

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXIV, NUMBER 6 SEPTEMBER, 1982



Winning Words
from Andy Fox

A Start
at the Weather End

Sailing Chesapeake
Bay

1983 FSSA Cruise:
The Greek Islands

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Cover photo

Bob Schneider works to windward with perfect heel and all telltales streaming aft. (Tom Needham photo)

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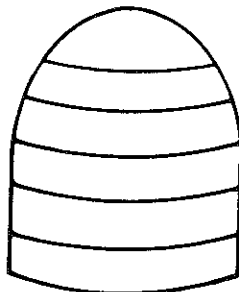
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Taming the Spinnaker Guy

Gordon K. Douglass

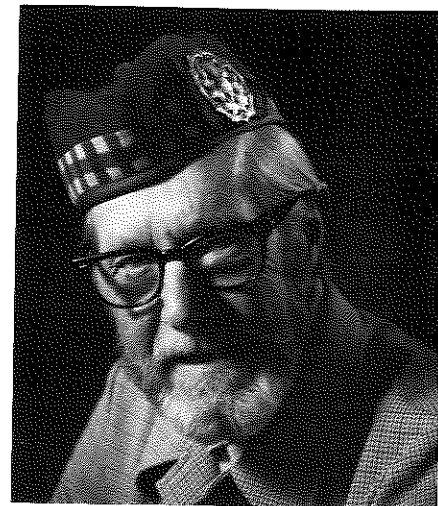
I feel very proud of myself. It has taken me only twenty-three years to figure out a good way to handle the Flying Scot spinnaker guy in heavy weather when the pole is close to the jib stay and the strain is greater than any normal man can hold and trim in. Just the other day I took the time to sit down in my Flying Scot VI to think it out, and quick as a flash it came to me.

We all recognize the problem. In heavy weather, when the pole is way forward on a close reach, the guy pulls very, very hard. The guy must be belayed — but it also must be trimmed in at times, and the problem has been how to do this with the skipper and crew up on deck leaning out, and also sitting on the guy and cleat. So I took a few minutes to study the problem, to find a way to get the spinnaker guy out from under. I found the way, but it will work only for those who have snubbing winches for the jib sheets

and the main sheet. (I did try ratchet blocks for my jib sheets for two seasons, but took them off and replaced them with snubbing winches which I find to be more versatile in a number of ways.)

The problem is that with the guy running along the deck from the chain plate to the fairlead on the aft deck, and from there to a cleat forward, it lies under the skipper and crew and, for this reason, is hard to get at. The answer to the problem, I decided, was to run the guy from the fairlead on the aft deck directly to and around the main sheet winch on the trunk, and from there to the windward jib sheet winch — and if desirable, to the cleat on the coaming.

I have tried this new method with excellent results, finding that it solves two problems. One benefit is that the hauling end of the guy, after it has passed through the fairlead, now is out in the open with no one sitting



Gordon K. Douglass

on it. Most importantly, it now gives the choice of three spans for sweating in the guy: there is the long span from the chain plate to the fairlead, the span from there to the main sheet winch and the span from the main sheet winch to the jib sheet winch. From the jib sheet winch, it may be cleated or, with a turn or two around each of the winches, there may be no need for cleating. The holding power of the winches may be varied according to the wind velocity.

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photo — Don Chambliss

THE FLEET'S IN

1982 HRYC Invitational

Flying Scots, with 14 boats, were the largest one-design fleet to participate at The Annual High Rock Yacht Club Invitational, held during the last weekend in May. High Rock Lake, located in Southmont, North Carolina, is the home of Fleet 108 and will host the Carolinas Districts in September.

For the 2nd year in a row, the weather was excellent. Winds on both Saturday and Sunday were in the 6 to 12 range. The hot weather was made bearable by three Kegs of Free Beer after Saturday's racing. The Club provided a live Country and Western Band for both sing-alongs and dancing on Saturday evening.

As usual the racing was close with the Regatta being decided by the last race on Sunday. The first four finishers are listed in the chart on this page.

Egyptian Cup Regatta

The 24th Egyptian Cup Regatta was held for the first time on Memorial Day weekend.

Two races were planned for Saturday. The first race was held in winds of 18 to 20 mph after the fleets had drifted to the starting lines. The second race was cancelled due to tornado warnings. Some of those present were witness to the tornado which struck Marion, Ill. On Sunday, it was decided to run three races in light and shifty air. The race committee had the misfortune of setting the line, having the wind switch and starting the boats on either reaches or runs. The final race on Monday morning was in winds of 8 to 10 mph.

Pat Berry and crew Chip Le Mar won first place in the fleet and lost the Egyptian Cup to Jon Greeley, C scow sailor, by a narrow 2 points.

The skippers and order of finish are shown in the chart opposite.

Wisconsin Cup Regatta

On June 5 and 6, Fleet 107 hosted the 1982 Wisconsin Cup Regatta.

Lake Winnebago provided a real challenge and exciting races as the wind (breeze) Saturday was exceptionally light, often leaving spinnakers hanging limp, and shifted frequently.

Sunday morning produced a little

more breeze, about 3-5, but it remained very shifty and spotty.

The fleet was able to get in four of the five scheduled races. Everyone had a great time and we are all now looking forward to next years Wisconsin Cup, which will be hosted by the Milwaukee Fleet, at the Milwaukee Yacht Club.

The top five finishers are shown in the chart below.

Regatta Results

1982 HRYC INVITATIONAL

	Sail No.	Fleet	1	2	3	3 1/2
Larry & Starr Lewis	1360	108	3/4	2	3/4	3 1/2
Kent & Mary Taylor	1296	108	3	3/4	2	5 1/4
Dave & Billie Miller	2942	27	2	3	10	15
Dick & Nan Schultz	1885	126	7	5	4	16

EGYPTIAN CUP REGATTA

3421	Berry	1	2392	Packet	11
3578	Hartman, J.	2		Warner	12
3520	Moore	3		Knight	13
3377	Tempelmeyer	4	606	Shoemaker	14
2865	Mackenzie	5	3683	Miller	15
	Harris	6	1063	Cursrud	16
	Hartman, M.	7	3369		17
1690	Striegel	8	419	Brown	18
3617	Glass	9	3630	Randers	19
4	Ashby	10	3562	Bowers	20

WISCONSIN CUP REGATTA

Place	Skipper		Race				Points
			1	2	3	4	
1	Don Schultz	1901	1	1	3	1	5 1/4
2	Art Bartling	2511	2	3	3	2	7 3/4
3	Milt Wittmann	3101	3	2	2	3	10
4	John Lindstrom	207	4	4	4	6	18
5	Greg Gillen	412	7	5	5	5	22

STARTING AT THE WEATHER END

It can be a frustrating experience, but with proper

planning, a good start can be achieved.

Larry Klein

Starting at the weather end of the line in a competitive class can be a frustrating experience. It still is for us many times. I can't count the number of times we've ended up in the second row, mired hopelessly in dirty air. But with a little planning

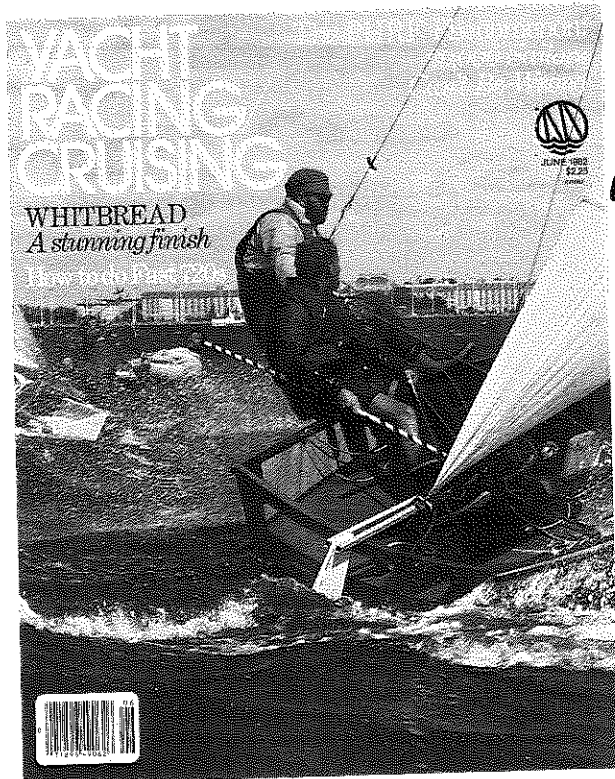
and some compromise, you can get a good start at the weather end most of the time.

There are several reasons to start at the weather end. The first, and most obvious, is when the weather end is favored, and you don't expect the left side of the course to be inordinately good because of wind or current variations.

The second reason is that you

want to get to the right side quickly. Starting at the weather end gives you more freedom to tack to port early. Even if you don't want to go right and the line is square, the freedom to tack to port is important. The boats that are able to tack on the first header (which may have already occurred before the start) will usually end up at the top of the heap at the first mark. The further toward the starboard end you are, the smaller the number of boats there are to cross when you tack. It is true that the boats further to leeward will gain on you in the first header, but that doesn't do them any good if they are locked in by other boats and have to sail through the knock.

In the first few minutes after the start, most skippers are too busy to see a small windshift and are content to stay on starboard tack if their air is not too dirty. So they'll just sail along on your windward quarter preventing you from taking advantage of that small windshift. And if there are a lot of boats, once you take one stern you will probably have to take a lot of others. At the weather end, even if you have to take a few transoms, you'll be ahead of them the next time you cross if you stay in phase. If the wind lifts instead of heading after the start,



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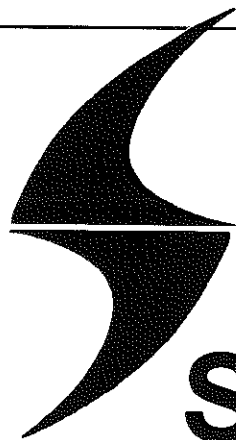
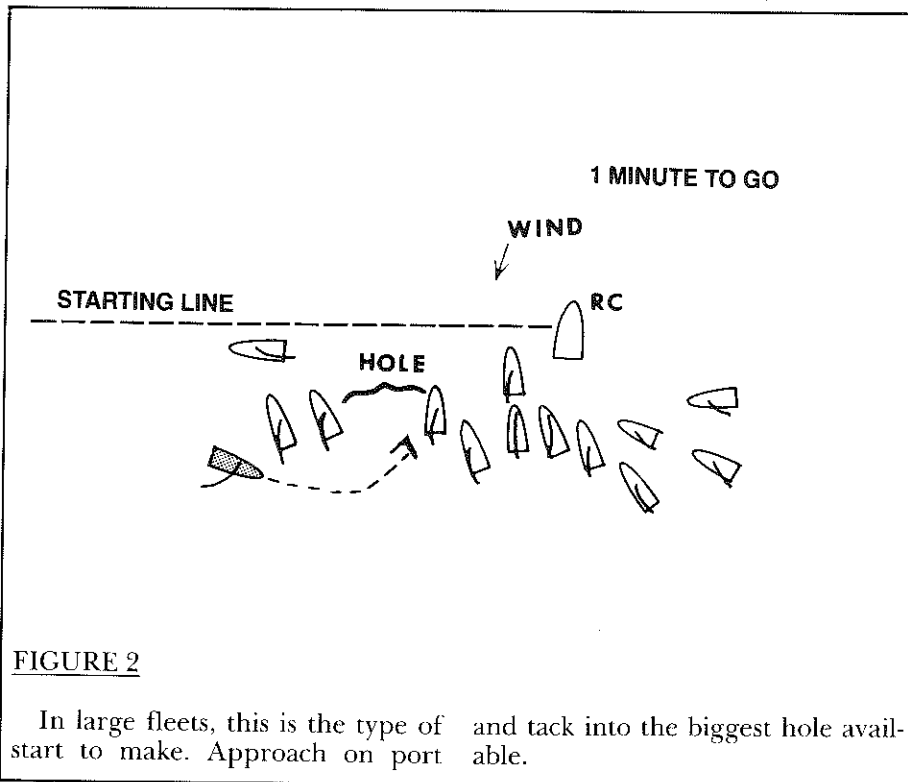
version of the above start. Instead of trying for a start on the line at the gun, plan to be in the second row. If you cross the line right next to the committee boat, you can tack immediately to port and be on your way.

In a fleet larger than 25 boats, you should use a different approach. Trying for *the* start is not prudent. You should start down the line further and let the heroes and lunatics fight it out for *the* start. The best way to do this is to approach the committee boat on port tack, reaching a few boat lengths to leeward of the line. Plan your approach so that you will be within 50 feet of the committee boat with 1-1½ minutes to go. As you get close, look for the biggest hole available. Normally there will be one aggressive boat luffing everybody up and making himself a nice big hole to leeward. Tack underneath him; hold him back. Now you've got yourself a hole between you and the next boat to leeward. The point in creating and protecting this hole is to give you the ability to bear off into it with 5-10 seconds to go to build up speed. It also keeps boats off your leeward bow after the start. (Fig. 2). You may end up further down the line than you ideally want to be, but you have set yourself up for a good start with clear air within the windward third of the line.

This first part is easy. The tricky part comes next. You must protect your hole, not only from intruders coming in from behind, but also from boats doing what you just did, namely tacking into your hole. So how do you protect your hole?

Let's take the case of a boat approaching from behind. USYRU Appeal #202 gives you the ammu-

nition you need to keep your leeward side clear. This appeal gives you the right to bear off in front of a boat coming from behind before he has established an overlap. By bearing off, you are trying not only to keep the intruder off your leeward side, but also to make him go to your windward side. So make your maneuver pronounced enough



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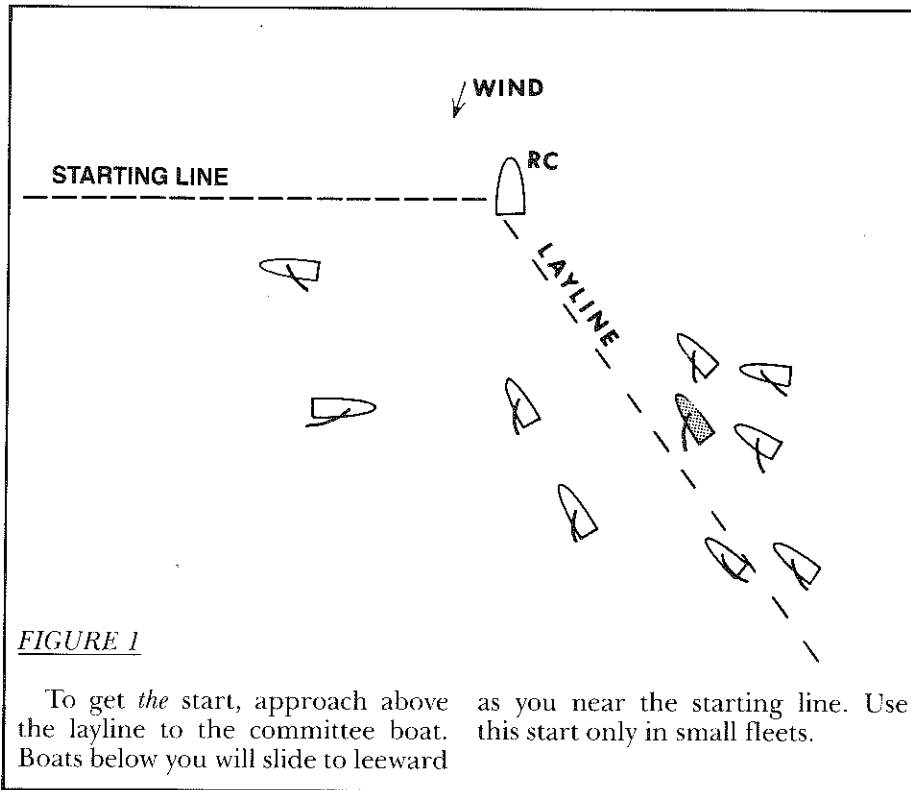


FIGURE 1

To get *the* start, approach above the layline to the committee boat. Boats below you will slide to leeward as you near the starting line. Use this start only in small fleets.

STARTING

you're in the best position to gain on the windshift as the inside boat on a lift.

Once you have determined that you will start at the windward end,

how do you go about it? We divide fleets subjectively into small and/or not highly competitive and large and/or highly competitive. We'll make a different start in different type fleets.

To get this start, you should begin your approach to the starting line slightly above the starboard tack layline to the committee boat with

enough time to get there with your sails partly luffing. (Fig. 1).

You have to fight your way up to the line luffing up the boats above you and keeping boats off your leeward side by heading off before they get an overlap to leeward, a maneuver covered in detail below. You must remember that if you have any boats in front of you, the wind will be very turbulent and will slow you down considerably. You want to arrive at the line on time with full way on.

The problem is that it is very difficult to get this start even in small fleets. In big fleets in a competitive class when the weather end is favored, there will many times be a row of boats "parked" near the line in front of you as you approach. They will be luffing each other up and making very little headway. Worse yet, usually there won't be any place for you to go, so you end up in the cheap seats at the gun. To top it all off, the fellows in the front row end up in irons at the gun and nobody gets a good start close to the committee boat!

So most times when the fleet is larger than 25 boats, you should abandon any hope of getting *the* start, especially when sailing in a long series where consistency is important.

But sometimes you want to get to the right side very soon after the gun. If so, you could use a modified

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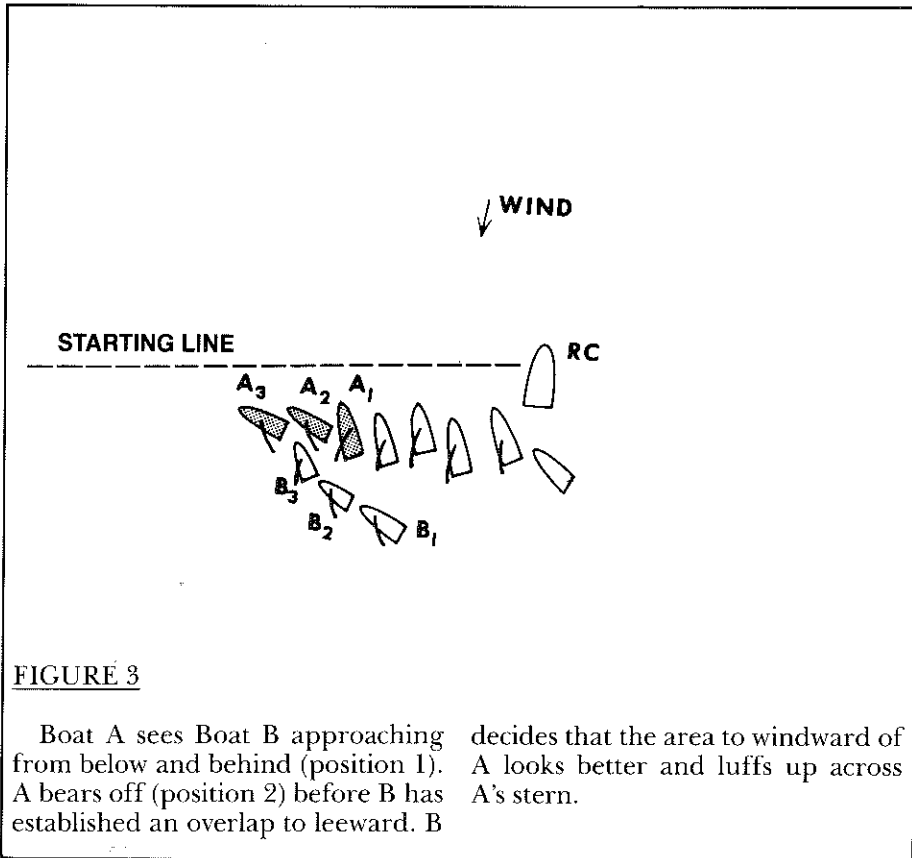


FIGURE 3

Boat A sees Boat B approaching from below and behind (position 1). A bears off (position 2) before B has established an overlap to leeward. B

decides that the area to windward of A looks better and luffs up across A's stern.

STARTING

to create a small hole above you that will look more appetizing than the one to leeward. (Fig. 3)

Before the start, in fact, you can bear off as much as you want. Appeal #202 states, "As long as Yacht A (ahead) is clear ahead of Yacht B (behind), she is free to maneuver to protect her position and give her a good start. Bearing down to prevent B from establishing a leeward overlap is consistent with such a tactic and within her rights... B, as the

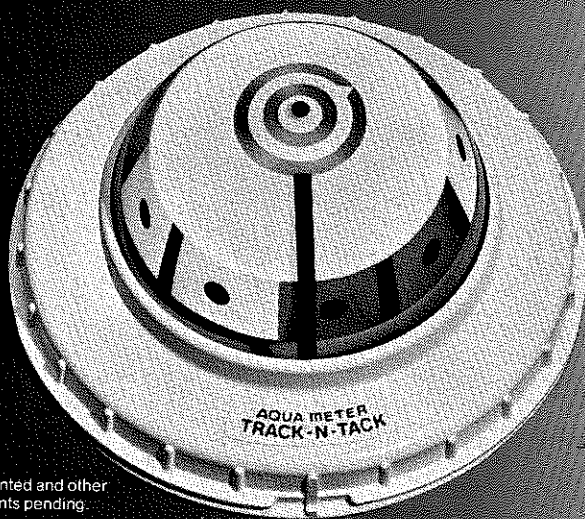
burdened yacht, must anticipate that A will luff up to assume a close-hauled course to the starting line and either herself luff up across A's stern or allow sufficient room for A to assume a close-hauled course to the starting line." So you can see that you may legally protect your position by bearing off.

Also, a leeward boat is bound by Rule 40 which requires her to allow the windward boat sufficient room to keep clear. Remember that if an intruder does establish an overlap to leeward, you are still entitled to ample room to keep clear. As you luff, your bow heads up and your stern

swings down. He cannot establish the overlap so close to you that you are not able to keep clear when you alter course. Too many sailors are ignorant of this rule and will put their bow right below your stern and think they have the right to luff you to close-hauled. They do — but they must allow you time and opportunity to keep clear and you should remind them of this.

The other problem in protecting your hole is the boat coming in on port and tacking underneath you. Although this type of interloper is usually less frequent than one who approaches from behind, he is more of a problem. What you must do with him is force him to either tack short of you or, better yet, go on past you. How do you do it? Once again, you bear off.

This maneuver is a little tricky because in the case of a boat approaching from behind on starboard tack, you are legally allowed to bear off before he obtains an overlap. With a boat approaching on port tack, however, you are bound by Rule 35, Limitations on Altering Course. Basically what this rule says is that as a right-of-way yacht, you shall not alter course so as to prevent the other yacht from keeping clear or obstruct her while she is keeping clear. Appeal 203, as I see it, says that if you as starboard tack yacht bear off and head toward the port tack boat, and then he responds by altering his course to avoid collision, you had better not alter your course again in any way that would obstruct him while he is keeping clear. In other words, if he bears off to go behind you after your first move, you may head back up, but you may not bear off any further. If he luffs up and would be able to clear you



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by crossing your bow, you cannot luff up and prevent him from doing so.

As the port tack boat approaches, you should bear off. If the port tacker goes below you, just head back up and resume your former course. If he tacks, you can head back up, but do not head back up until he is past head to wind. Remember, a boat is not tacking until past head to wind. Otherwise you take the chance that if he for some reason doesn't tack, you may violate Rule 35.

But then again, you may not be taking this chance, according to Appeal #150 which says that an alteration of course consistent with making a proper approach to the starting line should be anticipated by the port tack boat and that he should not try to pass in front of the starboard tacker. You might construe heading up to the starting line this way as consistent with a proper approach to the starting line, but coming so close on the heels of your first alteration of course (bearing off), you would probably have trouble convincing a protest committee of this. So to hedge your bet, when you do bear off the first time, don't bear

off so much that the port tack boat could cross your bow if he went hard on the wind. This will give him two choices. Either he can head off below you or he can tack short of where he would have tacked if you hadn't borne off.

Assign one crew member the job of watching for boats coming from behind or on port tack. React to them early. Once the guy coming from behind establishes an overlap, you must begin to head back up. If you haven't borne away enough before the overlap is established, he may be able to slide right up into your hole. If you have done your job right, either he'll choose your windward side, which is best, or he won't be able to shoot in right next to you and you'll still have your hole.

If you don't respond to the port tacker soon enough, you won't be able to alter course at all and he will tack underneath you.

While approaching the starting line, always try to stay in the first row. A hole the size of Mt. Rushmore won't do you any good if somebody to windward is able to camp on your wind. And once you get stuck in the second row, it could be difficult to get out.

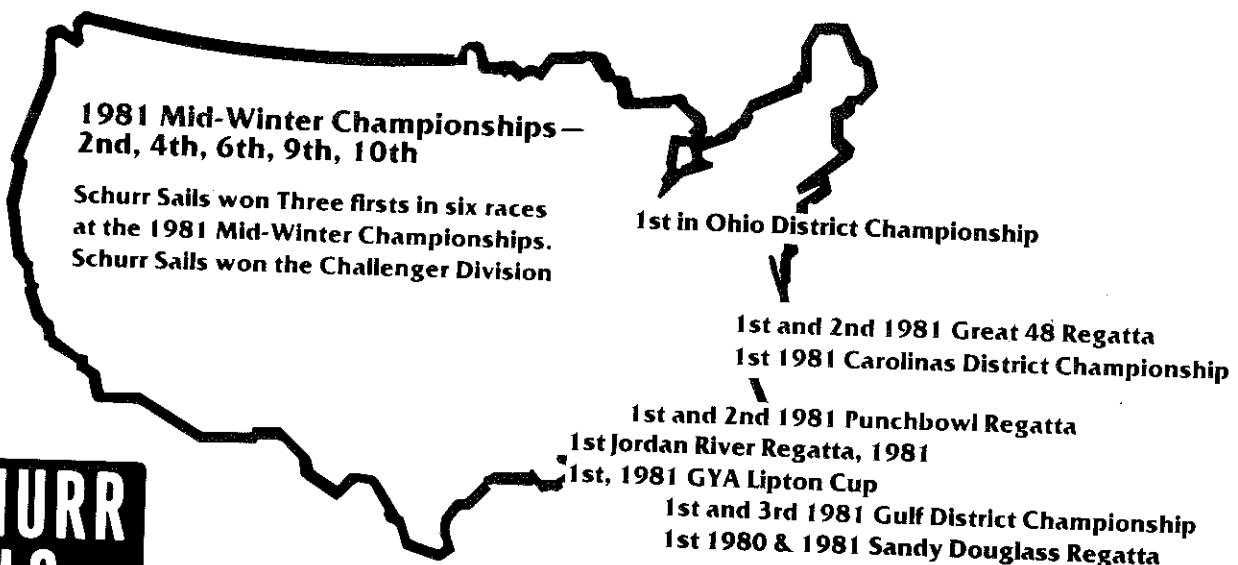
Another thing to remember is that starting in an adverse current, most skippers will misjudge their distance away from the line and will usually end up short at the gun. Boats will also "drift" to leeward faster in this condition. Because of this, you may be able to steal *the* start at the committee boat. There is a good possibility that if you hang around above the layline, a hole will open up in the last 5 seconds or so right by the boat. You should approach with some speed so that you can take it as it appears. But this again is risky and you should be prepared for a second row start or a go-around if the hole doesn't open.

These methods of starting can't guarantee that you will end up with a super windward end start every-time. They will give you a better chance at making your weather end starts more consistent. If you haven't figured it out by now, consistency is the key to winning in most classes.

Larry Klein is a Thistle champion, sailmaker, and Andy Fox's Flying Scot crew.

This article was reprinted from the Bagpipe, the Journal of the Thistle Class Association.

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which you pull your boat at Lake Minisinkhole. The idea, of course, is to fix all this before the race. Your boat must be in the best condition. Then, if you lose you can blame it only on tactics and intelligence.

As for mental readiness, you should think, "No one can beat me; therefore, I can't lose." If you go out admitting defeat, you will probably finish right where you thought you would. Another aspect of mental readiness is "psyche." If you know that everything is ready, your boat, sails, crew, etc., then all you need is to get a good start and play the shifts to win the race. (That is supposed to be the way it happens.) Encourage your crew, and have your crew likewise encourage you. Close head-to-head battles with another boat usually show who is mentally prepared and who is not. The boat with "psyche" has the stamina and willpower to gut it out over the other boat.

Step three is on-the-water preparation. These are the things you do on the way out to the race course. You need to stow unnecessary gear, watch weather patterns and take wind readings with your compass, set up the boat for the windward leg before the

start and not after, put on your foul weather gear and gloves before the start, and prepare a game plan for the race. A game plan is important because it helps you take your mind off of where to go, and keeps you thinking on how to get that little extra boat speed over the other guy.

The next area is the actual racing. This is what you have prepared for and hopefully the preparation has helped. The most important step to having a good race is the start. If you get the best start, all you have to do is have good boat speed, play all of the shifts just right, have no mental or boat handling errors, and, with a little luck, you will win the race. (Remember, that is what is supposed to happen.) The boat that wins makes the least mistakes, the second boat makes more mistakes, etc. All the pain and effort that goes into racing, especially in heavy air, is, in the end, worth the seemingly endless hours of physical agony on the water.

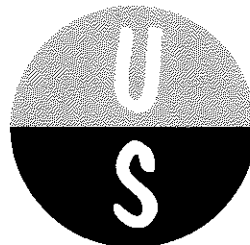
The last area on which the consistent winner concentrates is the post race analysis. Talk to your crew about what and why everything happened the way it did. Did you stick to your game plan? Did your boat hold to-

gether? Did the skipper do as well as he could have? These are all questions that need to be discussed either on the sail back in or in the bar on shore during the "attitude adjustment hour." Talking about the race as soon as possible keeps the details fresh in your mind. You don't want to keep your frustrations inside ready to explode at some untimely moment, such as five seconds before the start or as you are setting the spinnaker during the next race. The post race analysis is one of the most important steps to making you a better racer.

If you follow these general steps carefully each time you venture out to the battlefield, I'm sure your finish positions will improve. Ask your local hotshot what you are doing wrong and why he is winning. Don't be afraid to ask questions because we all start at the beginning and go through what seems an interminable time of not winning. Just keep trying and the victories will soon become commonplace.

Andy Fox is 1981 NAC and 1982 Mid Winter Champion.

Ullman Sails introduces a Championship-caliber Flying Scot suit of Sails



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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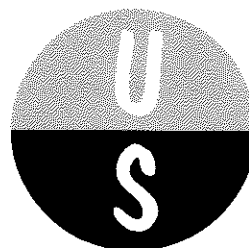
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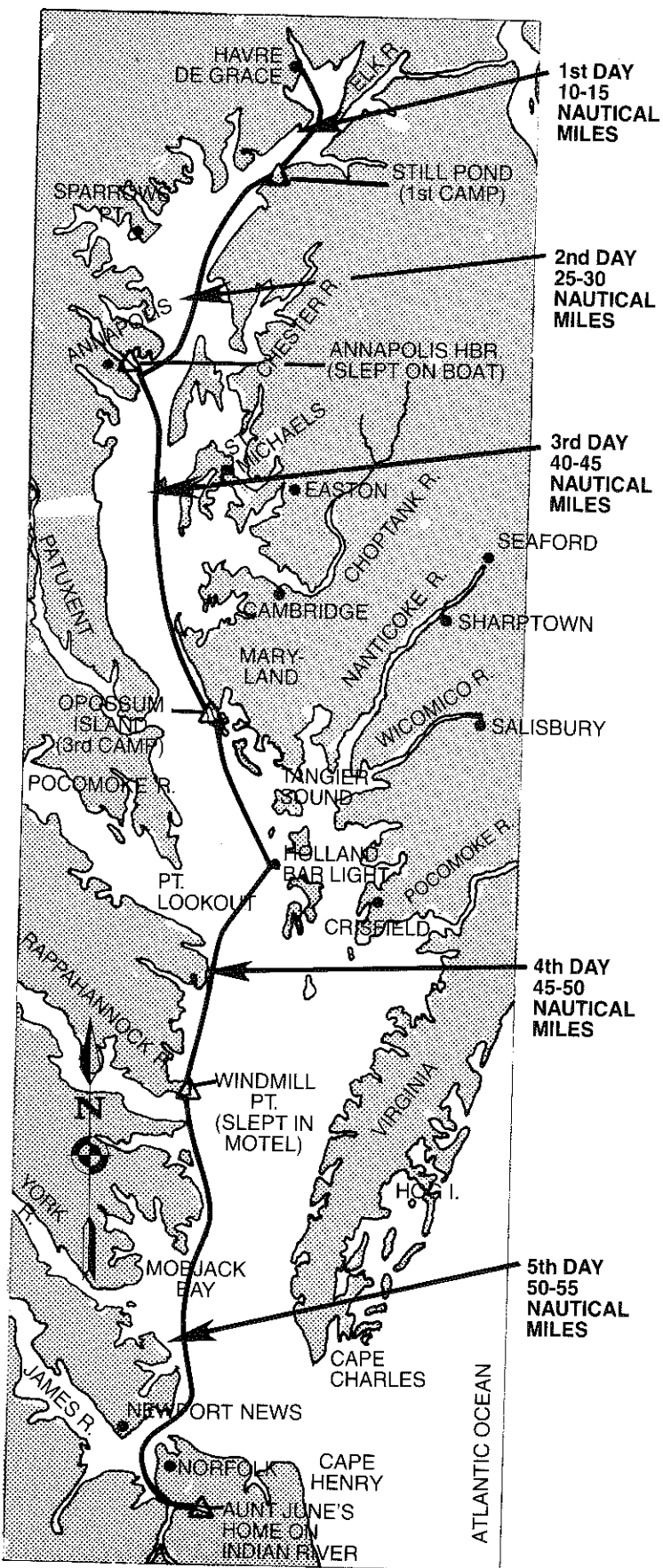
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FS 3460 Sails Chesapeake Bay

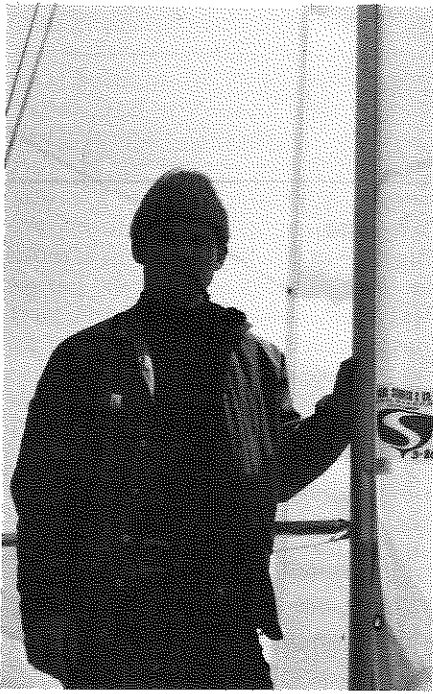
Ross Capps

My son, Shay, our yellow Labrador, Sable, and I set sail the third week in August from Havre de Grace, Maryland, bound for my Aunt June's House in Norfolk, Virginia. Most people who knew of our plans were skeptical that such a trip could be successful in a "day sailor," but we knew better and were anxious to prove it.

We left Havre de Grace in our wake around noon with a sunny sky and light breeze. By evening we reached into Still Pond on the eastern shore of the Chesapeake, where we pitched our tent near a "Y" camp which had several Flying Scots. The fishing that evening was successful, and our two-burner Coleman stove made short work of our dinner preparations.

Our goal the following day was to reach Annapolis, so it was out of the sack early, eat a cold breakfast, break camp, and depart Still Pond. Outside, the winds were brisk, therefore we hugged the Eastern Shore. Kent Island was soon abeam, at which location we had to alter course for the twin bridges over the Bay. There were numerous large ships anchored between the bridges and

SCOTS N' WATER



Ross Capps on foredeck of FS 3460.

when compared to the rest of the sailboats in the harbor) worked its way up into Annapolis proper, where we rented a slip for the night.

The dock master could not be convinced that we had sailed from Havre de Grace in such a small boat. This was our first visit to Annapolis, and we came away certain that with its multitude of sailing craft, salty atmosphere, and numerous marine supply houses, it deserves its title, "The Sailing Capitol of the East Coast." That night we snuggled up in our sleeping bags aboard the Scot and were rocked to sleep by the gentle motion of the boat.

Brisk breezes and a steep chop greeted us on our departure from Annapolis harbor the following morning. Again, the safest course was the Eastern shore. Numerous oil tankers littered our path as we sailed across the Bay.

We dropped down the coast, passing Poplar Island, Choptank River and Little Choptank River, where much of the action took place in James Michener's best selling novel Chesapeake. Next to port was Taylor's Island and then Barren Island Point where we cut inside to look for a spot to camp.

Annapolis; we imagined the fear that a cruising boat's crew must feel when one of these behemoths passes them close aboard at night.

Our tiny Scot (well, it seemed tiny

Gear List

Camping:

- free standing tent
- sleeping bag
- cook stove (Coleman)
- extra fuel for stove
- pots and pans, utensils
- fresh water
- fishing rods
- crab net
- food in coolers (3)
- first aid kit
- personal items

Boating:

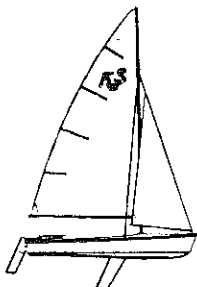
- extra rope
- binoculars
- hand bearing compass
- navigational equipment with chart board
- VHF radio with battery
- life jackets
- life ring
- foul weather gear
- bilge pump
- radio

We found a likely spot, but upon going ashore discovered that there were too many snakes crawling around to suit our taste. After sailing a bit further we made camp on Opossum Island, where we caught

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Shay Capps and yellow lab, Sable, relaxing aboard FS 3460.

and cooked our dinner of Chesapeake Bay crabs.

The remaining two legs of our trip, although they were the longest

FS 3460

legs, were rather uneventful. Our longest tack across the Bay was on the first of these two legs — from Holland Bar Light on the Eastern Shore to Smith Point in Virginia. We spent our last night before arriving at Aunt June's house in a motel at Windmill Point. Norfolk harbor was a very busy place; sailboats, large naval vessels, and dolphins vied for what space there was available.

Weaving our way through all the large ship traffic was a new experience for us; it was obvious that we did not have the right of way despite the rules. Two bridges opened for us as we made our way up the Eastern Branch of the Elizabeth River. When we turned into the Indian river we knew we had almost made it. Aunt June's dock came into view as we rounded the last bend, and there she stood awaiting our arrival.

This trip certainly proved that the Flying Scot is a very capable and sturdy camp cruiser, able to carry its crew in comfort and safety on almost any inland cruise.

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In Stock: New Gordon Douglass SCOTS with our custom outhaul, cunningham, vang, and jib sheeting; adjustable universal hiking stick. You can add our WACO 360° vang and centerboard control along with our custom spinnaker gear for a superb, race-equipped FLYING SCOT. We will supply HOOD (M & N), NORTH, or BOSTON sails.

Previously owned SCOTS: All with new-boat warranty. Call or write for details.

Parts and Equipment in Stock: WACO 360 trunkmounted swivel cleats for vang and centerboard; shrouds and halyards, hiking aids, shroud covers, custom cockpit covers, winch replacements, cranks, sailcloth centerboard gaskets, HAWK windvanes. Do-it-yourself instructions, with photos, supplied.

Check your Gooseneck! We have all the **parts** to repair the STAR MARINE/KENYON gooseneck. ONLY T-J SALES has an uncollapsible stainless universal part to replace the inadequate universal which appeared beginning about 1971. \$6.00.

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

Advanced Racing Clinic: Plan now to attend the 1982 Clinic, Friday evening, May 7, through noon on May 9, at Portage Lake, near Ann Arbor. The Clinic features **Gary Jobson, Ed Baird** and our staff. Single/multi-handed boats. Scot sailors from as far away as Tennessee and New Jersey have attended this outstanding event! Call or write for details.

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On The Horizon

1983 FSSA Cruise: The Greek Islands

Plan now to join your fellow FSSA members next June for two weeks on a bare-boat cruise of the Sporades Islands in Greece, leaving New York June 12, 1983, and returning June 28, 1983.

Past Commodore Bob Vance and his wife Pat just completed a "trial run" of this trip. Pat said it was "one of the best ever" because she did not have to cook any dinners. Each night you eat in a different Taverna found in all of the many harbors where you stay. Bob says that "this is an exciting trip — completely different from the Caribbean."

Interested?, read on. The Mirage 28 is 28 feet long and carries four adults in relative comfort. These boats are much easier to sail than the larger boats used in the Caribbean. Almost all Flying Scot Skipper's with any cruising experience would be able to skipper the Mirage 28. The small diesel in-board engine gets you in and out of harbors with no problems. The flotilla concept is used which means that the boats moor in the same location about half the time and are on "free sailing" the other half. There is a lead boat accompanying the flotilla. The lead boat consists of a skipper, an engineer and a hostess all who speak English and Greek. They are available to make immediate repairs as well as give information regarding places to eat and things to do on the various islands. Most of the islands visited have few Americans, most tourists were British and German. Facilities are simple and the islands quite "unspoiled."

Some negatives are: There is very little ice available. With effort, you can get shaved ice for the boat about two times during the cruise. Winds are not as strong or dependable as in the Caribbean. Bob said they motored about half the time. The Flotilla skipper said there usually was much more wind. Although the water is clear, there are no reefs or colorful fish to see through snorkeling.

Advantages are: The trip is significantly less expensive than the Caribbean (see below for details); eating ashore each night means less work (more enjoyment) for the cook; you get to see the Greek Islands and the people living the same way that they have for centuries. Pat says, "The islands are very interesting and there is more to do ashore than in the Caribbean."

The total cost for 15 days including airfare, boats, all food etc. is

about \$1,170.00/person (\$78.00/day). The cost of the boats is quoted in British pounds and therefore may vary slightly depending on the value of the pound to the dollar. The \$1,170.00 cost is based on the British pound at about \$1.82 (at this writing, it is \$1.74 which would make the trip cost slightly less.)

The maximum number of boats available to FSSA is eight. That means 32 people (16 couples). The boat could easily handle a family of five (two adults, three children). Anyone with sufficient time can extend their stay in Greece and see that country. We will provide you with the name of a travel agent to make any additional local arrangements which would be at your own expense.

With the limited number of boats available, it is imperative that reservations be made right away. First come — first served.

Bob Vance
134 Indian Head Road
Riverside CT 06878

_____ Send me more information of 6/12/83 Cruise. There will be _____ of us.

_____ I will skipper boat and will/will not provide other couple.

_____ I want to join qualified skipper.

(Please print) NAME _____
ADDRESS _____

USYRU APPEALS

Following are cases taken from the USYRU Appeals Decisions which should interest every Flying Scot racing sailor. To obtain a complete copy of the USYRU Appeals write to the United States Yacht Racing Union, Box 209, Newport, Rhode Island 02840.

Appeal No. 220

SUNDANCE vs. HAVEN

Where There Is No Doubt 'Mast Abeam' Has Been Achieved
Rule 38.4 Not Operative

FACTS AND DECISION OF THE PROTEST AND DISTRICT APPEALS COMMITTEES

In lightairs SUNDANCE (W) overtook HAVEN (L) to windward from clear astern, sailing almost twice as fast with both yachts running on the port tack. L luffed and W responded. When W obtained mast line on L, W stopped luffing and settled upon a steady course (above her proper course), but L continued to luff. As a result, there was contact between the two yachts, L's pulpit striking W (or a couple of W's crew fending off) towards the forward end of W's cockpit. A disputed fact, which the Protest Committee did not resolve, was whether W's hail of 'Mast Abeam' came before or after contact.

The Protest Committee, believing that W had stopped luffing too soon, disqualified her under Rules 38.1 and 38.4.

The District Appeals Committee dismissed W's appeal because it was

"not being asked to interpret the rule but to find that the facts were different from the findings of the Protest Committee". W appealed this decision on the grounds that Rule 38.4 had not been properly interpreted.

DECISION OF THE APPEALS COMMITTEE

Under Rule 38.2, the termination of the leeward yacht's right to luff occurs when the relative positions of the yachts reach the point where the windward yacht has achieved 'Mast Abeam'.

Rule 38.4 operates only when there is doubt as to whether that point has been reached. Where the facts permit no reasonable doubt and establish that the windward yacht actually has achieved 'Mast Abeam', Rule 38.4 does not become operative and the absence of a hail by the windward yacht is of no consequence.

That is the situation here. Based upon the point of contact (L's pulpit striking W near the forward end of her cockpit which in W is close to her helmsman's normal station), it is clear that W had reached a position well ahead of 'Mast Abeam' prior to the time of contact, indeed by a sufficient distance that it should have been obvious to L. There, thus, being no doubt that L's luffing rights had been terminated under Rule 38.2, she infringed that rule by failing to bear away to her proper course.

The decisions of the Protest Committee and District Appeals Committee are reversed; HAVEN, the

leeward yacht, is disqualified; and SUNDANCE, the windward yacht, is reinstated.

James Michael, Chairman; Robert N. Bavier, Jr.; F. Gregg Bemis; Harman Hawkins; Lynn G. Stedman, Jr.; Theodore E. Tolson, Jr.; Henry H. Anderson, Jr., Secretary

January 15, 1979 (revised January 1982) Appeal No. 220

Rules Applicable

38 Same Tack — Luffing and Sailing above a Proper Course after Starting

38.1 LUFFING RIGHTS

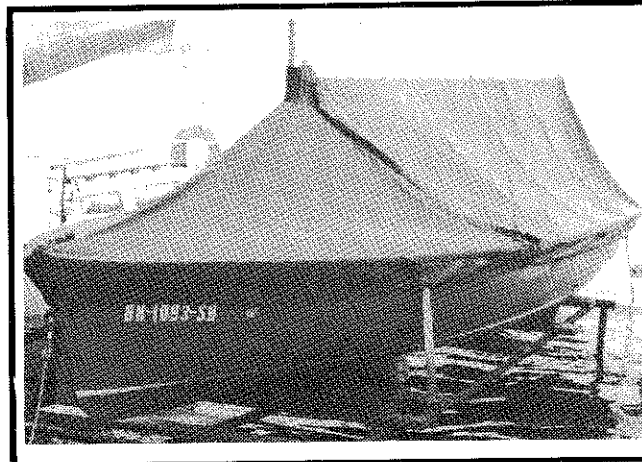
After she has started and cleared the starting line, a yacht clear ahead or a leeward yacht may luff as she pleases, subject to the proper course limitations of this rule.

38.2 PROPER COURSE LIMITATIONS

A leeward yacht shall not sail above her proper course while an overlap exists, if when the overlap began or, at any time during its existence, the helmsman of the windward yacht (when sighting abeam from his normal station and sailing no higher than the leeward yacht) has been abreast or forward of the mainmast of the leeward yacht.

38.4 HAILING TO STOP OR PREVENT A LUFF

When there is doubt, the leeward yacht may assume that she has the right to luff unless the helmsman of the windward yacht has hailed "Mast Abeam", or words to that effect. The leeward yacht shall be governed by such hail, and, when she deems it improper, her only remedy is to protest.



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THE STARTING LINE

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.

September 17-19 — Whale of a Sail. Multi-class, open regatta which usually has 25 - 30 Scots, sponsored by CSA. Lake Carlyle, Carlyle, Illinois. Contact Larry Christy, 17 Morwood, St. Louis, MO 63142 (314) 567-4748.

September 18-19 — Barnegat Bay Invitational Regatta, Shore Acres Yacht Club, Shore Acres, N.J. Five race series. Hosted by Fleet 31. Contact Laszlo Viemann, R.D. #1, Box 370R, Neshanic Station, N.J. 08853 (201) 369-5403, or (201) 782-9555.

September 18-19 — Northeast Districts, Lake Massapony, Sharon, MA. Contact Mike Kiely, 17 Hillside Ave., Dedham, MA 02026 (617) 326-1844.

September 18 — Moraine Sailing Club Flying Scot Fall Invitational. Contact Jim Starr, 130 Kermiet Drive, Monaca, PA 15061 (412) 728-0711.

Oct. 30-31 — Texas District, Wursthfest Regatta, Canyon Lake, Lake Canyon Yacht Club. Contact: Robert B. Killian, 7915 Teak Lane, San Antonio, Texas 78209.

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

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)

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.

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.

CAVEAT EMPTOR

(If you have a Flying Scot or equipment to sell, we'll 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 2198 — Still like brand new. Customflex, red hull, white deck in premium original condition. Dry sailed and winter stored indoors. Fully equipped with cover, spinnaker, 2 suits of sails and trailer. Well worth \$4600. Call for finer details. (517) 963-3211 or (517) 235-4065. W. E. Last, 727 Woodworth, Alma, MI 98801.

FS 2452 — Douglass. White with blue deck. Deck just refinished. Two suits of sails, spinnaker. Long tilt trailer. Motor bracket, anchor, paddle, and life preservers. All in excellent condition. \$3900. Dick Singleton, 200 Minuteman Dr., Forest, VA 24551. (804) 525-8428.

FS 467 — Customflex, Lt. Blue and White, one set Boston sails, one set Baxter and Cicero plus extra jib, Cameron radial spinnaker, cockpit cover, motor bracket, bridle, tilt trailer spare, weighed and measured at past nationals, dry sailed and stored in heated garage, very competitive. \$3250. 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.

BATTENS — New Floater-unbreakable tapered floating flexible 1" wide smooth butyrate cover, glass rod core — set for main \$14.00 delivered. Wood, same quality you've always received, sanded \$7.00, varnished \$10.00 delivered. Send check to Don Blythe, Battens, 804 Euclid Ave., Jackson, Mississippi 39202 if you can't find our battens at your favorite sailboat dealer.

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

FS 811 — Douglass, blue hull, off-white decks, 3 suits of sails, spinnaker. Sterling tilt-trailer, outboard bracket, lifting bridle, cockpit covers (3), winter cover, compass, anchor, many other extras. \$3200. Walter M. Chaiko, 30 Maddock Road, Titusville, N. J. 08560 (609) 737-9090.

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXIV, NUMBER 6 SEPTEMBER, 1982

Winning Words
from Andy Fox

A Start
at the Weather End

Sailing Chesapeake
Bay

1983 FSSA Cruise:
The Greek Islands

