

Scots n' Water

April-May, 1982

Volume XXIV

Number 3

Tom Perry singlehands Kerr Lake, N.C.,
on New Year's Day, 1982

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Regatta Schedule

April 17-18—Dutch Treat Regatta, Concord Yacht Club, Knoxville, Tn. Contact Charles Byers, 105 Windgate Rd., Oak Ridge, TN 37830.

April 17-18—1982 Punchbowl Regatta. Dixie Sailing Club. Lake Martin. Contact Ken Morris, 3313 Highridge Ct., Montgomery, AL 36111. (205) 281-3771.

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).

May 8, 9—Great 48 Regatta. Lake Norman Yacht Club. "Scots Only" regatta sponsored by Fleet 48. Near Charlotte, N.C. Contact: Robert Douglas, 7124 Edenbridge Lane, Matthews, N.C. 28105. Phone 704-542-9999.

May 15, 16—Open Invitational Regatta, Huron-Portage Yacht Club, Portage Lake, Pickney, MI. 48169. Contact: Jeff Cox, (313) 761-7474 or (313) 426-4155.

May 22-23—Buckeye Regatta, Hoover Reservoir, Columbus, Ohio. Contact Bill Westerman, 6733 Hayhurst St., Worthington, Ohio 43085. Telephone, (614) 846-0354.

June 26, 27—Ohio District Championship, Lake Arthur, Moraine State Park, near New Castle, Pa. Contact Charles Cullen, Moraine Sailing Club, 259 Cascade Road, Pittsburgh, Pa. 15221. Telephone (412) 241-7053.

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

July 10-11—New York Lakes District Championship. Contact George Blakeman, 9 Stafford Dr., Black River, N.Y. 13612.

July 24-25—Interlake Regatta of Wayzata Yacht Club, Invitational Regatta, Lake Minnetonka, Mn. Contact Charles Murray, M.D., 430 Idaho Ave. N., Golden Valley, Mn. 55427. Telephone (612) 544-8359.

July 31-Aug. 1—Maryland State Championship Invitational Regatta, Deep Creek Lake, Maryland. 3 race series, option for Championship or Challenger division, hosted by Fleet 6. Contact Terry L. Bell, 250 N. Fourth St., Oakland, MD 21550. Telephone (301) 334-2353.

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

The following list contains open regattas for Flying Scots that are expected to take place on the Chesapeake Bay and its tributaries during 1982. Except as noted all events are sanctioned for High Point Competition by the Chesapeake Bay Yacht Racing Association. Scots n' Water readers should contact the host fleets as shown in parentheses for further details regarding accommodations, times, entry fees, etc. Capital District Governor Harry Carpenter (204 N. 11th St., Oakland, MD 21550) or CBYRA representative John Barnes (7710 Chatham Rd., Chevy Chase, Md. 20815) can also provide further information.

April 24-25—Norfolk Naval Sailing Assn. Azalea Festival Regatta. Norfolk, Va. (Fleet 137)

May 15-16—West River Sailing Assn. Azalea Cup Regatta. Galesville, Md. (Fleet 97)

May 29-30—Potomac River Sailing Assn. Spring Regatta. Washington, DC (Fleet 42)

June 19-20—Glenmar Sailing Assn. Annual Regatta. Middle River, Md. (Fleet 64)

June 26—Charity Regatta. Potomac River Sailing Assn. Washington, DC. (Fleet 42)

July 10-11—Pasquotank River YC Annual Regatta, Elizabeth City, NC. (Fleet 137)

July 17-18—Plaid Crab Regatta. Podickoty Yacht Club, Annapolis, Md. (Fleet 146)

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Scots n' Water

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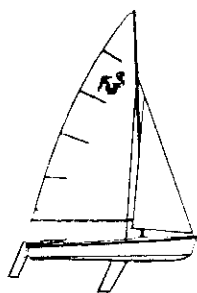
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1312	Ohio		Lynn Malley	2551 Miller	Ann Arbor	Oh.	48103
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773	Capitol		Rodney G. Linnekin	838 Joanne Circle	Chesapeake	Va.	23320
3671	Gulf		Gary Johanson	9 Ridgewood Lane	Eufaula	Ala.	36027
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The why's and how to's of the art of goldplating

by Bubby Eagan

Recently I had occasion to be talking with a group of sailors who were relative newcomers to the class. We were talking about the Flying Scot and how to sail it fast. Among other things, I mentioned a couple of sailing books I had found instructive and recommended the class magazine as the most helpful source of information. Most of them, I found, were already *Scots n' Water* readers. There, and elsewhere, they had seen some Scot sailors described as "goldplaters" and were curious to know exactly what that meant.

My own research indicates that a "goldplater" is a member of the Gulf Yachting Association who (a) adds extras to the boat that deviate from the norm but are within class guidelines, (b) gets closer scrutiny at regattas than a passenger arriving at Miami International with a plastic bag of flour, (c) gives competitors an excuse for losing, and (d) engenders class activity in the form of rule changes and letters to *Scots n' Water*. My definition, of course, has yet to be accepted by Webster's *Unabridged*, but, while tongue-in-cheek, it is probably not too far from accurate.

More seriously, "goldplating" comprises approximately nine variances from the stock Scot configuration, the desirability of and advantage offered by each varying with wind velocity and crew makeup. In each case, however, the goal is accessibility, ease of operation, safety, and crew comfort in the arrangement of the Scot's running rigging. A closer look at the elements of "goldplating" reveals certain simple and obvious modifications which have become virtually standard, and others which remain somewhat controversial.

Mainsheet Arrangement. As originally designed, the mainsheet was led directly from the aft end of the boom to a winch atop the aft end of the centerboard trunk. Years ago this system was improved by installation of a mid-boom block and a swivel Harken on a pedestal with cam cleats replacing the old winch. This arrangement makes it considerably easier to tack, jibe and

play the main. A serious Scot sailor should consider such a modification mandatory.

Jibsheet Arrangement. The standard jib sheeting system can and has been improved immeasurably by replacing the deck mounted winches with Harkens. Add a cam cleat on the coaming a few inches inside the Harken (both Harkens and cam should be mounted on wooden blocks) and you'll win the thanks of your crew. This gear permits automatic cleating of the sheet as the crew trims. To release the sheet, the crew trims up and inward simultaneously. Once cleated, on a windy beat, the crew can use the tail of the sheet to hike out. With such a system, you can also expect better tacks.

Another variation replaces the jib fairlead with a Harken and cross-sheets the jib to a cleat on the windward side. The larger block and angle of sheeting in this configuration allow for the jib to be trimmed further inboard, closing the slot between the main and jib and eliminating the need for weather sheeting. I do not recommend this system, however, because on a windy beat it is often difficult to get the sheet tightly trimmed and cleated; the system multiplies the number of necessary motions and it can produce a congestion of lines running across the boat.

While on the topic of the jibsheet arrangement, I might also recommend short jib tracks—about 6 3/4". Such tracks clean up the deck, reduce the possibility of leg injuries to the crew, and require fewer adjustments, all of which result in a more appealing family boat.

Spinnaker Halyard and Pole Lift Blocks. In the stock Scot design, the spinnaker halyard runs through a simple eye. The resulting friction was intended by the designer, G. Douglass, to aid in spinnaker takedown; when the halyard is released, the spinnaker can be brought down as fast or as slowly as the crew can handle.

(continued on page 6)

Richard Wade takes Scot Fleet at 13th Wurstfest Regatta

by Robert B. Killian

There were 14 Scots entered in the 13th Annual Wurstfest Regatta, which was held by the Lake Canyon Yacht Club on Canyon Lake November 1 and 2.

The Saturday weather was rain with very little wind, causing the cancellation of the second race. The starting fleet for the first race numbered only 8 boats. Sunday, however, produced good winds and a fine race for the 5 boats that returned to the line. There were more than 300 boats of various kinds attending this two week end event, which is growing each year. Results were as follows:

Skipper	Race 1	Race 2	Final
Richard Wade	2	1	2 3/4
Darwin Breeding	4	2	6
Ed Mueller	5	5	10
Bob Taylor	7	3	10
Bob Killian	8	4	12
Brad Davis	1	DNS	15 3/4
Chris Dukeminier	3	DNS	18
Bob Magill	6	DNS	21

(continued from page 5)

Substitution of a swivel block for the eye all but eliminates halyard friction, making for swifter raisings and takedowns. And in top competition, each second counts. Reduce the friction if your crew can handle the speed.

A similar substitution should be made for the pole lift. In contrast with the spinnaker halyard, the designed friction produced by the standard eye arrangement for the pole lift is difficult to justify.

Spinnaker Pole Lift Cleating. After passing the pole lift halyard through a swivel pulley on the mast, bring the line down through a block mounted on an eyestay on the foredeck about three inches from the side of the mast. The halyard is then secured to a cam cleat through a fairlead mounted on the edge of the coaming. This arrangement permits the pole lift to be played continuously without any major shifting of weight. This is particularly important in light air, when the pole must be jockeyed as much as, if not more than, the leeward trim. Try it the next time you sail in light air. Always keep the clews level. In really light air, to get the spinnaker going, the forward end of the pole must be dropped almost to the deck. This tightens the edge of the spinnaker luff and prevents the spinnaker from backwinding. Once the spinnaker fills slightly, gingerly inch the pole up. This will produce a pouch which will hold the air. Dropping the pole and raising it in this fashion will have to be repeated every few minutes. As a result, a rigging which allows for easy and frequent adjustment is essential.

In heavy air the same system enables you to "sweat" the pole lift up if it becomes difficult, as on a close reach. Simply pull back on the pole lift about midway up, and take up the slack through the cam cleat with your other hand. Alternatively, you can pull the pole aft a hair, and, as you let it return forward, haul in on the pole lift.

Cunningham. A very effective tool to insure positive control for crews of all sizes and strengths is a multiple purchase cunningham. The system I prefer employs hardware identical to that suggested for the deck arrangement of the spinnaker pole lift, i.e., a small block and eyestay mounted on the foredeck about 3" from the side of the mast as well as a combination cam cleat and fairlead on the edge of the coaming. These cunningham fittings should be installed on the starboard side of the mast to allow easier cunningham tuning immediately after the usual starboard tack start. See Figure 1 for the complete arrangement I prefer.

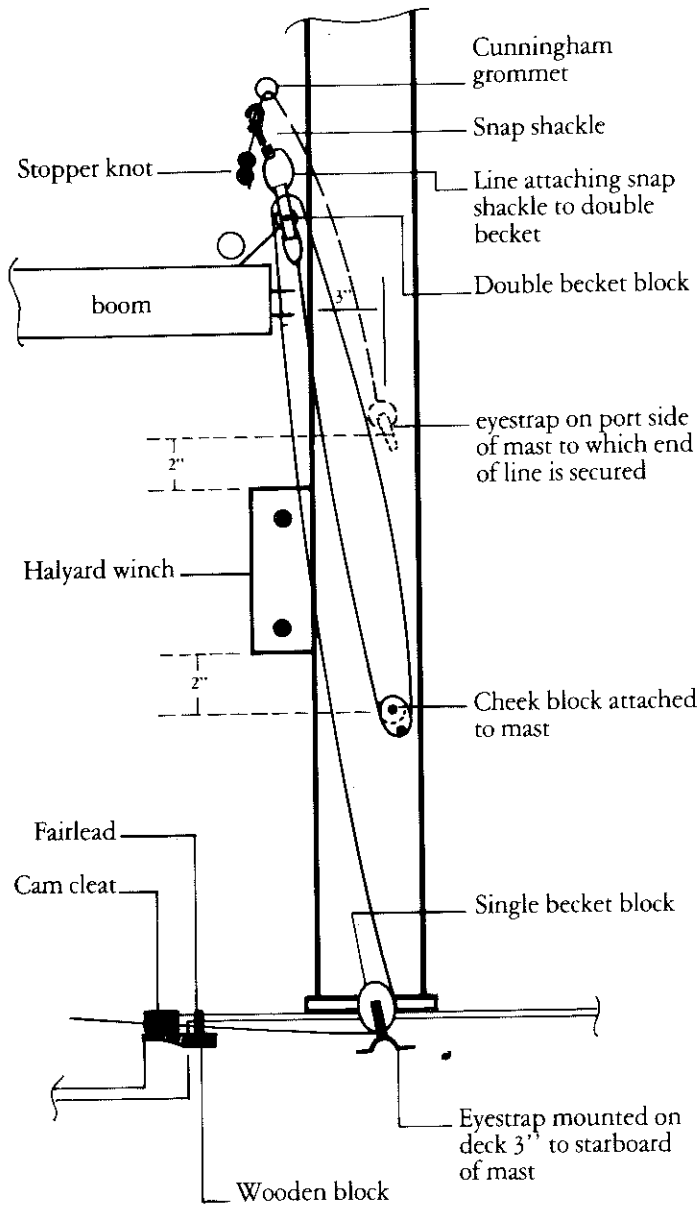
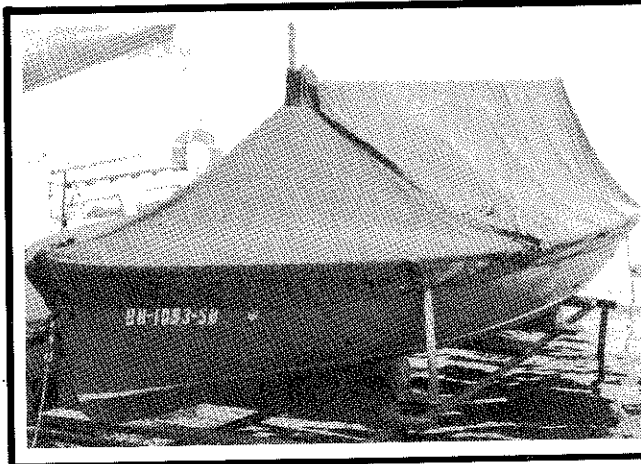


Figure 1.
View of Cunningham Rig
from Starboard Side of Boat



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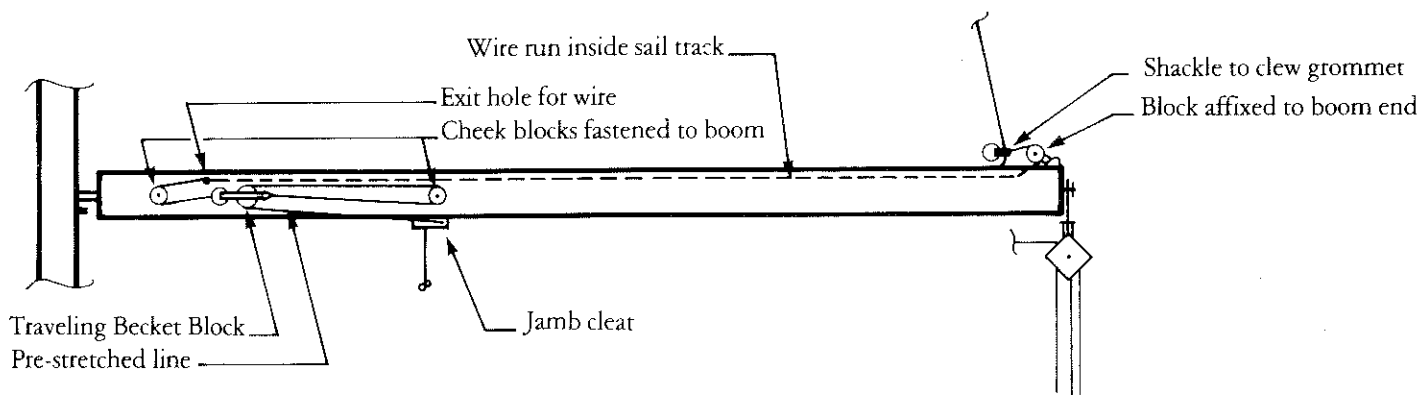


Figure 2.
Improved Outhaul Rig.

There is a simpler alternative if you feel you don't need the power of the system in Figure 1. Simply lead the cunningham adjustment line from the eyestay on the forward port side of the mast, through the cunningham grommet, down to the block on deck, and back to the fairlead and cam cleat.

Outhaul. Both the outhaul and the cunningham are crucial to sail shape control. Adjustments to both should be made throughout the race and depend on wind velocity and point of sail.

The present outhaul system is adequate under certain *ideal* conditions, i.e., wind velocity less than ten knots. Examine Figure 2 which shows the system I prefer as adequate under all conditions. This system allows for additional purchase which is necessary in the heavies and features minimum stretch after cleating.

Centerboard. The centerboard needs adjustments just as sails

do corresponding to changes of points of sail. For increased effectiveness of adjustment, install a WACO 360°. This eliminates the need to constantly move in from and back out to the hiking position to make board adjustments by allowing rapid cleating and uncleating from the hiking position. If you are sailing in light air on a reach and the wind shifts aft, you need to raise the board. By utilizing the WACO 360°, movement is slight and adjustment is quick and simple. The WACO 360° is even more useful in heavy air; if you are reaching and a big knockdown puff hits the boat, simply have one of the crew reach into the boat, grab the centerboard pennant from the WACO 360°, immediately get back into hiking position on the rail, and pull the board up to reduce heeling by keeping the boat from tripping.

To install the WACO 360°, fasten the top two screws into the centerboard trunk cap lip and furr out the bottom two screws with

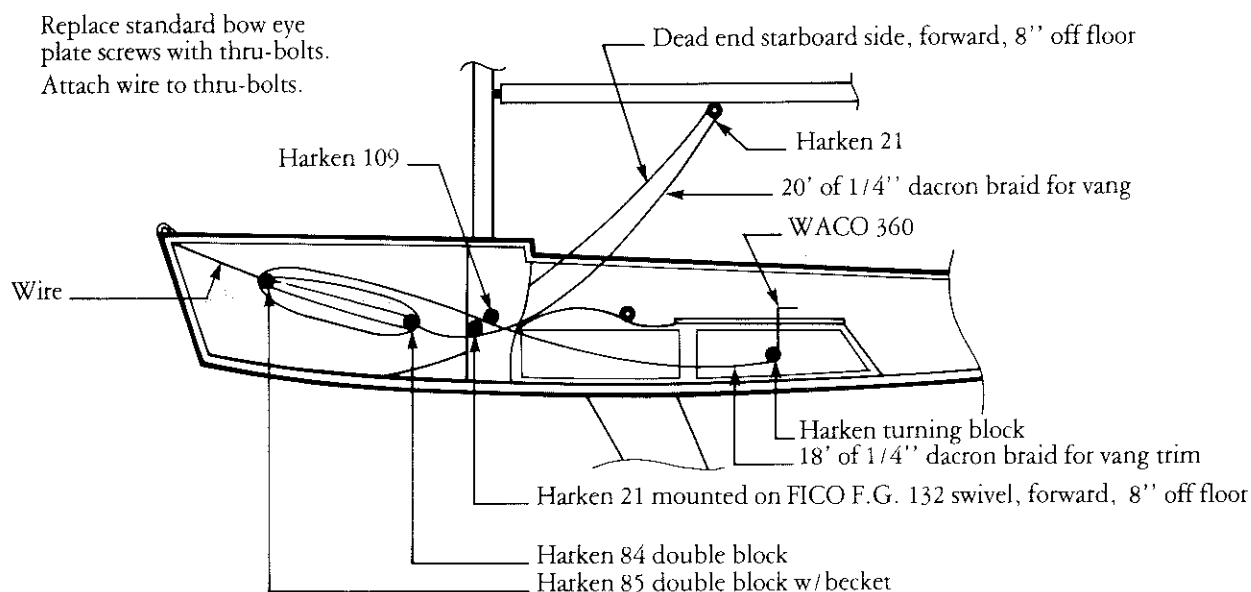


Figure 3.

stainless steel washers. Mount a turning block directly underneath the WACO 360°. Beware of using screws which are so long that they might go all the way through the centerboard trunk wall and damage and restrict the movement of the centerboard. Mount the WACO 360° about fifteen (15) inches from the aft end of the centerboard trunk.

Vang. The vang is critical to overall boat speed in medium to heavy air. It is needed not only on reaches to control leech tension but is a *must* for upwind sailing where it controls boat speed and pointing ability. In medium to heavy breezes the vang should always be hooked up and properly adjusted.

Since the vang is such a useful tool and one that is adjusted often, the method of rigging is also crucial. The present system has a 3:1 or 4:1 purchase and is adjusted from within the boat. This is adequate for light air but access is limited when hiking in medium and heavy winds. Installation of a WACO 360° and an 8:1 purchase place power and ease of adjustment at the hiking crew's fingertips. No longer is it necessary for the hiking crew to jump into the boat and then fight the vang to obtain proper tension. No major shifting of weight is necessary to adjust the vang as it continuously has to be, particularly in a big blow. When rounding marks in heavy air a power lifter is no longer required to release the vang from its jamb cleat on the centerboard trunk.

The best way to install an 8:1 vang is to use a 4:1 assembly up under the foredeck running between bow and tabernacle and pulling a 2:1 bridle arrangement connected to the boom. See Figure 3.

Spinnaker Trims. The stock gear for the handling of spinnaker trims is simply a fairlead mounted near the stern and aluminum jamb cleats mounted on the coaming. An immediate improvement can be obtained with the installation of two of those black plastic sideways jamb cleats on the aft deck, one for each trim. This gives the helmsman a very useful location for cleating the trims. Further improvement can be had with the installation of Harken blocks aft of the jib sheet sidedeck blocks or winches; this eliminates the aft pull of spinnaker trims which has been known to pull crews back into their skipper's lap on windy reaches.

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This system is quite inconvenient, however, what with the extra hardware on deck being a constant pain in the posterior. Hence some Scot sailors have chosen to place their trims below deck, thus cleaning up the deck and saving money on foul weather pants. This is one improvement which I have installed and enjoyed on my boat. However, I don't really recommend it, and I advise that your best bet is to suffer with the backward pull of the trims. But be sure and put the flat jamb cleats on the aft deck.

Conclusion. The advantages of these "extras" are positive to give all-around, all-weather capability. A good analogy is the use of air conditioning in cars and homes up North; it is only occasionally needed there; whereas, down South here air conditioning is considered a necessity. Perhaps a very uncomfortable form of survival is possible without it.

Two Flying Scot National Champions, five Flying Scot Midwinter Champions and one Adams Cup winner developed their sailing skills here at Bay Waveland Yacht Club (site of '83 Nationals). We have all raced and continue to race stock Flying Scots as our primary boat; each of us grew up sailing Scots without the "extras." This experience allows a powerful insight into goldplating. Goldplating affords *ease, convenience, safety, and accessibility*, making the sailing of a Flying Scot into a smoother overall operation. Goldplating results in the making of trim adjustments that otherwise would not be made. The "Oh, forget it! It doesn't make a difference!" attitude is a costly one, especially in those boat for boat situations where speed is crucial. Goldplating allows the opportunity to tighten the outhaul while beating into a fifteen knot breeze; it allows the adjustment of vang, centerboard, and spinnaker pole while keeping crew weight positioned outboard; and it allows weaker sailors to leave the power lifters (i.e. gorilla crews) sitting on the dock in a blow.

Safety and equalization of crew strength cannot be overlooked. Ever tried pulling up the spinnaker in windy conditions with no block to reduce halyard friction, and have it fill half way up? Ever try to make an adjustment that requires leaving the high side in a blow when the boat is already on its ear? Ever

jump up to the high side and land on a jib winch (ouch!)? Ever try to release the vang in a blow when you let the main out a little? (As the main goes out, the vang tightens!) "Goldplating" is not for every Scot sailor, but anyone who has sailed a few windy races should certainly

appreciate the "goldplated" rig.

In conclusion, "goldplating" does not win races. The winner nearly always has that correct combination of ingredients I discussed in my article in the Nov.-Dec. 1981 issue of *Scots n' Water*.

Notes:

- Use 45' spinnaker trims (spinnaker sheets to the rest of the country).
- Use swivel blocks for pole lift and spinnaker halyard

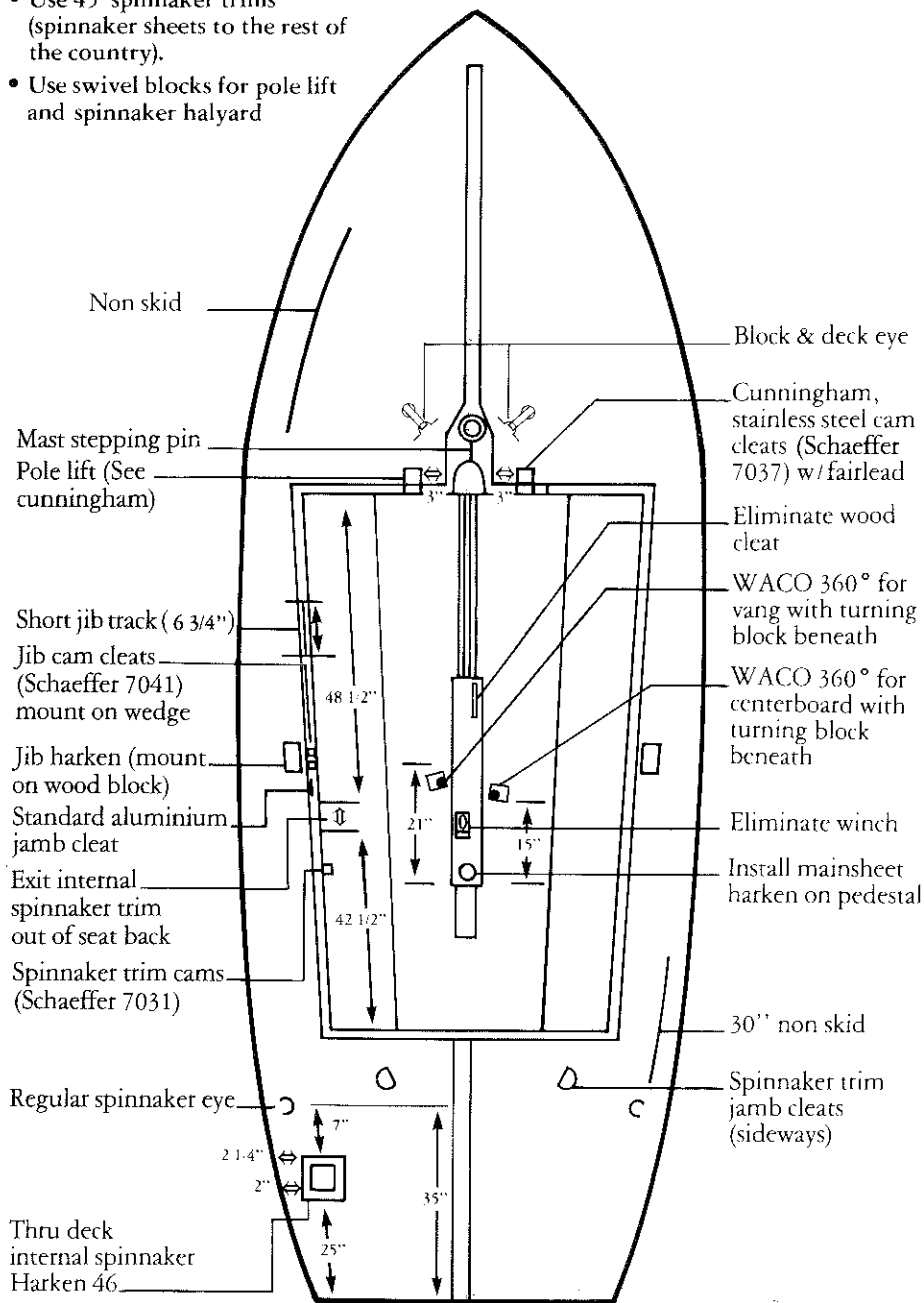
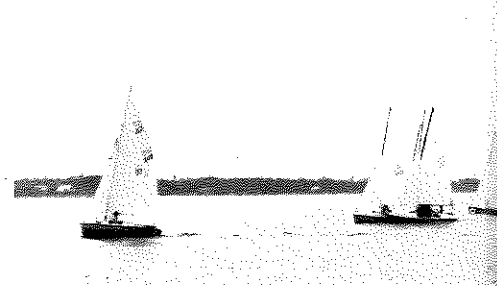


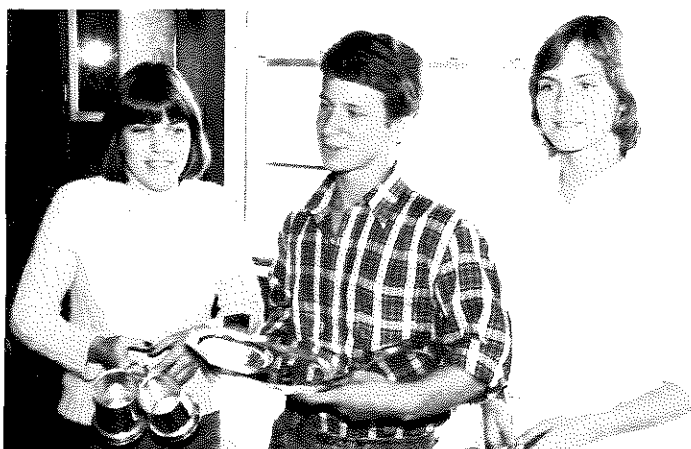
Figure 4.
The "Goldplated" Scot.



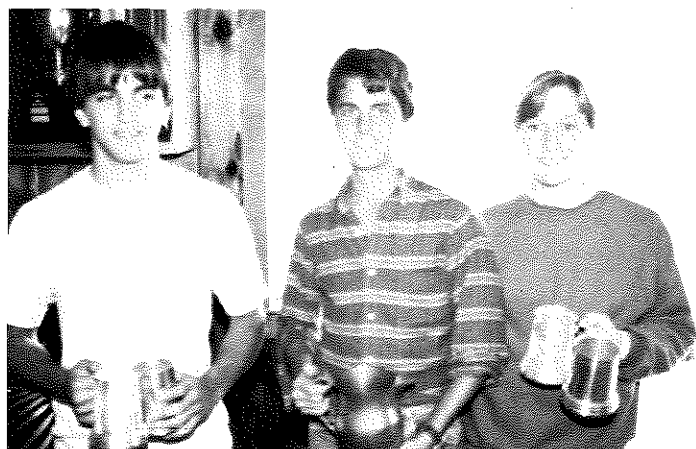
Stieffel starts on port in the first race, and, with nobody to bother him, gets to go fast.



Sonnier starts to leeward of the fleet in the first race, and, with nobody to bother him, gets to go fast.



Susie Worrell (left), Bishop Stieffel, and Liz Merrifield

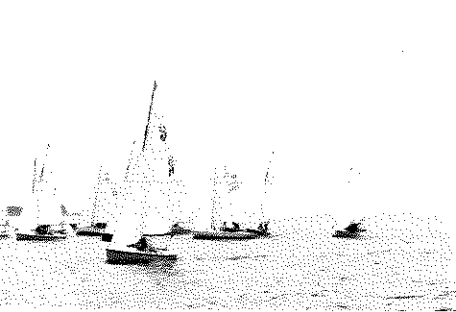


Scot Sonnier (middle), Mary Lucy Kuebel, and John Killeen

Junior NAC Results

Place	Sail No.	Skipper & Crew	Race			Total Points	Place	Sail No.	Skipper & Crew	Race			Total Points	Place	Sail No.	Skipper & Crew	Race			Total Points
			1	2	3					1	2	3					1	2	3	
1	29*	Scott Sonnier John Killeen Mary Lucy Kuebel	2	5	1	7 3/4	7	3599	Peter Merrifield Margret Schmidt Tom Helm	8	12	6	26	14	2625	Flurry Normann Michael White Baltzer le Jeune	12	11	13	36
2	99*	Bishop Stieffel Susie Worrel Liz Merrifield	1	1	8	9 1/2	8	2288	David Warriner Nancy Warriner Kim Davis	17	8	5	30	15	2678	Thomas Galloney Chris Merrifield James Dorgan	6	18	17	41
3	28*	Paul Christman Andrew Murray Julie Ann Gooch	3	7	3	13	9	32*	Shirley Gooch Mary Yarborough Watt Duffy	14	9	9	32	16	93*	Matt Stieffel Frank Allen, Jr. Harry Chapman, Jr.	11	15	16	42
4	100*	Eldon Harvey Adam White	4	2	7	13	10	58*	Todd Moore Tom Matthews	15	6	14	33	17	91*	Tom Allen Gus Gelpi Cary Trapani	16	17	10	43
5	2710	Keith Andrews David Wolverton Lee Lec Worrel	9	3	4	16	11	44*	Scott Peck Chip Allen	7	13	15	35	18	172*	Todd Brinsko Travis Brinsko Philip Barton	15	16	18	49
6	2715	Christian Gambel Gary Gambel Pat Gambel	10	10	2	22	12	3522	Johnny Levell Devon Griswold Arthur Wynne	5	dnf	11	36	19	86*	Todd Snow Ellen Koppsmith Suzy Curren	18	14	19	51
							13	98*	Ford Gaudin Chris Trapani	dsq	4	12	36							

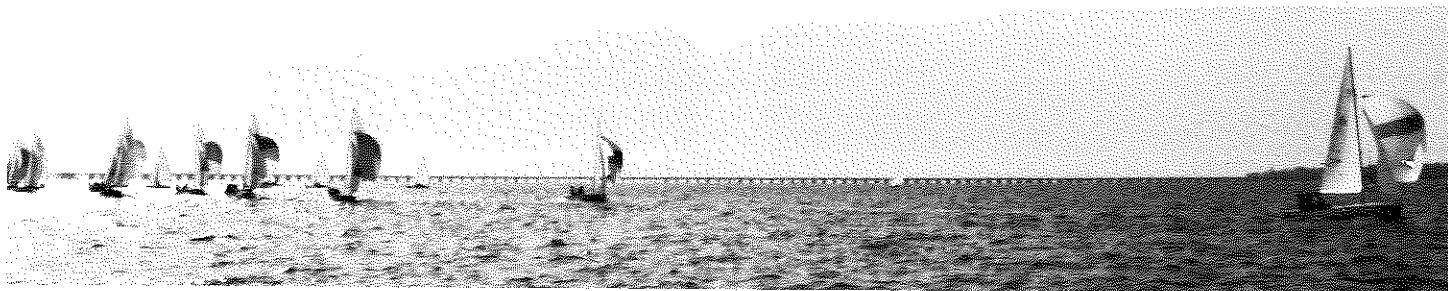
*denotes GYA club boat number



le of the line and also has no inteferece



Little wonder they finish 1, 2 in this race!



Sonnier shows impressive lead in third race.

Scott Sonnier and his crew, Mary Lucy Kuebel and John Killeen, are 1981 Junior North American Champions

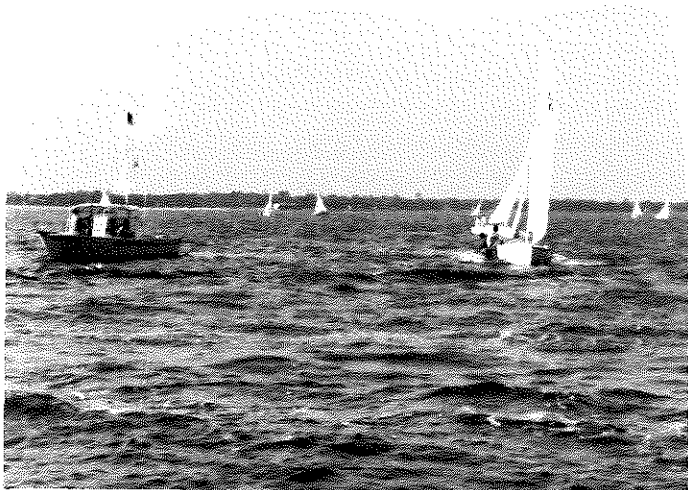
by Grace Santa Cruz

Scott Sonnier, of the Southern Yacht Club, with crew, John Killeen and Mary Lucy Kuebel, came from behind to capture first place in the Flying Scot Junior North Americans held at the Bay-Waveland Yacht Club on November 28 and 29, 1981. Nineteen skippers registered for this 3 race series. The winds were light to medium and the temperature averaged a warm 85 degrees, which made for very comfortable sailing for the end of November.

On the first day of sailing, Bishop Stieffel of Bay-Waveland Yacht Club, with crew, Susan Worrell and Liz Merrifield took the lead with 2 first place finishes. In the first race Bishop, all alone, started on port and easily crossed the entire fleet. Scott Sonnier had a second and a fifth place finish on Saturday.

Bishop started Sunday's racing with a nice lead, but finished 8th in that race while Scott Sonnier took a first in the race and a first in the series. Scott had such a lead in the last race that his crew, John Killeen, had time to climb the mast to retrieve a loose spinnaker halyard.

Skippers take note that there was at least one female on board every boat that finished in the top five and went triple handed.



Sonnier takes finish gun in third race. "Where is Stieffel? Are there enough boats between us?"



Starts are ragged at first.



But they improve!

“To win, you gotta pay your dues,” but new Scot sailors in

Beverly and I sat on the transom of our Scot, dangling our feet in the water. I gazed at my rippled reflection hoping that some clue would appear before my eyes as to how I might do better than next to last in a fleet of 25 Scots. After all, we had owned our Scot for a year and had raced in at least a dozen club races.

That was the Fall of 1979 and, admittedly, we weren't the most experienced sailors on the lake. Before getting the Scot, I had sailed a total of six hours in an optimist pram; Beverly had spent two hours on a catamaran and an afternoon on a Sunfish; and the two of us had spent a Sunday afternoon in 1975 on a Helson 22. It was that Sunday-afternoon sail that sent us on a three-year search for the perfect boat—first thought to be a 21-foot cruiser, then a 27 footer for the convenience of space, and finally—coming to our economic senses—a daysailer. In February of 1978 we bought Scot 1720 from Fred Dorr. Fred gave us old copies of *Scots n' Water* and an FSSA roster, and encouraged us to become involved with a fleet. He was an enthusiastic racer and his description of racing excited us. We became eager to find out more about fleet activities. We searched through the roster to find a member in our city. We found a listing for Merritt Head and called him. Merritt had great things to say about Fleet 27. He mentioned that many of its members were active in the Carolina Sailing Club (CSC). He suggested that we join both the fleet and CSC and begin racing. He was certain that new sailors like us could learn much about sailing if we became involved in club races. He was equally certain that we would enjoy racing. (What a salesman.) We knew little about sailing and nothing about racing. We decided to leap in and join both the fleet and CSC so that we would increase our learning opportunities.

Our first race ever was the CSC Governor's Cup Invitational Regatta. We invited Fred, the previous owner, to skipper and we, along with Fred's wife, would crew. It was exciting to be on the starting line with 36 other Scots and it whetted our appetite for more racing. Bev and I began sailing in the monthly club races

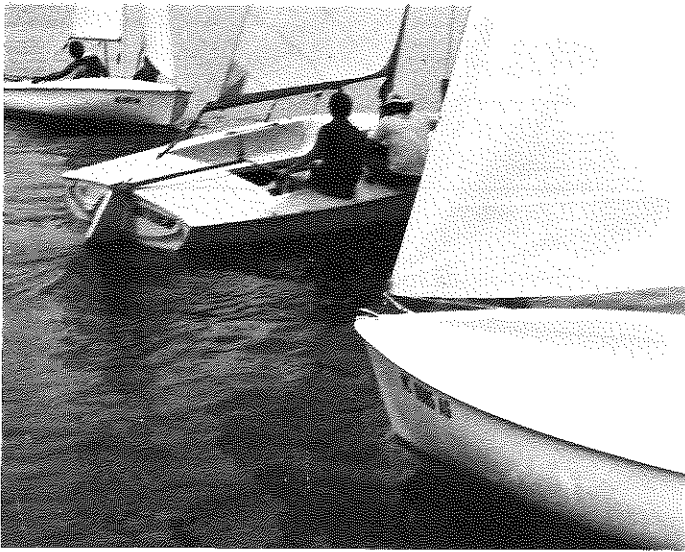
with CSC and set a modest goal of finishing first in the fleet within a year (stop that chuckling!).

We made it through the 1978 season without a last-place finish and we felt that we had accomplished something. We read diligently throughout the winter and started the '79 season gung-ho to improve. But '79 proved to be quite frustrating and we had not just one, but several last-place finishes.

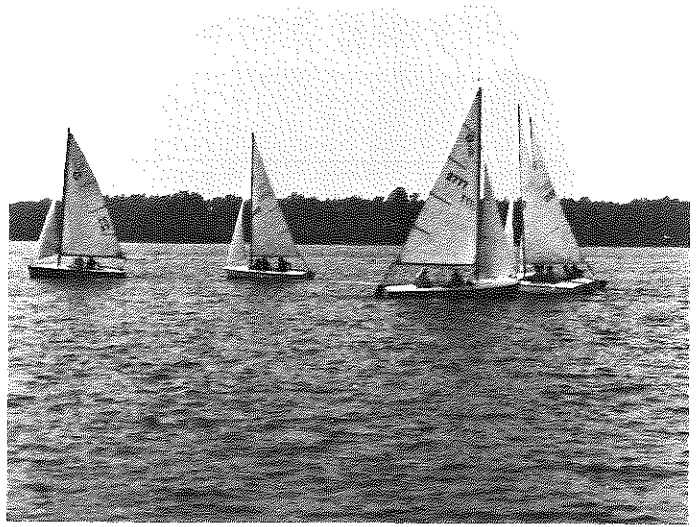
Now someone may ask why we didn't seek help. Well, we did seek help. We read on our lunch breaks, studied in our free moments in the evenings, subscribed to helpful magazines (*Sail* and *YR/C*), discussed problems with each other, and tried to pick the brains of fleet members. Help from our fellow sailors was mixed. There was advice given to us at the attitude adjustment socials following the club races. Some of the advice was very helpful, but most of it was either too advanced for us to understand as beginners or too vague to grasp without being on board. The advice I remember best came from a seasoned sailor who, when I pushed him to tell his secrets for winning, he said, “To win, you gotta pay your dues.” Now I realize that those dues are from five to ten years of experience and practice.

At the end of the '79 season, we were still in the lower half of the fleet and quite frustrated. Feeling what I thought was low enough, one of the better sailors approached us at the last club race and asked if we were new to the fleet. Just because we were well out of sight to the rear of this guy for most of every race doesn't mean he should not have recognized us as members.

It may well have been the frustration we suffered in the '79 season or the fact that we weren't known by other members of the fleet, or a combination of both that inspired us. We resolved that new sailors in our fleet would not be forced into the same frustrating, unknown position that we were. Over the 1980 season, Beverly and I used the hour-long drive to and from the lake to discuss what we could do to help new sailors on the race course and new in the fleet. At the end of the 1980 season, I was



720's on each leg make for some interesting sailing!



Mark roundings were kept tight with short courses.

Fleet 27 get broken in easy by old salts. by Bob Murdock

elected fleet captain for 1981 and we started a program which proved to be a very exciting and rewarding way to indoctrinate new racers.

We started early in the spring with a program called Learn to Race (simple enough?). We invited fleet members who were new to the sport of racing the Scot. We had them bring their Scots to the lake for five Saturday sessions of shore lessons and on-the-water experience.

We encouraged the new racers to bring their regular crews and most did. Many phone calls were necessary to insure that there was at least one experienced skipper for every new racer. We began each session with a discussion of one aspect of racing such as the rules, spinnaker-handling, course design, or rounding marks. After 30 to 45 minutes on shore we assigned an experienced skipper to each new racer and headed for the race course. We conducted four short races in which the experienced racers skippered the first and third races and the inexperienced skippered the second and fourth. We encouraged the experienced skippers to instruct, coach, and comment (at least chatter) throughout the races.

In the first of the five sessions, we distributed hand-outs containing the fundamental rules of racing and a map of the course with the course marks labelled. We instructed the new racers how we would start the races using flags that Beverly had made. We had four thrilling races with some white caps—but the new racers felt confident with the experienced sailors aboard. Session two was designed to teach spinnaker-handling. Hand-outs listed a step-by-step method of hoisting the spinnaker. A word of advice: do not hoist a spinnaker onshore in a 15-knot breeze—it makes for a very exciting but dangerous demonstration. Some of the new racers had spinnakers and we encouraged them to practice hoisting them with the experienced skippers on board. We did not allow spinnakers to be used during the races.

The third session proved enlightening. The shore lesson was a

discussion of rules. While listening to the experienced skippers debate the rules, we realized that the entire fleet could profit from such a session. We also discussed how to do a 720°. (It is not as easy as it looks.) On each leg of the first two races, each boat had to do a 720°. After some grunts and groans, the group did it and got a few laughs out of it. It is even possible that some people learned from the experience. Session four was a brief review of the rules and we discussed problems and situations that had arisen in the previous sessions. We also discussed how to sail a modified Olympic course. On the water, we conducted two double-triangle course races and two modified Olympic course races.

To top off the season, the fifth Learn-to-Race session was a regatta. We called it the Hot Shot Regatta with trophies for the "Old" Hot Shots (the experienced racers on board the winning boats), the "New" Hot Shots (the new racers), and crew.

It was exciting to watch the seasoned racers helping the new people. The enthusiasm was great. The program seemed to draw a crowd. As many as eight new racers participated on a weekend, and we never had less than four. We felt we had an excellent turnout for every session. When someone complained once that four was a small number to be racing, I informed him that some organized fleets have only four Scots.

This program proved invaluable. New racers got to know experienced racers. The new skippers had the benefit of a knowledgeable racer on board advising and instructing. And to top it off, they got to race in a non-threatening situation (eight novices instead of 20 veterans). We believe that the participants learned more in those five sessions than Bev and I learned in our first two seasons. Some of the experienced racers even admitted learning a thing or two. One thing's for sure, we couldn't have done it without the experienced racers. Thanks to a fleet of fine Scot sailors, the new program was a huge success.

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Accessories: ATLANTIS weathergear. ATLANTIS and STEARNS flotation vests with pockets, CHRONO-SPORT racing timers; and AIGLE boots, absolutely the best foul weather footwear for the racing sailor.

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We ship daily by UPS on open account to FSSA members!
We repair hulls, centerboards, and sails.

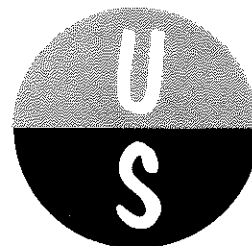
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Tom Ehman, Owner

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Ullman Sails enjoys a reputation for World Championship 470 sails as well as winning sails in the Snipe and other one-design classes. Now the Ullman Sail company—both in Newport Beach, California, and in Dallas, Texas—introduces a Championship-quality Flying Scot suit of sails.

The Ullman loft developed a prototype suit of Flying Scot sails to compete in Mid-Winter Championships of 1978. The prototype version sailed well, bringing home a second place in the Mid-Winters that year.

The Ullman Sail loft reworked the first pattern.

We evolved a Championship suit of Ullman Sails for the 1980 American Championships.

The 1980 Ullman Sails demonstrated ability to point high, but still furnish enough power to drive through the chop in Pensacola Bay.

Ullman Sails won three firsts in eight races. Ullman Sails finished third overall in the Championship Division. With these Ullman Sails, we feel extremely competitive in any condition. And you can enjoy the same confidence.

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Many long-time Flying Scot sailors know the name Boston and remember when Boston sails were dominant in the class. Times changed and Boston faded from the scene.

Times have changed again. This past spring, Boston spent many long hours on the water and in the loft analyzing and testing the currently available sails, designing and redesigning until we had a set that tested faster than any other.

This new design has been used in two regattas this summer. At the Michigan districts, Bostons were 1st and 2nd. And at the 1981 NAC's, a Boston equipped Scot topped the fleet, showing superior speed in all conditions.

The sails and their performance are not an accident. They are a product of logical testing and long sailmaking experience.

For details on these NAC winning sails, call or write Larry Klein.

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Executive Secretary addresses proxy vote

February 8, 1982

To the Editor:

Lest the membership of the Flying Scot Sailing Association be misled by former Texas District Governor Fred Tears' letter to Governor Rea of the New York Lakes District as reported in *Scots n' Water*, January, 1982, let me set the record straight on proxies.

The membership does vote at the annual meeting and does have a say and "Absolute Control" is *not* vested in the Executive Committee.

Each year our office prepares and mails proxies to every fleet of FSSA. (If you do not vote on these issues at the fleet level, talk to your fleet secretary or fleet captain and find out why not!)

The issues which appear on the proxy form are items which will appear on the agenda of the Annual Meeting. These are items which have gone through the proper committees and have met all criteria established by the Constitution and By-Laws of FSSA.

If a fleet is going to be represented at the Annual Meeting, there is a space on the proxy form for the official representative to be so designated by the fleet. The fleet may or may not instruct the representative how to vote on these issues, or he or she may be instructed to vote so many votes for and so many votes against a particular issue, depending on the vote of the fleet (one boat—one vote.)

If the fleet is not to be represented, then it may elect to designate any member of FSSA who is going to be in attendance, or the proxy committee, which usually consists of the Executive

Committee, as its proxy. Again, the fleet has the option to instruct the proxy how to vote.

The reason for this exercise is to ensure that the relatively small percentage of active members of the Flying Scot Sailing Association who are actually present at most Annual Meetings cannot speak for the vast majority not present.

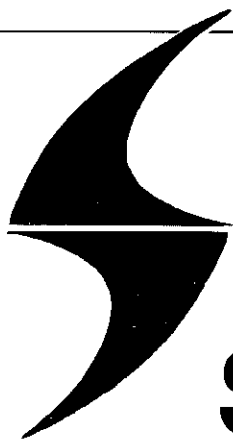
It is quite true that since I have served as Executive Secretary, and apparently prior to that time, we have had in hand enough proxies to decide each issue to come before the Annual Meeting. This does not mean that there have been no negative votes cast by fleets or certain members within fleets. Neither should this fact discourage any opponent of any issue from coming before an Annual Meeting and expressing objections to the issue.

I work with a number of different organizations of various types and none have a better, more democratic system for making vital decisions which affect the association than the Flying Scot Sailing Association.

Also, all the members of the various Executive Committees I have had the privilege of serving with without exception, have been people of the highest integrity and whose last thought was to be "self-perpetuating," or in "Absolute Control."

There is no fairer, nor more democratic way to run the affairs of the FSSA.

Sincerely,
J. Edgar Eubanks
Executive Secretary



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1982 Shore Sails are designed to perform equally well in a drifter or flat water as in a 20 mph blow in 4-foot seas. Shore Sails are not only fast, but also easy to trim. They're not gimmick sails—but they do deliver the performance needed to win races. Ask any Shore customer.

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

Sandy reports experience with Schildroth invention

Dear Irmgard:

I want to tell you how wonderfully your new invention, the Fuss-controlierte langsam-losgehende angekurbelte reibungsoperierte Bremsentrommel works. When I entered the Parsnip Patch Regatta I realized that I would have to have some special device, if I wanted to win, something no one else would have, which would give me an advantage over all of the others. That is why I wrote to you just as soon as I read about your Fuss-controlierte langsam-losgehende angekurbelte reibungsoperierte Bremsentrommel in the *Scots n' Water*. It sounded like just the right thing, and your careful instructions made installing the Fuss-controlierte langsam-losgehende angekurbelte reibungsoperierte Bremsentrommel quite easy. The Fuss-controlierte langsam-losgehende angekurbelte reibungsoperierte Bremsentrommel was all the more important to me because my crew, while being a good Laser and Windsurfer sailor, never had handled a spinnaker, but I figured that he would have no trouble with the help of your Fuss-controlierte langsam-losgehende angekurbelte reibungsoperierte Bremsentrommel. I do hope you won't divulge the details of the Fuss-controlierte langsam-losgehende reibungsoperierte Bremsentrommel to any of my competitors until I have won some more races. I like to win in any way I can.

As it turned out, in the third and crucial race we had a good start and didn't need to use the Fuss-controlierte langsam-losgehende angekurbelte reibungsoperierte Bremsentrommel until we approached the leeward mark, in second place, to round up for the beat to the finish. I was tense. We were close behind the leader. If we could gain an inside overlap at the mark we'd

have the race in the bag. If we could carry our spinnaker for just a few seconds after our competitor dropped his, we could gain that overlap. It would all depend on the Full-controlierte langsam-losgehende angekurbelte reibungsoperierte Bremsentrommel. Would it come up to our expectations? That's the nice thing about the Fuss-controlierte langsam-losgehende angekurbelte reibungsoperierte Bremsentrommel. It doesn't make the boat go any faster, it's just for convenience.

How did it work? The boat ahead dropped its spinnaker, but we carried ours right up to the mark, and we *had* our inside overlap. Perfect! but then, as I was feverishly freeing the spinnaker sheet and guy, steering with the tiller between my legs, frantically sheeting in the main sheet, lowering the centerboard and trimming in the jib—I like having all these lines leading aft where I can reach them—my foot slipped off the pedal of the Fuss-controlierte langsam-losgehende angekurbelte reibungsoperierte Bremsentrommel, the chute came down like a bullet—thanks to that new “super smooth bearing bullet block attached to the deadeye on the mast” to make hoisting the spinnaker a little bit easier—as you suggested—and right into the water and under the boat. Fortunately it didn't take us more than a couple of minutes to clear it from the centerboard, and we finished seventh. But your invention is a great convenience, especially for a two-man crew. And it'll be a blessing for the wives, letting them compete against the “gorillas.”

Hoping you are the same,
Sandy Douglass

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Recent breakthroughs make our sails faster than anybody's.

Get the edge over your competition now with your own set of Super Schreck Sails.
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Please ship _____ Suits, Scot # _____ Color # _____

Average wind speed _____ to _____ mph.

- I prefer the all weather suit.
- I am enclosing payment in full. You pay the freight.
- I am enclosing references and a 50% deposit.
I will pay the balance in ten days.

Please Charge Visa Mastercard

Card # _____ Exp. Date _____

Name _____

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City _____ State _____ Zip _____

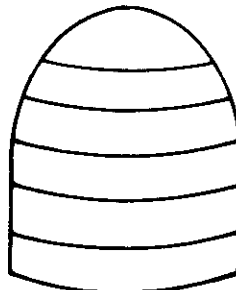
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Signature _____

**For turn around sail or rigging repair, ship UPS.
Swaging—covers—rope to wire splicing.**

Super Schreck Sails—Suit	\$497.00
Jib—5 oz. Dacron	\$136.00
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Spinnaker— $\frac{1}{2}$ oz. (Red, white & blue only)	\$230.00
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Windows	\$ 10.00 each
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Please mark colors on the Spinnaker sketch.



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1982 Flying Scot North American Championship Registration

Registration Fee: \$50
(Check payable to 1982 NAC)

Skipper _____

Address _____

City _____ State/Zip _____ Tel: _____

Boat Name _____ No. _____ Fleet No. _____

Accommodations desired for _____ people at:

- Tabor Academy Mass Maritime Academy
 Camping Motel

Junior NAC Registration Form

(Neither skipper nor crew can be 18 during 1982.)

Skipper _____ Birth Date _____

Address _____
(If different than at left)

Crew _____ Birth Date _____

Crew _____ Birth Date _____

Note: Send checks and form to Chuck Winans, 15 Rolling Lane, Dover, MA 02030 as well as requests for additional information. Supplementary crew may be available for both Junior NAC and Senior NAC. Please indicate if you are interested in this option. Registration form must be received by July 1, 1982. Early reservations at Tabor Academy are suggested. Contact Chuck Winans. Do *not* contact Tabor Academy or Mass Maritime Academy direct.

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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 3022—Custom Flex, white hull. Murphy-Nye sails. Two reef points, Motor bracket, Pamco trailer, spare tire, boom tent cover. Winter stored indoors, dry-sailed. Super clean boat. \$4,900. Jim Solomon, 410 Winter, Big Rapids, Mich. 49307. 616-796-0533.

FS 3008—Customflex, tangerine hull, white deck, Murphy & Nye sails w/windows. All Harken fittings, full nylon cover. Pamco tilt trailer. \$4900. Gene Pearson 6851 Roswell Rd., Apt. L-17, Atlanta, Ga. 30328. (404) 396-6214.

FS 3635—1981, white hull and deck with red water line, red Vinelast bottom, motor mount, anchor, Schreck sails, red cover. Fully equipped, sailed 6 times. Tee Nee trailer included. \$6,000. Call Chuck Watson 412-626-1827.

FS 2007—Off white hull, Lofland, Murphy Nye sails, spinnaker, lifting bridle, trailer, motor mount, 5 HP Chrysler motor just broke in. Dry sailed three years, moored the rest. Loved but not used. \$4,900. Contact Bonnie Kemmerling, 541 Industrial Dr., Hartland, WI 53029. 414-367-4421, 8:00 a.m. to 4:00 p.m., Mon.-Fri.

STAINLESS HALYARD CRANK—Hardwood roller handle is fitted on a machined 3/8 sq. drive crank. Used successfully by hundreds of Scot and Thistle sailors. \$9.00 postpaid. Send check to Curt Meissner, Rt. 1, Box 419, Florence, Wis. 54121.

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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 2410—Douglass. Light blue hull, red boot stripe, light grey deck. Includes Cameron sails, (excellent red and blue spinnaker) Sterling trailer, Harken blocks, etc. \$3,800. firm. Grant MacLauren, 3 Shari Dr., St. Louis, Mo. 63122. 314-966-0946.

INSIDE COCKPIT MOORING COVER—Used two months. White vinyl, like new. \$80 postage paid. Don Lindsay, 23 Thomas St., Quincy, MA 02169. 617-421-6939 during day.

FS 1664—Douglass, light blue hull; two (2) sets of used sails, one (1) suit of new 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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