Not that there are a great number of Scots which have internal spinnaker sheets; I know of only two in our Fleet of 58 boats.

To solve problems (3) and (4) I propose to delete, "downhaul system" from the description of running rigging items permitted on the Flying Scot and to add the following to item 5j entitled "Topping Lift":

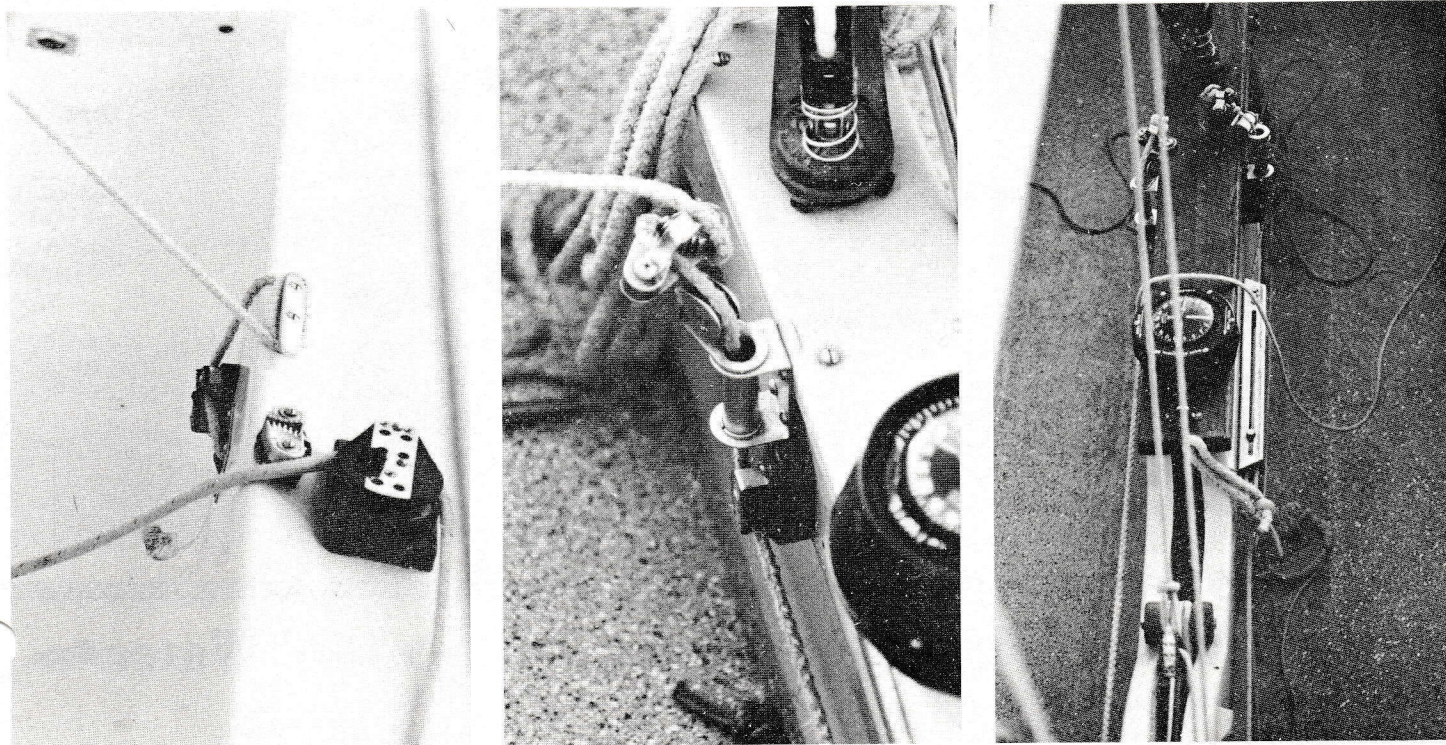
"The topping lift line shall not be continuous but shall terminate at the spinnaker pole. No other line or shock cord shall be attached to the spinnaker pole or to the topping lift line."

All of us, I am sure, have had a spinnaker pole sky at one time or another. The argument goes that a pole downhaul will prevent this. However, I don't believe I have ever seen a Flying Scot use a piece of line as a downhaul, at least not for more than a few races (I even tried it until Sharon mutineed). The extra effort required to manage two lines in raising and lowering the pole is just not worth the advantage gained. The only downhaul systems I have seen used consistently are of shock-cord, where the shock-cord is attached not to the pole, but to the snap shackle or j-hook which is attached to the topping lift line. In fact, I use this arrangement on my own boat. The purpose for this arrangement is to allow the crew, when taking the pole down, to remove the snap shackle or j-hook from the pole, let go of the snap shackle or j-hook, and throw the pole into the boat. This gives a slight advantage to this boat over the boat which has no shock cord downhaul in that the crew on the boat without the shock cord must disengage the shackle from the pole and re-attach it to the ring on the mast, or risk it rising to the fitting on the mast. This gains the boat with the shock cord maybe 2-3 seconds at a leeward mark rounding over the boat without the shock cord. I know because I have used both systems, and I currently use the shock cord because it is faster. However I wouldn't miss this piece of rigging if no one else had it. The pole will still sky occasionally, even with the shock cord. This brings to mind one point I want to make. We should vote for an amendment which will stop the rigging controversy in our class, and to do that we should all be willing to forego some

little rigging convenience which we might have on our boat. Let's leave our grandchildren with the same Flying Scot which we have enjoyed. Please note that I rate this downhaul item as not one of the extremely important issues for maintaining the Flying Scot's

"one designness." It means only 2-3 seconds at the leeward mark. One gadget by itself does not create much additional advantage of one boat over another, but the boat with all or most of the gadgets will sail faster around a full sized course.

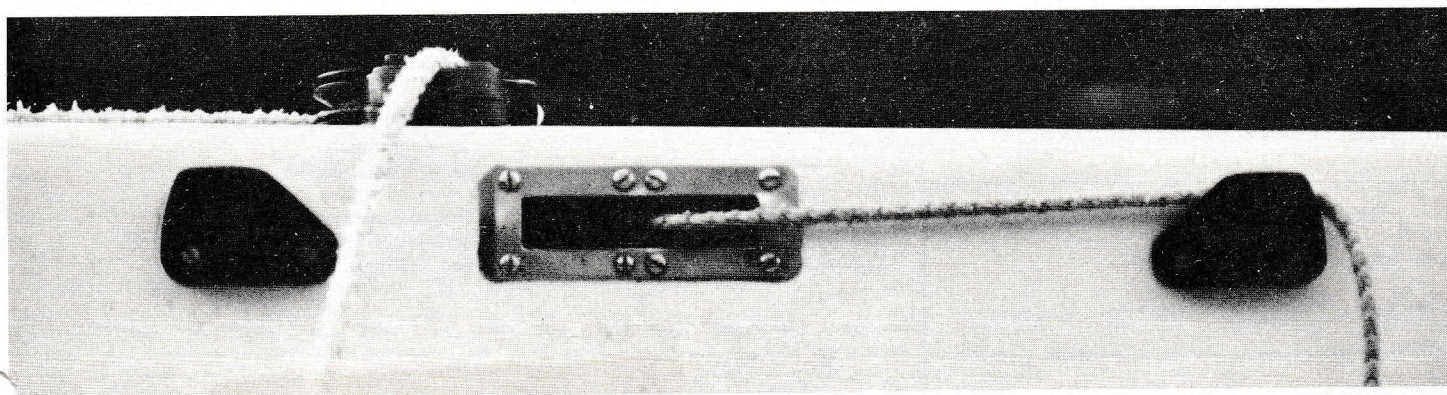
Pictures taken at 1981 NAC showing some of the "state of the art" rigging on Flying Scots



Right: Two Waco 360's, one on either side of the C/B trunk between the compass and the mainsheet swivel. Waco on right side looking aft is probably for cunningham because of attachment to "magic box" (shiny gadget to right of compass). Magic boxes provide anywhere from 3:1 advantage to perhaps 18:1 depending on model purchased. Note two part vang. Right hand line on vang probably leads to under foredeck tackle to permit perhaps 14:1 mechanical advantage and free end is fed to other Waco 360.

Middle: Better view of a Waco 360.

Left: Spinnaker sheet exiting from and cleated on cleat fastened to seat back.



Picture showing different cleating arrangement for internal spinnaker sheets. Best installation for internal sheets has sheet running through plastic tubing under deck to reduce friction and snag possibilities.

Andy Fox and crew, Larry Klein, check sail set before race at 1981 NAC.



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