

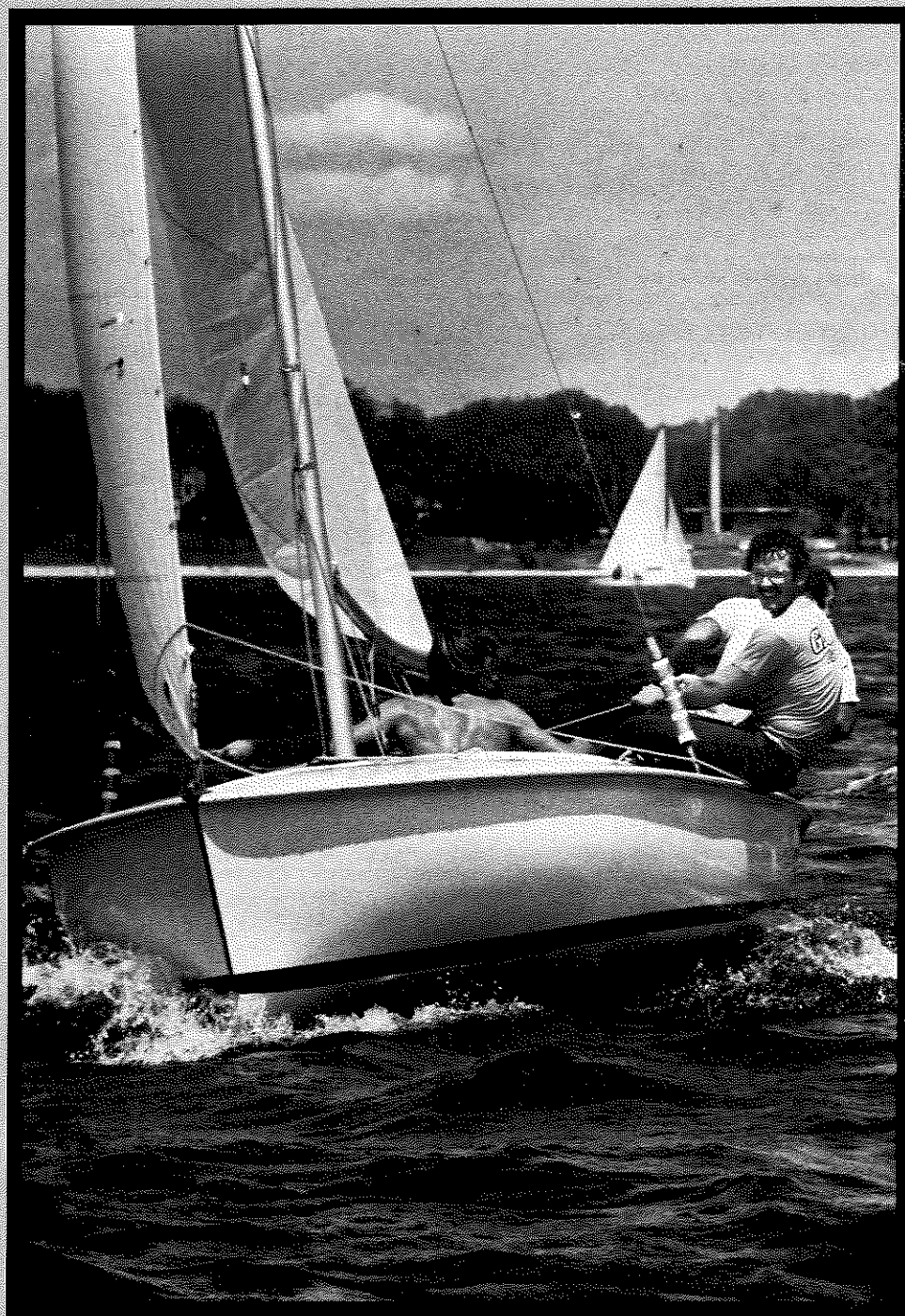
Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION VOLUME XXIV, NUMBER 5 JULY, 1982

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Cover photo

**Benz Faget checks to see if he can clear
competition before tacking. (Tom Need-
ham photo)**

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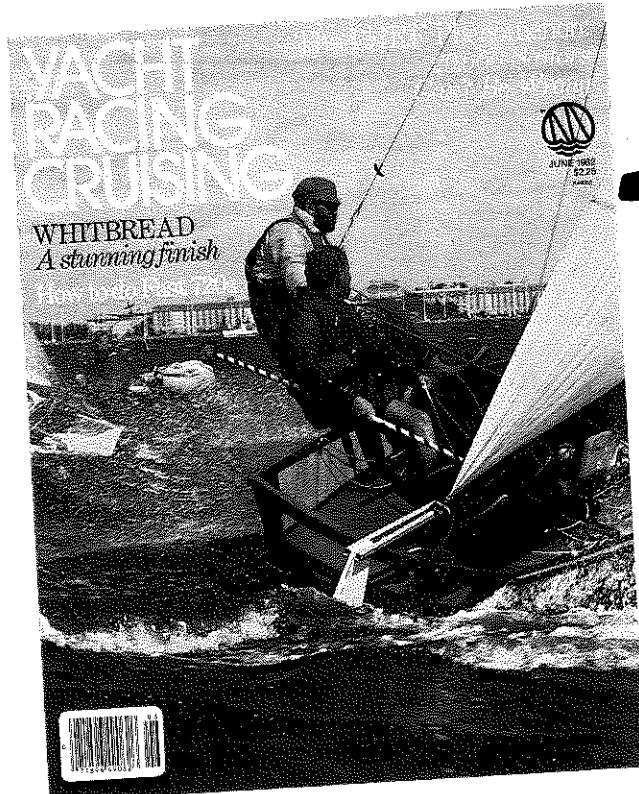
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Letters to the Editor

Rigging Amendment To Be Voted on in its Entirety

Allen Douglas

Measurer Larry Taggart suggested in his column in the June issue of Scots n' Water that the Governing Board proposed rigging amendment (also published in the June issue) be voted on paragraph by paragraph rather than as a whole, and that the Class be allowed to

choose between the Governing Board wording and the Measurement Committee wording of the amendment. The Executive Committee has decided that both of these proposals are not in accordance with the FSSA Constitution and Bylaws.

Therefore, the Governing Board wording of the proposed rigging amendment is to be voted on in its entirety at the 1982 Annual Meeting at the North American Championships.

From the Editor:

Following this statement are all the letters received by June 8 concerning the Governing Board rigging amendment proposal. Each letter expresses arguments which all members of the Flying Scot Sailing Association should carefully consider before voting on the proposal at the 1982 NAC.

Each fleet-affiliated FSSA member should cast his vote with his Fleet Captain; the Fleet Captain insures that the votes of the individual members of his fleet are cast at the annual meeting. Each FSSA member unaffiliated with a Fleet may cast his vote with his District Governor who will insure that it reaches the annual meeting (see District Governor addresses on page 18).

It is most important to the future of Flying Scot sailing that a substantial majority of the FSSA membership vote on this issue.

Chief Measurer Larry Taggart's letter in the June Scots n' Water was an excellent summary of the rationale of the rigging amendment to be voted on at the '82 Annual Meeting. The amendment is admittedly a compromise, but I completely agree with Larry's statement: "The proposal in its entirety is basically a good consensus of regulation which will best serve the needs of the class."

I believe that by this time every member has had ample opportunity to contribute to the debate. I hope that all FSSA members will support democratic processes, that all will exercise their right to vote. The amendment requires a majority of 2/3 to pass. Since the amendment permits rigging found on 80% to 90% of today's Scots, surely very few would vote against the amendment for the sake of one or more parts of it. I believe members will vote for the amendment in order to preserve the consistency of rigging and ease of handling of today's Scot. Passage of this amendment will prevent the Scot going the way of "development" classes' racing machines, suitable for only a few top competitors. Save the Scot! Vote for the amendment and against completely optional running rigging!

Cynthia Rea
Governor, New York Lakes District

I wish to make my feelings available to you concerning the Governing Board rigging amendment proposal that was published in the June issue of Scots n' Water.

My basic feeling is still that running rigging should be optional, and thus

there are two areas of concern for me in the proposal.

The first concern is the specification that no fairleads are permitted after a cleat (see section c., f. and 1.).

The cunningham provides an instance of a situation where such an arrangement makes perfect sense. A tidy arrangement is to place a fairlead a foot after the cleat. To tighten, you yank on the trailing end after the fairlead. To loosen, you yank on line between the cleat and the fairlead.

Do not specify any restrictions on the use of fairleads!

The second concern is the stipulation that only one 360 degree swivel cleat be mounted on the centerboard trunk. This number is totally arbitrary and should not be specified at all.

Do not specify any restrictions on the use of swivel cleats!

Sincerely yours,
Dennis Dugan

I am anxious to see the rigging controversy resolved; however, the feeling one gets on reading the proposed amendment is that it was thrown together merely to placate those who want an amendment. The association was supposed to consider a direction of philosophy — either attempt to make the Scot a more strict one-design boat, or leave the rigging optional and give power to the Chief Measurer to protect the class from freak contrivances and go-fast gimmicks. Instead, we have designed an amendment which leaves rigging optional with a few questionable and arbitrary restrictions.

For example, section g provides an unsafe advantage to boats with winches over those with ratchets. In heavy air, boats with winches can run the jib sheet first around the leeward winch and then around the weather winch to provide extra purchase. A skipper of a boat with ratchets will find it terribly inconvenient to rethread his ratchets on each tack in order to get the same advantage as a boat with two winches. In addition, the last sentence in paragraph g has nothing to do with rigging and should not be included in this amendment.

Another example of a questionable restriction is the elimination of a swivel device on the boom vang. In the interest

(continued on page 6)

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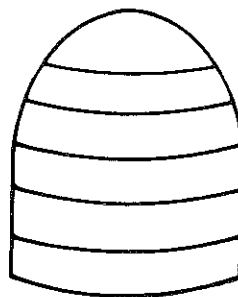
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Letters

of safety, it seems as though you would want a swivel cleating device on the boom vang. When the wind is blowing and you need to adjust your vang, going inboard to adjust it increases the chances for trouble.

Over all, the proposal offers little new material. The "teeth" of many former proposals from individual fleets have been excluded because of political reasons or expense in correcting the boat. The few added restrictions simply serve to irritate Scotters who have been racing legally for years. In summary, the amendment should not pass for the above mentioned reasons.

I propose that the amendment as presented be rejected; that the permitted systems of running rigging be specified; and that the Chief Measurer be given the power to rule illegal the freak contrivances which may be unsafe or give unfair advantage to a particular boat. Such rulings should take effect immediately and should remain in effect until the Governing Board decides to overturn the ruling.

Sincerely,
Bob Murdock

You may soon be asked to vote on a proposal which *changes* current regulations as to how you rig your boat. This proposal will make many boats that have been ruled *legal* — in compliance with all FSSA regulations — *illegal*. If this proposal is passed, you may be forced to re-fit parts of your boat's rigging. A decision such as this requires very careful evaluation.

As guardians of the Flying Scot class, the membership of the FSSA represents

only about 35% of all Flying Scot owners. Yet what the FSSA members do affects *all* Flying Scots. A decision of this magnitude requires logical thought.

Our fleet members have followed the issue of the 'rigging controversy' for years; indeed, it may be arguable that the class has seldom been without such a controversy. Like you, our fleet members have been concerned about the effect any changes may have.

Much of what any FS owner thinks about his class and its direction is determined by what he reads in Scots n' Water. Unfortunately, many of the articles pertaining to rigging have been based on *emotional*, rather than *logical*, issues. Before regressing to regulations that limit our freedom of choice about how we rig our boats, consider some important issues:

- "Goldplating" — The cost of equipping a standard FS with the so-called goldplating equipment is several hundred dollars. When a new boat with sails costs in excess of \$6,000, can this really be a legitimate issue anymore?

A person does not have to add the equipment unless he wants to. Reasons for adding it?

- Convenience — Some current, legal rigging changes allow the boat to be sailed more easily; especially by lightweight crews or crews who do not possess great physical strength.

- Personal Preference — People are different and some people simply *like* having equipment in a certain place, a certain way.

- Equality — In competition, some changes allow a husband-wife or lightweight crew to sail the boat on a more even basis with two big fellows or even a crew of three.

- Safety — The ability to quickly adjust equipment can, in some cases, *prevent* a capsize and its subsequent problems and hazards.

Our current regulations have been and are sufficiently restrictive to prevent a tidal wave of harmful additions and 'freak contrivances.' *Equipment that has been ruled legal for years should remain legal.* To force the removal of any previously allowed equipment seems unfair; even ludicrous. After all, it was purchased, installed, and used in good faith.

We urge a loud and clear "NO" to any restrictions which will make current *legal* boats illegal. Let's stop arguing and start sailing.

Sincerely,
Fleet 20
Pinckney, Michigan

EDITORS NOTE: The following is a memo, dated March 22, from Tom Ehman to Larry Taggart and is printed here with the author's permission.

Larry... Good job on the March 19 draft. Two comments:

1) The Waco limitation is absurd. Do we mean to say that the method of cleating is optional but you can't use the best cleat for the job if you've already used one someplace else? It isn't logical. It's obviously not an unsafe fitting or we wouldn't permit even one. We're trying to limit rigging systems not fittings.

2) Don't outlaw magic boxes. As you well know, there is nothing "magic" about them. They are simply a block and tackle system in a box. Many magic boxes are less expensive than the block and tackles they would replace that we now permit. They improve the appearance of the boat by hiding the spaghetti and make it safer as well.

We need to be governed by logic, not emotion. A philosophy is needed that can be consistently applied. We've agreed to limit systems which is good. But the members of the class keep saying to us (the Measurement Committee) not to limit their choice of fittings within a system. If you want to outlaw cleats, fine. If you want to outlaw block and



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Letters

tackles, fine. But don't permit some cleats, or some block and tackles while discriminating against others because one or two people are against them for emotional, not logical, reasons.

I suggest a guiding philosophy on which the class should base individual rigging decisions:

"Rigging systems are limited. The type and location of fittings within permitted systems is generally optional except where safety or performance is a factor. Also, expensive or complicated devices are usually prohibited especially when they are not readily available to all sailors. Fittings which improve solely the comfort and convenience of sailing or racing the boat are generally permitted."...Tom

At last the time is near when, at the coming Annual Meeting at the North Americans, the Flying Scot Sailing Association will have the opportunity to vote for the Amendment to the Specifications, the Amendment which was drawn up by the Governing Board and ratified by unanimous vote at the Mid-Winter Meeting.

In my opinion the proposed Amendment is a happy compromise between those who wish to have no limits put on their development of special racing hardware, and those who have tried to keep the Flying Scot one-design in fact as well as in name, a sensibly-rigged family boat.

Although every detail of the terms of the Amendment may not be just what each of us wants, this should not be the deciding factor. Most important to all of us is the fact that the Class desperately needs a compromise amendment to the Specifications to set definite limits, to end the dissension within the Class and,

for the first time, to give the Class a policy it never has had.

I will attend the Annual Meeting, and will vote FOR the Amendment. I feel sure that there will be opposition from some parts of the country. If you agree with me, and want to see the Amendment passed, please make sure your Fleet Secretary represents you in person to vote FOR the Amendment or sends in your proxy. We may need every vote if we are to have the necessary two thirds majority.

Sincerely yours,
Gordon K. Douglass

While I am relatively new to the Flying Scot (we bought our Scot one year ago), and have so far not become involved in the rigging controversy, there are several points in the proposed amendment which I feel I must comment on. First, there appears to be many contradictions within the amendment itself. For example, in the opening paragraph it states that "mechanical devices such as... winches... are not permitted except for... a jib winch on each deck" yet later it states "only one pair of... winches shall be used in (the spinnaker sheet) system." Thus it appears that we will only be allowed jib sheet winches, but later we are allowed spinnaker sheet winches as well! If one uses ratchet blocks for the jib sheet, can one then use winches for the spinnaker? It would seem so. Who then is going to make sure that such a boat does not use the spinnaker winches in combination with their jib ratchets?

Another such contradiction occurs in the Chief Measurer's job. He can rule illegal running rigging which is "unsafe or provides a significant increase in a yacht's performance" yet the amendment allows internal spinnaker sheets which are both unsafe (as they would allow water in the boat in the event of a capsize) and confer an advantage to the boat with them (as they can sit on the rail and trim the sheet/guy).

In many cases the wording of the

amendment is poor and results in statements which are (I hope!) not what was intended. For example, under spinnaker sheet and guy it states "only one pair of ratchet blocks or winches shall be used in this system." If one reads this as one reads the rest of the Scot specifications it appears that a boat could be disqualified if it does not have ratchets or winches as "shall" is normally reserved for something that is mandatory! I do not think that this is what was meant but that is what it says. Similarly, when talking about the centerboard pennant it states that it "shall be led... through fairlead(s)." Now my Scot did not come with a centerboard pennant fairlead but again no fairlead and you're disqualified!

Another example of poor wording is found in the section on spinnaker sheets and guys. It says that they "Shall be attached directly to the spinnaker clews." I certainly hope that the writers did not mean to eliminate the use of brummel hooks but that is exactly what this does. Probably the best example of this type of mistake is found further down in this same section when I was shocked to find out that we will no longer be allowed to use the spinnaker halyard to "aid in the dousing or launching of a spinnaker." I don't know about other crews but I know that mine refuses to climb up the mast to attach the head of the spinnaker to the fairlead!

In all seriousness, there are other examples of poor wording and contradictions in the amendment and the few I've outlined are enough to require a negative vote come this August. I want to emphasize that I am not saying that I am for or against the "philosophical" points brought out in the amendment, but this amendment appears as if it was written merely for the sake of writing one with so many compromises to so many people that it ends up accomplishing nothing and just makes things even worse. Come on people, the Scot as a boat and as a class deserves better.

Sincerely,
Ted Ward, FS 2290

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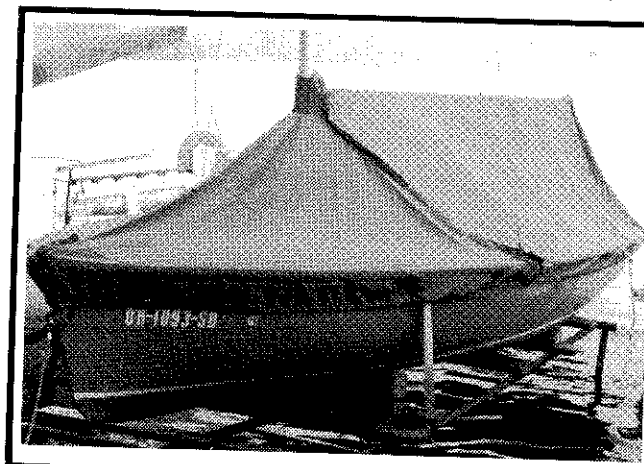
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THE WINNER'S CIRCLE: HOW TO GET THERE

Scots n' Water interviewed the winners of each race at the MidWinters held in March in Panama City, Fla. Interviews with the first three race winners appeared in the June issue. Following are the interviews with the winners of the last three races.

Andy Fox: Fourth Race Winner

Scots n' Water: Do you remember which way you went on the first beat?

Fox: The winds were out of the south again, and we went, more or less up the middle. We had a pretty good lead after the start, and everybody was behind us. We were covering Mark Eagan, wherever he went we went. He took us the right way. We didn't want to lose him; all we had to do was beat him the fourth and fifth races so we wouldn't have to sail the sixth race. That was the object.

Scots n' Water: Did you think about the current any during that race?

Fox: The current was pushing against us, that's why I was running down the line as much as I could.

Scots n' Water: Then you went left, because Mark was over to the left.

Fox: Right, the wind wasn't that strong before the start, but just the second we crossed the line, the wind kicked up to about 20. The boat wasn't really set up for it, but we did get our boat set up quicker than the other people. We tightened the cunningham, tightened the outhaul, and tightened the vang — I did vang upwind. I found out I had to do that. It got so windy that I had to ease the main so far out that I had to vang a little, not a lot. After we got to the weather mark, we were first and Johnson was second; he was right behind us, but I think we

put about a quarter of a leg lead on him on that reach.

Scots n' Water: Where was Mark?

Fox: Mark was third or fourth.

Scots n' Water: Did you fly your chute on the second leg?

Fox: No, but we did fly it on the second reach.

Scots n' Water: Did you see that jibe set that Mike did? (Mike Johnson, Sr. took films of the action and showed them after the races.)

Fox: Yes, we didn't do that one as well, he had a good set. But it didn't matter, he was too far behind. When we went up the weather leg, we held the same amount of distance on him. But on the downwind leg he got a puff which put him about a boat length behind us; whereas we had been a quarter of a leg ahead.

(continued on page 12)

SCOTS N' WATER

Benz Faget: Fifth Race Winner

Scots n' Water: Benz, can you give us a synopsis of what happened during the race?

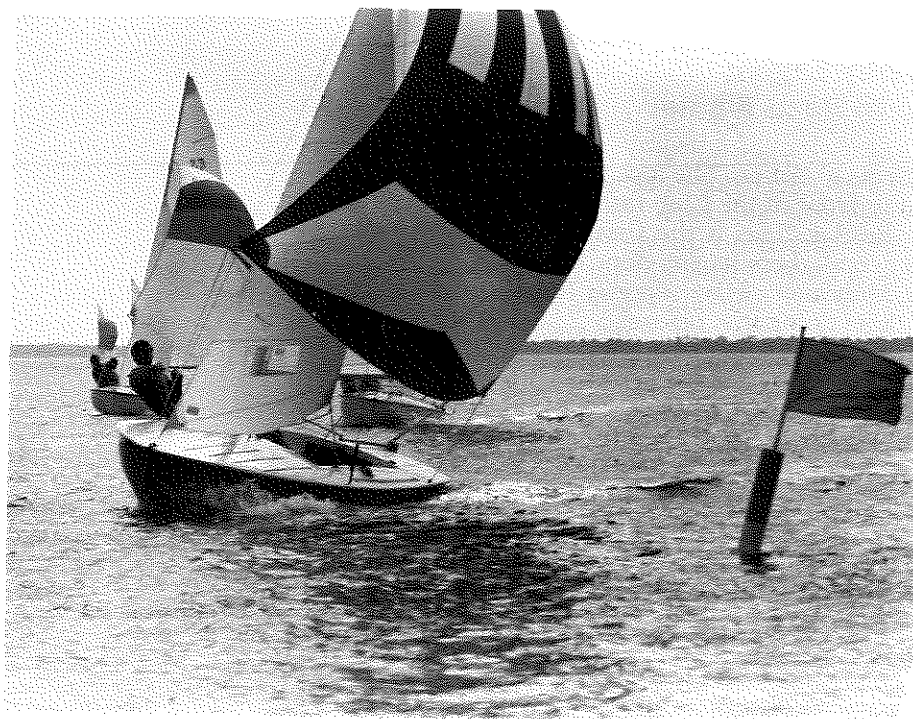
Faget: The wind was out of the south-southeast. We got a good start and caught a few shifts — that always pays off.

Scots n' Water: Did you start at the pin?

Faget: No, we started at the middle of the line, I never did go for the boat start.

Scots n' Water: Andy was always getting those, right?

Faget: Yeah, Andy was always getting those. I didn't want to fight those guys for it. I never went for the boat start, but I did get a real good start in the middle of the line, played a couple of shifts, got lucky, and ended up over on the left side of the course where I wanted to be.



Marc Eagan barely fetches gybe mark; left to right current is setting him to the right toward the mark. (Tom Needham photo)

Scots n' Water: Why did you want to be on the left side of the course?

Faget: The wind just seemed like it was backing a little bit over to the left side, and as you got to the

weather mark there was a point that the wind would come around a little bit and back further over to the left, so we picked up about a five degree lift over there and were able to

(continued on page 12)

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Bubby Eagan: Sixth Race Winner

Scots n' Water: The race was held out in front of the Club rather than in the Bay. This is the first time I ever recall them having done that in the Midwinters. Have you ever heard of them doing that before?

Eagan: Yes. I have — when it's real, real windy.

Scots n' Water: Last year they cancelled the race when it blew and there were nothing but windsurfers out there.

Eagan: A lot of times they hold races inside for windy GYA regattas.

Scots n' Water: I understand the GYA mostly sails inside here.

Eagan: No, most times we go out. But if it's real windy, and they need to get in a quick race, we stay right here on the inside.

Scots n' Water: Well, tell us about the race. It was the first time you had fun this week, right?

Eagan: Well, the biggest problem we had all week was getting the boat set up. We tried a new cut on the main. We got caught when it blew one day with the half ounce spinnaker and a big drafty main. We were just looking at different things all week and we finally got things set up. The last few races we did well — we're very happy.

Scots n' Water: Let's talk about the last race.

Eagan: OK. We sat in front of the Yacht Club from 9:15 on watching the flag on the flagpole; it kept shifting back and forth always favoring a port tack lift. So we decided that we were going to hang left. The wind was predicted to go right, but it just wasn't showing up. So we sailed around a bit, and then they postponed for a while. We sat out on the water for 15 minutes, and then we sailed back in by the Club at around the 5 minute gun and looked at the flag. The breeze had shifted way over; it was hauling to the right. So we took the committee



Jack Stewart (1342), J. Dees (2708), and an unidentified Scot fight to maintain clear air on the first reach. (Tom Needham photo)

boat end start, which was the favored start, and we just kept working our way right. We didn't let too many people get up on our hip to the right side. Three or four of us all rounded the weather mark together. We had real good crew work, and when we took the chute down, we rounded the next mark just barely in first. Then we got on a reach and it was all down hill from there.

Scots n' Water: So you just kind of played the shifts — staying on the right side and playing the shifts.

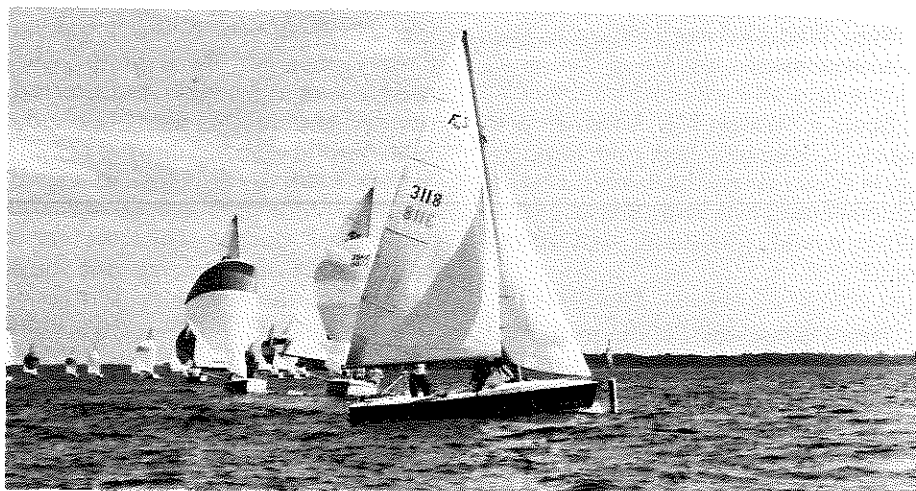
Eagan: Yes. There were shifts all the way up the boat, but it was best to hang right. You'd work your way right when you got a knock going out on starboard tack and then you'd tack over. We caught up with all the

challengers.

Scots n' Water: Yeah, you caught up with us. How did you manage to catch the three boats ahead of you on the first reach?

Eagan: When we first round the windward mark, we always go high on the reach because, in gusty winds like that, when you get the puffs, you can run off. If you're down low, you're not getting them first. Even though you're behind a boat, you're high. When you get the puff, you're flying right over him. Before he even has a chance to get his momentum going, you're planning; white water is shooting out all over. You're going to go right by him. We sort of stayed high on the first reach. The second time around on that same leg we stayed low because we were

SCOTS N' WATER



Marc Eagan rounds leeward ahead of Fox (3566) and Wade (2714).
(Tom Needham photo)

almost by the lee the whole way. We almost thought about jibing.

Scots n' Water: You went by us four or five boat lengths to leeward on that same reach the second time around.

Eagan: We waited until we got a good puff and a little angle, and then we shot off down under you. Then, when the apparent wind changed, went forward of abeam, we widened the lateral distance a little bit more by sailing down. You don't lose anything. All you do is you just keep working away, as long as the majority of puffs are coming from behind. If they're coming from

above, that's when you want to be high -- because you get that puff first and then you shoot down. If the wind is coming from behind, you can stay low and do all right. Boats from behind are going to catch up with you. There's nothing you can do about that. But if they are ever coming from up above, falling down on you, you've got to be up above to hit them first and then you shoot down. Even though there's a guy ahead of you, before he gets that wind to take off, you're already flying. You're going to be right with him. As soon as he gets momentum, you're going over — you break his spinnaker and then you're going by him.

Scots n' Water: What about the second beat?

Eagan: The second beat, we held right which was West, because the wind was shifting more and more drastically. So we just went over there and tacked. When the guys behind us would get up on our starboard hip a little bit, we'd wait for a little bit of a knock and take it over. Then coming up to the mark, we had all the Challengers all around us. Everybody else got in a starboard string with all the Challengers. We just stayed low on the mark with clear air and we got up to the port layline and then we took our hitch over.

Then once we went over, we went really far over, past the starboard lay line because all the Challengers were hitting and spinning around and jamming at the mark. So we just made a big circle around the congestion.

Scots n' Water: Was there any current consideration out there at all?

Eagan: No, nothing. Except coming up to the mark — don't let the current push you into a mark. That's all, you leave enough room.

Scots n' Water: Thanks for talking to us Bubby.

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(Fox, continued from page 8)

Scots n' Water: In that situation most people think, "Oh no, he is going to catch us!" What were you thinking?

Fox: I was thinking, "Well, the puff is going to get here to me eventually. I am going to get it too and go just that much further ahead with the puff." But by the time he got down to me the puff went away, and there he was right behind me. I rounded about one boat length ahead of him at the bottom mark. Then, going upwind, he was going so much faster than I because my rudder was kicked way up, but I couldn't do anything about it. We just tacked right on him—we had to—almost tacked too close. We kept tacking right in front of him so he couldn't get ahead.

Scots n' Water: You made him go as slow as you were going. Going back to the downwind leg when he got that puff and came up right behind you, at what point on that leg was he about a boat length behind?

Fox: When we were almost to the bottom mark.

Scots n' Water: OK, so you were lucky. If you had had that happen earlier, you might have had a hard time keeping him from passing you. What would you do in that situation?

Fox: I'd just wait for the puff, just hold my course and go for the mark; there is nothing you can do, you might be able to head up a little.

Scots n' Water: But can't he get in your air and really mess you up?

Fox: Oh, if he had gotten that close I would have either jibed or headed up, but he wasn't close enough to blanket me; he was off to one side. I wouldn't have let him blanket me.

Scots n' Water: Thank you for talking with us again Andy.

(Faget, continued from page 9)

sneak up to the mark. I think we rounded the weather mark second, right behind Mike Johnson. Then we just held on to him; it was a screaming blowing reach after that.

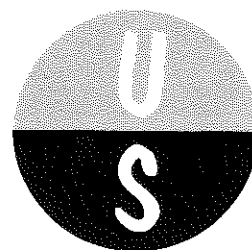
Scots n' Water: Did you put your chute up on the reach?

Faget: The first half of the leg was a little close for the chute, but about halfway down, Mike Johnson went with his. He beat us by a couple of seconds getting his up, so he pulled away a little bit. Then we went up with ours, and we both took off then—left the fleet.

Scots n' Water: Did you go high on the first part of the leg so you could raise the chute on the last part?

Faget: We went high so we could put the chute up. I mean, that was on our mind. Going up the second weather leg we slowly got Mike, moving on him just a tab. But three quarters of the way up the leg, my crew says, "Did you sail through the

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starting line?" I felt like "Oh no, don't tell me that!" We went around the weather mark about two boat lengths or three boat lengths behind Mike. Then we got in a little jibing duel on the downwind leg and picked him up. Down near the leeward mark, we were edging by to leeward, getting our nose out, and he jibed and went across our stern. Right when he jibed we got a knock (header); it was not the time to jibe. I kind of bore down with the knock, so we picked up another two boat lengths on that. At the leeward mark we were ahead about two boat lengths. Then we just stayed on him the rest of the beat. It was easy from there. The last beat was a little too short, I thought. If there was a guy right ahead of you, there was no way of putting him away; no way of just sailing off to one side to catch him.

Scots n' Water: How far ahead at the windward mark were you and Mike from everybody?

Faget: At the first weather mark we weren't but two or three boat lengths ahead of the next boat and

then there was a whole pack right there. When we got the chutes out we must have moved like a quarter of a leg ahead.

Scots n' Water: So everybody was kind of together in the first half of the reach?

Faget: Yeah, on the first part of the reach Bubby Eagan was slowly catching both of us, because we were going high and he was carrying puffs low. We sailed through a few puffs going high, and he caught up almost a beam of us. But when we both put our chutes up, we screamed off.

Scots n' Water: Was it too tight for Bubby to put his chute up?

Faget: He went with it, but I think he had a lot of trouble getting back up to the gybe mark. We screamed off and must have opened a quarter of a leg lead on him. I was kind of shocked because we got more breeze than everybody, those puffs came in and just got two boats, Mike and I.

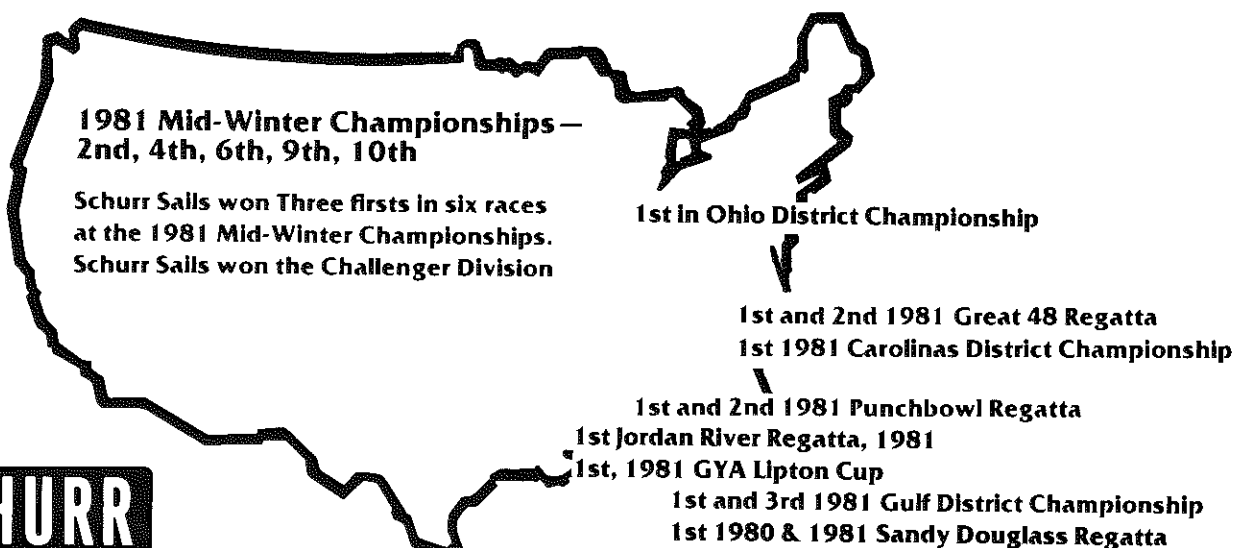
Scots n' Water: Did you think

about the current at all on the weather legs?

Faget: On the weather legs, yes, I was thinking about the current. We never wanted to tack up straight into the channel. Once you got to the channel you had to cross it. We went past the channel, far enough so that when we tacked over, the current was rolling down the leeward side of the boat. We were also to weather of the channel. I think some of the boats that we were sailing over on port tack were sailing right in the middle of the channel. If you got a knock on port tack in the channel like that, you would knock straight into the current rather than having your nose up out of it a little bit. I think that was pretty critical.

Scots n' Water: Congratulations on your win and thanks for talking with us.

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NAC TO BE HELD IN BUZZARDS BAY



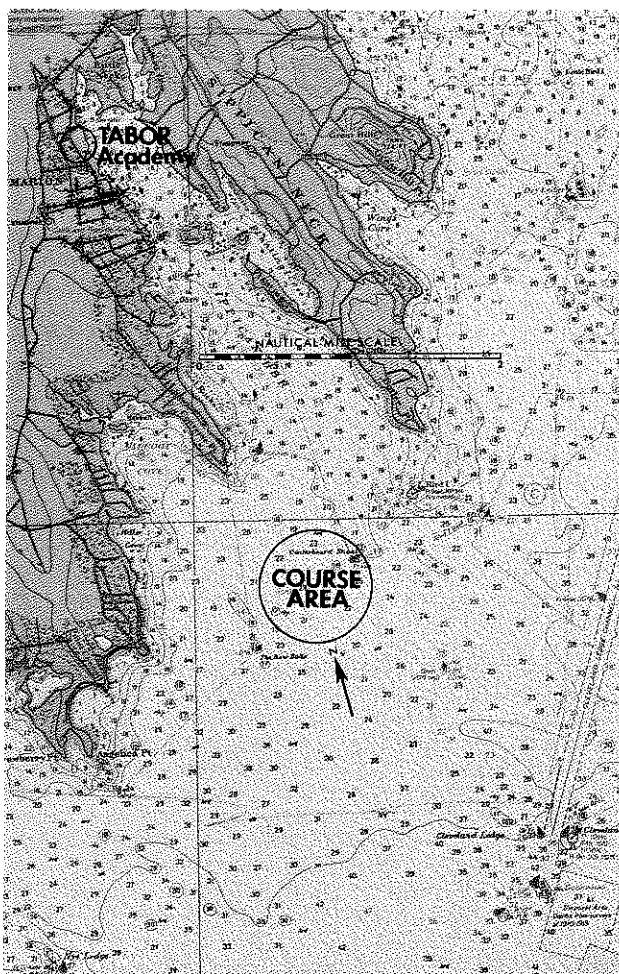
Photo is of Chuck and Abigail Winans, your host and hostess for the NAC. Chuck is District Governor of the Northeast District, event chairman for the 1982 NAC and also Vice Commodore of Stone Horse Yacht Club, Harwichport (Cape Cod). Abigail is normally a regular crew, but is the one who does *not* like to capsizes (as op-

posed to article in Scots n' Water in October with other crew). Chuck was the founder of fleet 57 at Stone Horse YC in 1965, a fleet which now numbers 31 Flying Scots. If registrations continue to come in at the present rate, this year's NAC could hit 100 boats for the first time.

Chuck Winans
Tells Flying Scot
Sailors About
Buzzards Bay
Sailing Conditions.

There are no indigenous Flying Scots in Buzzards Bay so none of the New England sailors have any inside knowledge to pass on to visitors. However, we have extracted some bits of information from the local sailors.

Last year, at about the same time in August as the NAC will be held this year, District Championships were held at Marion. During the three days the wind was very light, and we have been assured that this is *most* unusual. The typical prevailing wind is directly southwest, usually moderate in the morning, freshening around 1 p.m., and strong (15-20 knots) by mid afternoon. Another common pattern is very light



northerly winds in the morning, falling off to no air for a very brief period around noon, and then switching to southwest around 1 p.m. as described above. Actually this last pattern did occur on one of the three days last year, but the other two were unusually light all day long.

One of the reasons center board boats are not more common in Buzzards Bay is the short steep wave action created by the southwest wind. Just open your chart (or map) and take a look at the shape of Buzzards Bay. Note its southwest orientation and continual narrowing until you reach the Cape Cod Canal. As the funnel gets smaller the waves get shorter and steeper. Many of us feel that weight is therefore needed to drive through the chop. I personally would recommend the third crew despite the light winds last year. Six of our eight races are scheduled to take advantage of the freshening afternoon winds; over the course of five days I cannot envision an extended period of light air. As I have noted before, our experienced juniors, most familiar with Flying Scots, are available as "third crew" to anyone giving us some advance warning.

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Friday, Aug. 6	
1400	Registration for Committees/Hosts & early arrivals
2030	Organizational meetings
Saturday, Aug. 7	
0730-1100	Brunch
0830	Junior NAC/BBR Regatta Skipper meeting
All Day	General registration and measurement
0900	Harbor start for Junior NAC Championships (2 races)
0915	Harbor start for 2 Warm-up Races (sponsorship of BBR)
1800	Cocktails/dinner
2000	Meetings: FSSA Int. R.C., Judges, Race Committee
Sunday, Aug. 8	
0730-1100	Brunch
All Day	Registration — closes at 5:00 p.m.
0900	Harbor start for Junior NAC (1 race)
0915	Harbor start for 1 Warm-up Race (sponsorship of BBR)
1500	Executive Committee Meetings
1800	Welcome Dinner — beer/wine (free) plus cash bar, followed by hamburger cookout
2000	Board of Governors Meeting
Monday, Aug. 9	
0730	Breakfast
0830	Skippers Meeting
1000	Harbor start from dock area to racing circle for races 1 and 2
1800	Cocktails/dinner (cash bar)
1800	Board of Governors Dinner

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How To Install Webbing Kits

*Mary and
Eric Amman*

For some years now the FSSA has worked towards a standard in flotation.

This will be the year when straps of webbing, running fore and aft, will be required by the time of the NAC. All Scot sailers planning to come to Marion, MA, and to sanctioned events thereafter, should plan to install them well ahead of time. Here is how to do it:

The flotation, 12 cu. ft. of it, is installed under the side deck, behind the backrests. Nine feet flotation logs are cut so that five feet are forward, and four aft of the seat braces. In addition, a nylon strap, 1½" wide, must secure the flotation fore and aft. This is best installed with the boat upside down.

It is not easy to turn a Scot over, even on land. At Gordon Douglass Boat Co., we normally use five men. We lay a block of wood under the deck edge near the chainplate, to keep it from being bent. Once the

boat has been turned over, we set the bowplate on a box, such as a coke case, the aft deck edge on two sawhorses, placed near the outer edge of the transom.

The flotation should be held in place by three transverse straps for each section of foam, as well as by fore and aft straps. These straps are cut from mat and cloth, and are 5" × 22" in size. It is now required that nylon webbing straps be installed running fore and aft and fastened at both ends and at the center. The anchors are wood blocks glassed in place to the underside of the deck. The straps themselves are held by stainless tangs, screwed to the wood blocks.

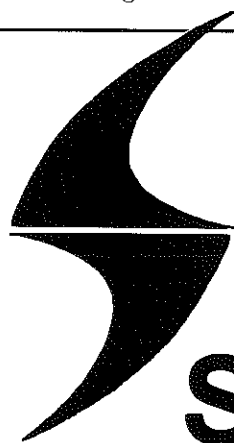
After you have turned the boat, and raised her off the ground, measure to determine the location of the woodblocks, sand the places well, and glass the blocks in place. They should sit on wet mat, and be covered by mat and cloth. The blocks in the standard kit have a 45 degree bevel on all sides. Once the resin is cured, wrap the nylon straps around the tangs, and screw them fast. Perhaps I should mention that the

standard resin mix should contain two teaspoons of catalyst per quart of resin. You will have about twenty minutes until the mix gels.

It is not necessary to tighten the nylon strap too much. The webbing will shrink, and you will tighten it anyway, by tying it to the seatbrace. A hole or two will have to be drilled for this.

Once the straps are in place, the boat can be righted. Some points of interest: The Douglass Boat Co. furnishes webbing kits, complete with straps, tangs, screws, woodblocks, and glass patches, for \$12.00, shipping included. Not included are catalyst and resin. That should be purchased locally. Approximately one-half quart of resin should do the job.

It might be best to do the retro-fit as a group in your fleet to provide the manpower. Boats can be turned while others cure. That is the method some fleets have used (a fleet gathering such as we are suggesting) to install transom ports. Much can be done in one afternoon. Be sure to have some acetone handy to clean hands and brushes.



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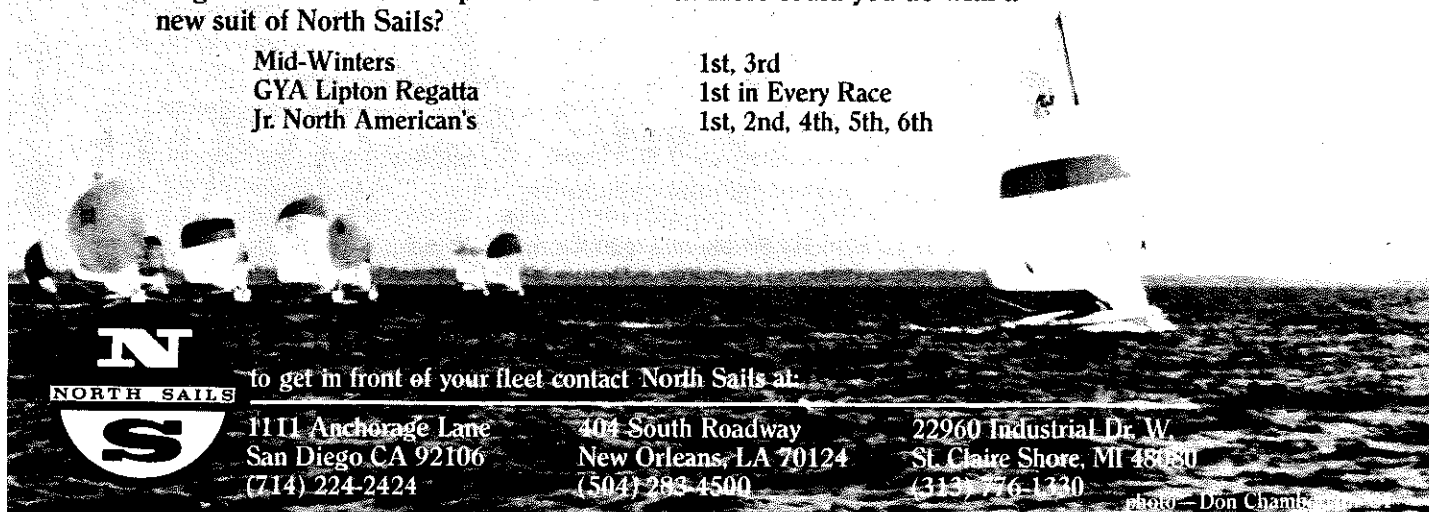
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photo — Don Chambers

THE STARTING LINE

July 10-11 — New York Lakes District Open Championship, Old Forge, NY (4th Lake). Contact: Al Hartsig, 116 West Avenue, Fairport, New York 14450 or George Blakeman, 9 Stafford Dr., Black River, New York 13612.

July 17-18 — Prairie District Regatta, Perry Yacht Club, Lake Perry, Kansas. (913) 484-2523. Contact: Jim or Kay Calvert, 1230 West St., Emporia, Kansas 66801. (316) 342-7625.

July 17-18 — Michigan - Ontario District Championship Regatta, Edison Boat Club, Detroit, Michigan. Contact: Ms. Elaine Godfrey, c/o the Edison Boat Club, 2000 Second Avenue, Detroit, Michigan 48226. (313) 237-6697. (see information form on the opposite page)

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

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

August 8-13 — 1982 North American Championship, Tabor Academy, Marion, Massachusetts. Contact: Chuck Winans, 15 Rolling Lane, Dover, Massachusetts 02030. (617) 785-0340.

August 21-22 — International Border Regatta Trident Yacht Club, Gananoque, Ontario. Contact Cynthia Rea, Dist. Gov. N.Y. Lakes District.

Sept. 11, 12 — Hot Scot Regatta, Huron-Portage YC, Portage Lake, Pinckney, Michigan 48169. Contact: Dave Winston (313) 995-0303.

September 11, 12 — Carolina District Championship Regatta, High Rock Yacht Club, High Rock Lake, North Carolina. Five races. Contact: Debbie Peterson, 5304 Clemson Court, Raleigh, North Carolina 27609. (H) (919) 876-3023. (O) (919) 541-2081.

Nov. 13-14 — Sandy Douglass Regatta, Rudder Club, Jacksonville, Florida. Contact David Mayfield, (904) 241-2431.

The following list contains events for Scots in the New York Lakes District, 1982 Season. For further information contact Cynthia Rea, 924 Nottingham Rd., Jamesville, New York 13078. (315) 445-0194.

July 3 — Columbia Cup Invitational. 12:30 p.m. Skaneateles Sailing Club, Skaneateles, New York.

July 24-25 — Central NYYRA, Willow Bank, SC, Cazanovia, New York.

Sept. 6 — FS Round Robin and Anniversary Party. 1:00 p.m., Skaneateles SC, Skaneateles, New York.

JULY 1982

Sept. 18-19 — Glimmerglass Regatta, Otsego Sailing Club, Cooperstown, New York.

Sept. 25-26 — Autumn Regatta, 10:00 a.m., Skaneateles SC, Skaneateles, New York.

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, Maryland 21550) or CBYRA representative John Barnes (7710 Chatham Rd., Chevy Chase, Maryland 20815) can also provide further information.

August 14-15 — Havre de Grace Yacht Club. Havre de Grace, Maryland. (Fleet 63)

August 21-22 — Fishing Bay Yacht Club Annual Regatta. Deltaville, Virginia (Capitol District Championship) (Fleet 137)

Sept. 3 — Annapolis to West River Race, West River Sailing Club, Annapolis, Maryland (no CBYRA sanction) (Fleet 97)

Sept. 4-5 — West River Sailing Club Annual Regatta. Galesville, Maryland. (Fleet 97)

Sept. 11-12 — Walter Collier Regatta. National Yacht Club, Washington, DC (Fleet 42)

Sept. 18-19 — President's Cup Regatta. Potomac River Sailing Assoc., Washington, DC (Fleet 42)

Sept. 25 — King's Mill Yacht Club Regatta, Williamsburg, Virginia. (Fleet 137)

Oct. 3 — Yorktown Day. Virginia Sailing Assn., Yorktown, Virginia. (Fleet 137)

Oct. 16 — Pumpkin Patch Regatta. West River Sailing Club, Galesville, Maryland. (Fleet 97)

CAVEAT EMPTOR

(If you have a Flying Scot or equipment to sell, we will be glad to advertise it in Scots n' Water. The charge is \$5 for each insertion. Send copy (max. 50 words) and check to Scots n' Water, 619 Yarmouth Rd., Raleigh, NC 27607.)

FS 3567 — Douglass, medium blue hull, white deck. Cockpit boom tent (blue), anchor, motor mount, Harken blocks, Schurr sails. Mahogany centerboard cap. Immaculate condition. \$5000. Trailer also available. Greg Dzuiba, 10 Alden Place, Bronxville, N. Y. 10708. (914) 779-8507.

FS 2630 — White with red striping. Three suits of sails, two spinnakers. Pamco tilt trailer, motor bracket, lifting bridle, brand new boat cover. Proven race record. \$3500. Val Eylands, 1709 S. W. 69th Terr., Gainesville, Florida 32607. (904) 378-7662.

CLEAN UP YOUR FLYING SCOT COCKPIT! Install the spinnaker halyard retractor. Complete kit includes retractor reel, new longer spinnaker halyard, screws and easy installation instructions. This makes a neat set-up, no more lines under your feet! Send \$20 plus \$2 for shipping to: REEL, Box 511, Navarre, Ohio 44662.

FS 2949 — Douglass, new Schreck's w/ windows; Hard spinnaker; Sterling trlr; Harken blocks & cleats; 3½ h.p. Sears motor; Danforth anchor; cover. Dry sailed. Excellent, clean condition. \$4900.

Marion Morris, 816 E St. S. E., Wash., D. C. 20003. (202) 224-8783, days.

FS 467 — Customflex, Lt. Blue & white, one set Boston sails, one set Baxter & Cicero plus extra jib, Cameron radial spinnaker, cockpit cover, motor bracket, bridle, tilt trailer spare, weighed & measured at past nationals, dry sailed & stored in heated garage, very competitive. \$3250. Located 30 mi. from FS 25th Anniversary Regatta. Jon Bartell, 2100 Jacksonville Road, Springfield, Ohio 45504.

LIFETIME ACCESSORIES — Mast carrying forks and jib Harken mounting blocks. Phenolic laminate won't crack, split, rot, corrode or craze. Carefully produced, they're guaranteed for the life of your boat. Mast forks — \$10.35 each, Harken mounting blocks — \$5.25 each post paid. Send check to Best Boat, Box 6113, Spartanburg, S. C. 29304.

FS 1270 — Customflex. Excellent condition. Blue Hull/White Deck, Pemco Tilt Trailer, Like New Schreck Sails, Spinnaker, Extra Thomas Sails, Custom Boatcover, Harken Blocks, Motor Mount, Anchor, etc. Dry sailed. \$3000. Bill Wilcox, 12560 Ledgeview, Canal Fulton, OH 44614. (216) 854-6122.

FS 2397 — Customflex. White Pamco trailer. Schreck Sails including Spinnaker. Stored inside winters since new. Not sailed last 4 years. Excellent condition. Ted Johnson, 5229 Hardwoods Dr., West Bloomfield, Mich. 313-683-1350.

1982 Flying Scot North American Championship Registration

Registration Fee: \$50
(Check payable to "Northeast, FSSA")

Skipper _____

Address _____

City _____ State/Zip _____ Tel: _____

Boat Name _____ No. _____ Fleet No. _____

Accommodations desired for _____ people at:

- ☐ Tabor Academy ☐ Mass Maritime Academy
☐ Camping ☐ Motel

See FSSA Bylaws, page 18 in handbook, for chartering information.

Junior NAC Registration Form

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

Registration Fee: \$20
(Check payable to "Northeast, FSSA")

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. Early reservations at Tabor Academy are suggested. Contact Chuck Winans. Do *not* contact Tabor Academy or Mass Maritime Academy direct.

MY ADDRESS LABEL IS NOT CORRECT

My correct name and address follows:

Name _____

Street _____

City _____

State, Zip _____

Change is: ☐ Temporary ☐ Permanent

(Send this form with present label to the Executive Secretary)

Send Form 3579 to:
P.O. Box 11187
Columbia, SC 29211

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8723 BACARDI
DALLAS TX 75238