

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXV, NUMBER 2 MARCH, 1983

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Selecting Your Crew

Arctic Adventures

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P.O. Box 11187
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PRESIDENT: Allen M. Douglas
P. O. Box 752, Panama City, Fla. 32401
(904) 785-7500

FIRST VICE PRESIDENT: Dr. Hallam Walker
P. O. Box 2185, Davidson, NC 28036
(704) 892-1276

SECOND VICE PRESIDENT: Jack Stewart
88 Overlook Dr., Alliance, Oh. 44601
(216) 823-7885

SECRETARY: Robert P MacKenzie
2804 West Beckett Drive, Muncie, IN 47304
(317) 284-0971

TREASURER: E. Paul Moore
317 Country Club Dr., Ballwin, MO 63011
(314) 227-6700

MEASURER: Lawrence Taggart
5809 Memphis St., New Orleans, LA 70124
(504) 482-7358

EXECUTIVE SECRETARY: Ed Eubanks
P. O. Box 11187, Columbia, SC 29211
(803) 252-5646

COMMODORE: Donald C. Hott
P. O. Drawer 520, Keyser, WV 26726
(304) 788-2500

IMMEDIATE
PAST COMMODORE: Robert F. Vance
134 Indian Head Rd., Riverside, CT 06878
(212) 349-1632

DESIGNER: Gordon Douglass
P. O. Box 28, Oakland, MD 21550
(301) 334-4841

Scots n' Water

619 Yarmouth Rd.
Raleigh, NC 27607

EDITOR, Scots n' Water: Paul C. Newton, III
(H) (919) 787-3289
(O) (919) 541-2081

ASSOCIATE EDITORS:

Herbert Bodman
(H) (919) 942-2778

Sharon Newton
(H) (919) 787-3289
(O) (919) 832-4120

For ad rates and copy of advertising contract,
write to:
FSSA
P.O. Box 11187
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Cover: Tight mark rounding at 1982 NAC's.
Photo by G. S. Sleeman.

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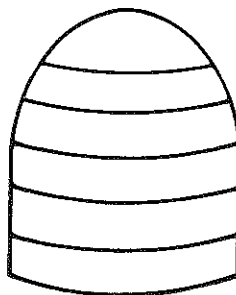
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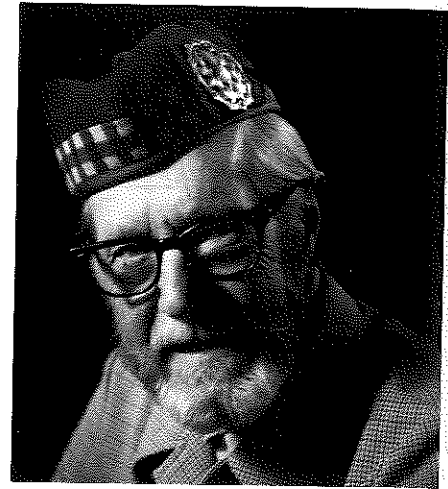
Sandy Sez:

Safety and Capsizes

Among the small-boat classes there is a lot of talk these days about safety and self-rescue in the case of capsize. Some are adding more buoyancy apparatus, plus self-bailers and transom flaps. That kind of self-rescue means turning enough of the boat's interior space into tanks of some sort so that the boat will float, full of water, high enough for the top of the trunk to clear the surface - and for the Flying Scot that would mean losing a lot of the interior space we like so well. I thought when I designed the Scot that I was making her self-rescuing. She doesn't often capsize, and doesn't take in water when she does, - if she's handled right. And isn't it better not to take in water at all, than to fill up and then have to get it out? In really extreme conditions even some of the self-rescuing boats cannot be sailed out. The Flying Scot is self-rescuing if she is handled properly. Then what has gone wrong when she does turn turtle?

What goes wrong, in most cases, can be described by such words as ignorance, ineptitude, clumsiness, laziness - and on up to sheer stupidity, such as that shown by the 200-lb man who, with the Scot floating happily on her side, tried to keep his feet dry by sitting on the mast! Or the example I saw some time back, on a pleasant afternoon, when two youngsters capsized their Scot while working on spinnaker drill. How they accomplished a capsize in a mild wind is a mystery. How they then succeeded in making the boat turn turtle is almost unbelievable and a classic example of what *NOT* to do.

We had noticed a boat under spinnaker to windward of us. Now it had



Gordon K. Douglas

capsized and was floating on its side with one of the crew standing over the centerboard and leaning over the hull, making no effort to right the boat, while the other crew proceeded to try to haul down the sails. We assumed, as time went by, that the one on the centerboard would pull the boat back up. Instead, he continued to stand there, doing nothing, watching his friend. A couple of minutes went by. We finally decided we'd better try to help, and sheeted in to sail up to them, but just then the one in the cockpit leaned out onto the mast, perhaps attempting to reach the spinnaker, and his weight pushed the mast on down, turning the boat upside-down!

By the time we reached them a motor boat was making preparations to tow the Scot ashore upside down. (What would happen when they reached shallow water and the mast struck bottom?) How could the boat be turned right side up? I explained how to throw a line, such as a jib sheet, across the bottom of the boat as a rolling hitch, how to stand with feet against the flare of the hull, leaning back against the line, pulling while the boat slowly rolled onto her side; then to keep pulling until she was right side up - at which time the crew climbed aboard, stowed the sails, and the boat was towed ashore.

This was a very fine example of what *NOT* to do. The Flying Scot did her part. She floated on her side for several minutes, without taking in a drop of water, until her crew forced her upside down. At *ANY* time the crew could have righted her and climbed aboard with dry feet. But the boat needs help and cannot be expected to do it all.

Nothing is fool-proof. For a better example of how to do it, see my article, *AN UPSETTING TURN OF EVENTS IN WASHINGTON*, on page 79 of *HIGHLIGHTS of SCOTS N' WATER*.

The point is that one man, standing on the centerboard, can right the Flying Scot, and two just make it easier. On her side as she floats, she is very nearly balanced, and once the top of the mast is raised above horizontal she will come up by herself. If you should find that your weight is insufficient, extend your arms by means of a line, such as the jib sheet, looped over the snubbing winch, so you can lean backward against it.

There are several articles in the *HIGHLIGHTS* dealing with capsize procedures. They are good to a point, but I think they are wrong in suggesting putting flotation under the head of the mast as a first step. This may work if it can be done in time, but it will take time, and *time is the vital factor*. I do not recommend it because, in severe winds, there will

not be time in most cases. Don't be misled by the example I have described above. That was in mild weather. In bad weather there may be no time for anything but the quickest action.

First of all, when you sail in heavy winds, you should be *prepared at all times* to climb onto the topsides if necessary. Keep it in mind and be ready. In such winds you should be sitting on the side deck to begin with. From there, as the boat goes over, your natural instinct should be to climb on top just the way a dog or cat would. Let the sheets and tiller go, and climb. Swing a leg over the gunwale so you straddle it and can move either in or out. Needless to say, your sheets should never be cleated in such weather. (Or any other!) If the boat saves herself, so much the better. If she goes over, you then are ready to save her, instantly. But don't wait until the boat is on her side before you start to think and to act.

If you now are on top, stand on the centerboard and pull the boat

back up. If by any chance you are caught in the cockpit don't try to stay dry by hanging on. Your weight, on the wrong side of the hull buoyancy will only turn the boat over, so drop off into the water and give the boat a chance. Swim around - or dive under, as Volney Wilson suggests - get hold of the centerboard and pull. You'll still have a chance. As the boat comes up, a person in the water on the other side, by hanging onto the shroud or to the seat, will be lifted back aboard.

Therefore, in bad weather, at all times be ready to act! It can happen to anyone. When you find the boat *GOING* over, climb up *BEFORE* the boat is over. Don't waste time with other things. Your first thought should be to get the boat back up, and time is vital. Pull the boat up first. But act! Don't wait. Seconds count. Act *NOW!*

(reprinted from March 1971 issue of Scots n' Water)



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IMPORTANT NEWS

Midwinter Racers Take Note:

All boats racing in the 1983 Mid-winter Championship must comply with the new rigging specifications (published in the June 1982 issue of Scots n' Water) and the Chief Measurer's rulings published in the February 1983 and the December 1982 issues of Scots n' Water.

Mid-Winter Dates Announced

The Flying Scot Mid-Winter Championship will be held at St. Andrews Bay Yacht Club, Panama City, FL, April 5-9, 1983. Fort Walton Yacht Club will hold the Warm-ups on Easter weekend, April 2-3.

First race will be Wednesday, April 6. Registration begins on April 5 at noon. Sails will be measured and skippers must have paid 1983 FSSA dues.

As in the past, skippers may choose their division, Championship or Challenger. Trophies will be awarded to the first seven places in Championship and five places in Challenger division.

Entrance fee will be \$40.00 (\$35.00 if pre-registered by March 27). See pre-registration form on this page.

Local motels readily available to the club are:

Howard Johnson
4601 W. Hwy. 98
Panama City, FL
Tel. (904) 785-0222

Bayside Inn
(formerly Holiday Inn)
711 W. Beach Dr.
Tel. (904) 763-4622

Ramada Inn
3001 W. 10th St.
Tel. (904) 785-0561

All zip codes are 32401.

The Mid-Winters schedule looks like this:

Tue. April 5

Registration & sail measurement
Board of Governors Meeting

Wed. April 6

Registration & sail measurement
First Race
Raw Oyster Bar & beer (1730-1900 hours)

Thurs. April 7

Second & third races
Cocktail party (1830-2000 hours)

Fri. April 8

Fourth & fifth races
Fish fry on the lawn & surprise entertainment

Sat. April 9

Sixth race
Trophy Presentation
There will be a throw-out if all six races are sailed. *Betty Smith*

Registration Form

1983 Flying Scot Mid-Winter Regatta
Panama City, Fla.
Apr. 5 - Apr. 9, 1983

Skipper _____

Address _____

City _____ State _____

Sail No. _____ Fleet No. _____

Division _____

Crew _____

Crew _____

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Selecting a Regular Crew

Pat Barry, FS 3421

Help Wanted: A person who is strong, speedy, and extremely agile. Must have a good temperament; be willing to endure all manner of verbal abuse. Must be willing to participate in all types of weather, at all times needed. Must be able to accept all blame for failure and receive no credit for success.

Would *you* answer this ad? Unfortunately, many crews do! Many unrealistic skippers impose such "job descriptions" on their unsuspecting crews.

Selecting a regular crew is an important decision, one which requires a great deal of thought and care, and sometimes luck! It is, undoubtedly, a task that should be considered *now*, not in Mid May.

While all of us would like the "ideal" crew, such a person rarely exists. Realizing that is the first step a skipper should take. The second step should be a clear, realistic assessment of the skipper's strengths and weaknesses; only by doing that can he identify the kind of person(s) he needs as crew. Finally, it is important that he identify his goals for the sailing season. Wanting to "have a good time" and "winning races" are not necessarily exclusive (though some may think so!), but they are goals that should be considered in crew selection.

Many sailors are fortunate enough to have family members who sail with them. For these people, many crew selection criteria become irrelevant. Most of us, though, must look elsewhere for our regular crew. Qualities to consider, in decreasing order of importance, include:

**Pleasant personality - A great deal of time will be spent in practice, pleasure sailing, and racing, with this person. You have to enjoy their companionship.

**Dependable - It is unreasonable to expect your crew to make every race, every practice session. But it is reasonable to expect that he/she will be there most of the time and will provide fair notice on days he will miss.

**Enthusiastic and eager to learn - Most crews start out knowing very little about sailing. That is to your advantage if they want to learn, because you can teach them "your" way. If a person has a modicum of intelligence and is dependable and wants to learn, you have probably found your crew!

**The "right" crew weight - This is relative. Scots sail best with a total crew weight of from 390-450 pounds. This is over a wide range of conditions. If you are going to sail only on the local "pond," less is usually fine. For a series such as Nationals, though, this range is better. Interestingly, the heavier crews seem to do just as well in the light air, too! Whether you sail with one or two crew is a function of:

- (1) availability
- (2) total crew weight
- (3) ability to work well together.

A total of three sailors, with a combined weight of less than 450 pounds, is probably "ideal."

It should be noted that only once in 24 N.A.C.'s has a crew of two won; all other times a

3-person team has dominated.

**Strength and agility - These often seem to be mutually exclusive. While the "incredible hulk" may be nice on a really windy day, agility may be more important more often. Since a Scot can be rigged to simplify and reduce the pure brute force sometimes needed to sheet the sails, the ability to move quickly may be far more important, especially on windy days or in planing conditions.

**Extensive experience - A crew with years of successful sailing is often sought. However, conflicts between the skipper's decision and what the crew "knows is right" can occur. Be sure you can work with the person who has a lot of experience and knowledge, especially if he/she usually skippers. Sail together in some races *before* you go to a major regatta.

**A "thick skin" - While desirable on occasion, it really should be unnecessary. If you abuse your crew, you won't have one very long!

Anyone who has sailed with a "good" crew knows their value. It takes time to develop a good skipper-crew relationship. Consider your abilities, your goals; then begin the process. Good luck!

Pat Barry crewed four years on a Scot before becoming a Skipper. He crewed for Andy Fox at the 1982 NAC's as well. Pat does well in the back seat too, having sailed six firsts in 1982. He is currently the Flying Scot Michigan-Ontario District Governor and has published articles both for Yacht Racing/Cruising and Scots n' Water

An Epic Scot Journey Begins . . .

Don Stuart, FS 1258

During the winter of 1979, a friend and I were soaking up coffee and discussing a storm-damaged and termite-ridden "E" scow that I had recently purchased for \$50.

My friend, Dave, knowing of my yearning for the Far North inquired, "Why don't we repair that relic and take her up to James Bay?"

My knowledge and, I reckon, fear of the Bay prompted the response, "You've got to be crazy. First off no person other than the local Indians and Eskimos venture onto James Bay, and they use 35 horsepower motors on 26-foot Rupert House freight canoes.

"The tides run about 10 feet and, in places, the tide flats extend out six miles. Storms at that latitude are of unbelievable violence and, at best, give only 20 minutes warning," I continued.

Dave chided, "But you've canoed on James Bay several times. I fail to see the difference." Unable to back out, I agreed to start making plans.

Realizing that it would be impossible to maintain an aged wooden boat from year to year, the game plan was to sail as far north as two weeks would permit and dispose of the boat in the best way possible. Considerable work was put into the old scow to assure a successful voyage, because the only option to success in the Far North is often times death.

In the summer of 1980 my crew, Don Cory and Al Webster, and I learned much about James Bay and too much about the vulnerability of small boats on the ocean. By the time we reached the first Indian village, East Main, Quebec, we had sailed about 160 miles from our departure point of Moosonee, Ontario, and the condition of the boat prohibited further travel. The scow's two fixed rudders were damaged beyond our ability to repair them and a 4-inch by 8-inch wooden patch covering a hole in the hull was held in place only by means of a prop from the patch to the underside of the deck. In East Main, a Cree Indian by the name of Arnold offered me \$200 for the boat and a sailing lesson. I accepted the offer, and we returned to the States.

Our trip had been a fantastically rewarding experience and we were satisfied that the concept of exploring the North under sail had much to offer. During our evenings around the camp fire, the three of us had made plans for the following year. The groundwork was laid, and it was time to get serious.

Immediately upon returning to Pennsylvania, I started shopping for a suitable boat. Many variables were to be considered. On the assumption that the boat would never return to the United States and civilization, I assumed maintenance would have to be minimal. Thus, fiberglass construction seemed the only option. As the boat would be subjected to contact with unseen rocks and vicious pounding on boulder-strewn beaches, strength was tops on the priority list. In the North, high winds rise unexpectedly with or without a storm front, and knowing that we would be unable to avoid being caught out in 40-plus miles per hour winds and 8-foot waves, I had to consider freeboard, beam, and ability to shed water over the fore and aft decks. The area under the foredeck would have to be sufficient to store gear and to serve as an emergency shelter.

Often we would have to run the last mile to shore or cross uncharted shoals in only a few inches of water. At times, we would have to move the boat on land without mechanical assistance. These needs clearly limited us to a center board boat of less than 1,000 pounds.

Dependability! Dependability was a must! On the route to be traveled, native settlements are from 80 to 300 miles apart, and help could not be expected for three stranded Yanks. "Yet the wild must win in the end," wrote Robert Service of the North; however, I'd like to think that, with proper planning, we could turn the odds in our favor.

I spent the next few weeks evaluating sundry boats in the Lake Erie and Chautauqua regions. Admittedly I am not the world's greatest sailor, nor am I a connoisseur of fine boats, but my thoughts kept coming back to the Flying Scot, a boat about which I knew nothing. I discussed the qualities of the Flying Scot with several racing sailors from the Chautauqua Lake Yacht Club, and to my most important question, "What spare parts would you rec-

ommend be carried?" came the answer, "Don't know, never had anything break." A few days later I was the proud owner of Flying Scot #1258 and her original Boston sails.

And then came the segment of the expedition from which I received perhaps the most pleasure - determining the necessary changes to the boat, selecting fittings and rigging, listing spare equipment, and working on the boat.

I increased the sail inventory with a set of Snipe sails for high winds and a scow reacher for light, off the wind use. I added reefing lines to the Scot's mainsail. I made many other changes, some for convenience and some for safety. Perhaps the most valuable addition was a 50-pound stainless-steel mushroom anchor for use with a reinforced dock mooring cleat mounted on the foredeck. I built a massive traveler to separate the mainsheet from the tiller/rudder assembly, to serve as a grab rail for handling the boat on land, to act as a safety rail against accidental dunkings, and to provide a handhold for rescue. I widened the under-foredeck opening and tapered the seat on the port side for easier access to the area under the

foredeck. I applied non-skid paint to the deck, added a pulpit rail to the bow, and mounted a high-spray rail on the foredeck. For shallow running, I jury-rigged the rudder to pull up and cleat from inside the boat, and, for emergencies, I added oar locks and oars.

Finally I built a cradle for the boat, secured the cradle to the trailer, and secured the boat to the cradle. All was ready for the 700-mile drive north to Cochrane, Ontario. In Cochrane, a flat car had been reserved for the 200-mile ride to Moosonee, on a train that runs three days a week.



Close up of mainsheet traveler and rudder lifting device.



Detail of widened deck opening on port side, spray rail, and anchor storage. 50 lb. mushroom anchor stock is inserted in a hole drilled through the tabernacle.

Having been in Moosonee many times, I was quite familiar with the railroad schedule, and I had several friends there whom I could depend on for assistance. During the second week of July, I had a very firm schedule to maintain. On Monday, I trailered the boat to Cochrane. On Tuesday, the boat and cradle were fastened to the flat car and inspected by the railroad inspector. On Wednesday, the boat and I rode

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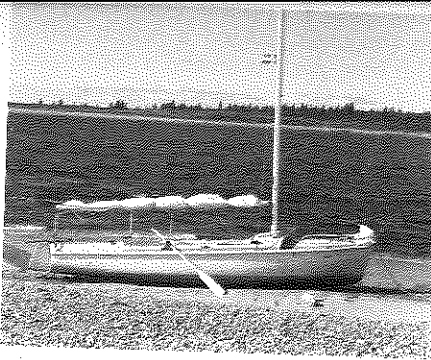
And many more too numerous to mention. Please write or give us a call for information and prices.

...to North and to Moose-
 nee. Then, on Thursday morning, I
 put the boat in the Moose River. The
 remainder of Thursday was spent
 rigging, loading supplies and fresh
 water, and making last minute prep-
 arations. The boat was then ready
 for immediate departure. Friday, ac-
 cording to the plans, my two part-
 ners arrived, by train, in the late
 afternoon.

My partners, Dave Coats and Nord
 Hulings, to whom I am very obli-
 gated for their part in making this
 trip successful, had about three hours
 sailing experience between them and
 had never been north of Toronto.
 Within the next few hours, they
 were to be educated.

James Bay is fed from the south-
 ern tip by two massive rivers enter-
 ing the bay about 50 miles apart, the
 Moose River and the Harricana River.
 Because of the influx from the riv-
 ers, the water in the southern area is
 murky and filled with boulders, and
 the tide flats extend over 6 miles in
 certain places.

We had carefully planned that, on
 the first night, we would cross the
 Moose River shoals on the high tide
 at 1:00 A.M. and set an easterly
 course for Quebec Province. Be-
 cause we would be 15 miles off-



**Don Stuart's cruising get-up. Note bow
 pulpit, spray rail on bow, 50 lb.
 mushroom anchor in foreground, oars
 & oarlocks, mainsheet traveler on aft
 deck, and rudder lifting device.**

shore, we had to sail the 60 miles to
 Quebec by mid morning to avoid
 the chance of confronting high day-
 time winds.

On Friday evening while Mooso-
 nee was preparing for a typically
 rowdy weekend, we quietly slipped
 North down the Moose River. With
 only a gentle breeze our forward
 progress was stalemated at times by
 the strong incoming tide. However,
 by midnight, we had put astern the
 12 miles of river and were headed
 out to sea. It was a moonless, pitch
 dark night and our location at any
 given time was only an uneducated

guess. After holding true north for
 two hours, we speculated that we
 should have gone the seven miles
 required to avoid the shoals and
 changed our course to the east.
 Within a short time I felt the center-
 board hit the sandy delta.

We considered our options. If we
 pulled up the board and ran down-
 wind across the shoal we could save
 several hours. But with the tide going
 out, we could run aground and spend
 the next day stranded on a sand bar
 6 miles from the shore line. Before
 long we were in 1 foot of water and
 we chose to turn back while the
 opportunity remained.

Keep in mind that my crew had
 never seen James Bay, and in the
 total darkness, they still could not
 see it. All they were sure of was that
 they were two hours out into the
 ocean. Also, as passengers, they did
 not have the delicate feel for the
 shallow bottom that I was privy to.
 Nord later recalled, "I became a
 little nauseated when the skipper,
 whom I was totally relying on,
 stepped out of the boat in complete
 darkness, and into the middle of the
 ocean."

It was no big thing; towing the
 boat by hand is one of the little
 irritations expected on such a trip.

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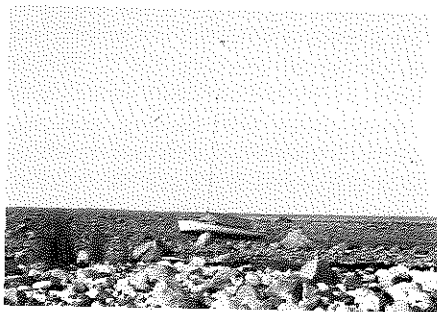


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To get sufficient board depth, we had to tow the boat about 100 yards back to the river channel where we were able to reach north for another mile or so. Once again we headed east toward Quebec Province.

The entire coast line from the Moose River to Rupert Bay is very unreceptive to bringing a boat ashore, and only two places in the 60-mile stretch could be considered safe. One of them, called MESA-CONANE Point was our objective. MESA-CONANE Point was favored only because it protruded from the shore line a mile, had a foot more of water for the approach, and was five feet higher than the surrounding terrain.



"Tide's out at MESA-CONANE Point."

We sailed through the night, running with a light breeze, while Dave and Nord took turns catnapping. By 5:00, the brilliant morning sun had risen, and, although we could not see the Quebec shore line, we expected a sighting within a couple of hours. Mid-morning brought a slight rise in the wind and sight of the low-lying shore line. From the geographical features I knew that we were 10 miles south of our destination. We elected to continue to the nearest point before turning north by traveling parallel to the shore at a distance of three miles out. Each of us felt relief at being within a fairly safe distance of shore once again. What I had not yet told my crew was that the Indians back in Moosonee had emphatically forbidden me to cut across the Bay and had named several of their people who had died trying to pull the same stunt.

After 20 hours on the water, we welcomed the opportunity to make camp under perfect conditions. Several times during the evening, we could smell smoke from a fire other than our own. Although I was aware of an Indian family living in the bush 10 miles to the northeast, I knew we could not smell a fire that far away. A search of the area showed

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Address _____

City _____ County _____ State _____ Zip _____

Builder _____ Hull No. _____ Year Built _____

Skipper's Experience _____ Loss Payee _____

Home Port _____ Is boat dry sailed or moored? _____

For boats over 10 years send photo and detailed information on condition.

Describe losses past 3 years _____

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- | | | |
|-----|----------|--|
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| 2: | \$ 85.00 | Great Lakes |
| 3: | \$ 57.00 | Chesapeake Bay and its tributaries |
| 4: | \$ 69.00 | Inland waters of the United States except the Great Lakes, Ca., Oregon, Washington, and those shown below in item 8. |
| 5: | \$107.00 | Atlantic coastwise waters Savannah, Georgia to Key West, Florida |
| 5a: | \$153.00 | Florida, (Dade and Broward counties only) |
| 6: | \$ 78.00 | Pacific coastwise and inland waters of the state of California |
| 7: | \$106.00 | Atlantic coastwise waters Eastport, Maine to Virginia, / N.C. border |
| 8: | \$ 55.00 | Inland waters Ala., Az., Ark., Fl., Ga., La., Miss., N.M., N.C., Ok., S.C., Tn., Tx. |
| 9: | \$ 92.00 | Gulf of Mexico, Key West, Florida to Brownsville, Texas |
| 10: | \$ 93.00 | Atlantic coastwise waters of the states of North Carolina and South Carolina |

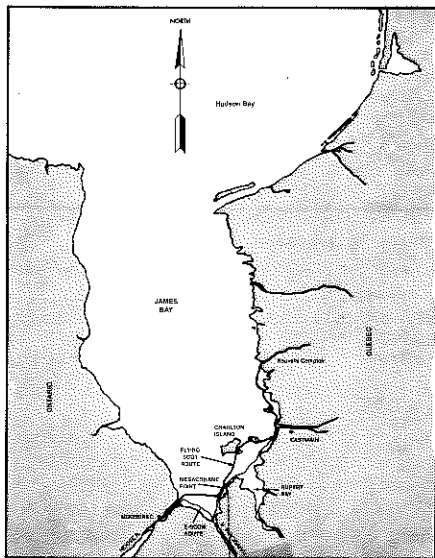
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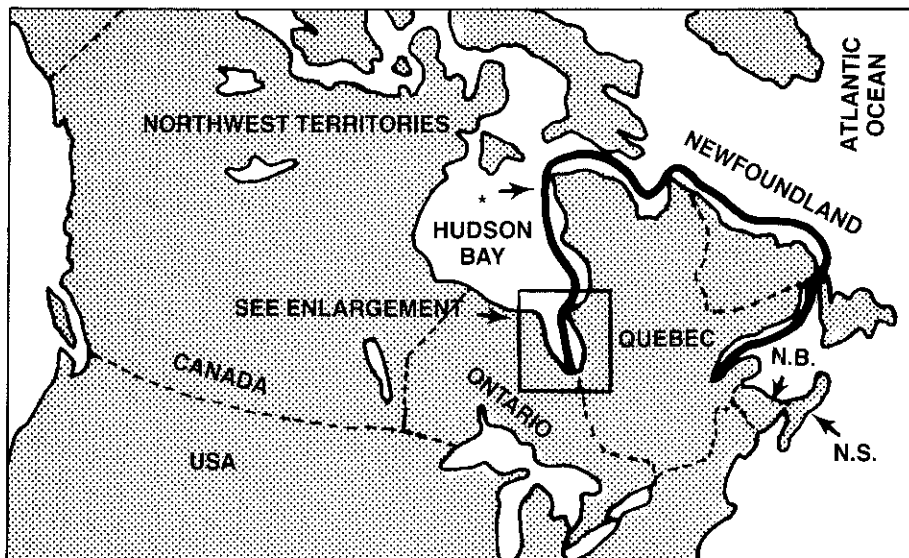


Don Stuart's long range goal is to sail from his starting point at Moosonee, Ontario, around Quebec and Newfoundland, then up the St. Lawrence Seaway.

the fur trade era, had served as a supply depot for the Hudson Bay Company. Charlton Depot had changed flags from English to French to English and had at one time been used for a P.O.W. camp. Charlton is 30 miles from Mesaconane Point, and only perfect conditions are acceptable for the crossing.

Sunday morning was perfect. We were well rested and extremely pleased with ourselves for the previous day's accomplishment. Shallow water combined with an onshore wind forced us to row for at least a mile before the water was deep enough (2 feet) to let some board down. While we were rowing, Dave commented several times about something flashing on the horizon. Not knowing whether it was drifting ice or gulls feeding on a distant shoal, we found curiosity drawing us several miles out. Seeing nothing, we were about to turn north when, as if triggered by some mysterious signal, arctic white whales appeared in every direction. About 50 Belugas, in family groups of three and four, were passing by, at times within 20 yards. In the bright morning sun and calm sea, that hour of picture taking and trying to catch up with the mammals is one of my fondest memories of the north.

Aware of the rather sensitive crossing ahead, we were anxious to shorten the distance to Charlton. The wind shifted to the southwest, enabling us to set the E-scow reacher, and the miles came easy. By noon, the island was visible, 20 miles away on the horizon. With the light wind and cloudless sky, the cruise was



no indication of people. Two weeks later when we flew down the coast on the return trip, we saw forest fires burning unattended within five miles of our previous campsite.

The trip was set up like a guided tour, leisurely taking in the points of interest as we passed through. First on the itinerary was Charlton Island, which 200 years ago during



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very relaxing, and a guy could not ask for more perfect conditions.

Features on the island were becoming distinctive by mid-afternoon when the air became dead calm and the sea turned to glass. Coordinated compass sightings indicated that we were seven miles short of the island.

Nobody seemed too concerned about the situation. We had food, water, and shelter aboard. What more could we ask for? Watching the water fowl and a curious seal, who once popped up 3 feet from the rudder, prevented any chance of boredom. Incidentally, the boat was later named for that seal, "Le Phoque," in French. We try never to pronounce "Le Phoque" in mixed company.

We violated our number one rule in failing to constantly watch the weather. From the south came the low rumble of a thunderstorm. I was engulfed with a sickly sensation as I studied the front of steady lightning and towering clouds advancing toward us.

"This is the way it is," I said, "If we go down it won't be without effort."

Dave and Nord quickly placed the oars in their locks and began rowing at a steady pace in the direction of

Charlton, while I locked the tiller and secured the supplies. Then we took down and stowed the Flying Scot sails and replaced them with the half-size Snipe sails, in readiness for the blow. After what seemed like an eternity, we had reduced our distance from the island to about 3 miles. The storm continued to move in with frightening intensity. With the air breathlessly calm, the sea started to develop swells, 1-foot, then 2-feet . . . It was spooky.

Before long, wind appeared on the water in the distance, and we prepared for the inevitable. Farley Mowett, a well known Canadian author, wrote of the North, "The wind did not rise, it simply was in being." The wind went from 0 to 60 miles per hour almost instantly, and as Dave's knit hat left his head and landed 80 yards away, the boat, with sails luffing, heeled nearly to the water. At that instant, all three of us recognized our fragility in the face of Nature's power. As the boat eased back up, we trimmed the sails and experienced an acceleration second only to that of a quarter horse. Fortunately, our destined haven allowed for a broad reach, and the incredible speed we attained carried us the

three miles to the lee side of Charlton before the waves could build into a threat. The wake left behind brought cheers from the crew, because it was more like what would be expected from a ski boat.

What had at one time been a thriving trading depot that serviced transcontinental sailing ships was now recognizable only by a graveyard with wooden markers in the drifting sands and an Indian trappers' shelter covered with plastic. Relics of the past, such as broken trade pipes and bricks imported from France, prompted our thoughts to drift back to the days of the voyagers. Grubby as it was, the Cree shack had a note on the door, "You can sleep here if you don't take what's not yours." We accepted the invitation and weathered the storm in relative comfort. Again, our egos were swelled for having traveled a hundred miles in two days.

Editors Note: Our intrepid arctic explorer's story will continue next issue with his sail further north to Nouvelle Comptoir (see map). Don Stuart (the author) has need of crew for one to four weeks every summer to enable him to continue this adventure. Should you be interested, you can call Don at (814) 489-3517 (home).

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Beginner/Intermediate Racing Clinic: Plan now to attend our 1983 clinic, noon Friday, May 6 thru noon Sunday, May 8 at Portage Lake near Ann Arbor. Single/multi-handed boats. This famous clinic will dispense with the esoteric this year and help folks new to racing get started on the right foot.

We'll also take our clinics on the road again this year and offer one or two-weekend day events. Call or write for clinic details.

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SAFETY

Reprinted from the August 1970 issue.

On July 5, 1969, during the Northern California Thistle Districts on Monterey Bay, a tragic accident, claiming the lives of three people befell the Thistle Class. A strong increase in wind velocity, after the start, and poor visibility were the major contributing factors. Seven boats capsized, rescue boats worked with extreme difficulty, a crew of

three experienced heavy air sailors was lost, and several others came close to losing their lives.

Jerry Ficks of the Thistle Class, has written an excellent article on safety in the Bagpipe. We believe some of the points made by Jerry are worth the thoughtful consideration of Flying Scot sailors.

First

Safety is not legislatable but must become the personal concern of all participants - skippers, crew and race committee.

Second

The following responsibilities are those of the skipper:

a. *Preparing the boat for survival conditions.* Strong winds and heavy seas put tremendous pressure on rudders and rigging. The skipper owes it to his crew to make certain the boat will hold together under extreme conditions. All safety gear should be secured in the boat. Adequate boilers, anchor and tow line should be available.

b. *Preparing a plan for survival conditions.* The skipper should make a thorough analysis of the conditions which might be encountered. The crews rescued from Monterey Bay

were amazed at how quickly they lost their strength in the 50° water. The location and potential wind velocity must be considered. A race which takes one off shore requires a different approach than one sailed 5 yards from the Yacht Club. Sail bags or high visibility jackets will help in rescue operations.

c. *Recognize the limitations of boat, crew and skipper.* It is the part of wisdom to know when you are in trouble and get out.

Third

The Race Committee should:

a. Have knowledge of any potentially serious weather conditions.

b. Make their decisions based on the potentially worst conditions inherent in any marginal racing situation.

c. Consider the quality of the fleet.

d. Acquaint all participants with the provisions made for rescue and the procedures to be followed.

e. Have radio communication with the shore and rescue boats.

Highlights of Scots n' Water contains several articles on safety. We can not assume we will never have a tragic accident. We should all make safety our personal concern.

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A PRIMER OF PROCEDURE AND TACTICS FOR MATRIMONIAL CLASS ASSOCIATION *

*How do I luff you, Skipper?
From my backstay to my bow.
While spliced and hitched and moored
to you
The world looks calm, and how!
I capsize, jibe and foul my gear
All slack and whipped and foaming,
I go adrift a little bit
When home you are not coaming.*

*So, rig the sheet and give me berth,
A headboard and a feather;
With you for my starboard-er, gwy,
We'll manage windy weather.*

*O'erlook the flaws, I'll ease the thwarts
And shackles whence I tie you.
My heart goes boom, so take the clew
And keep me close-hauled by you!*

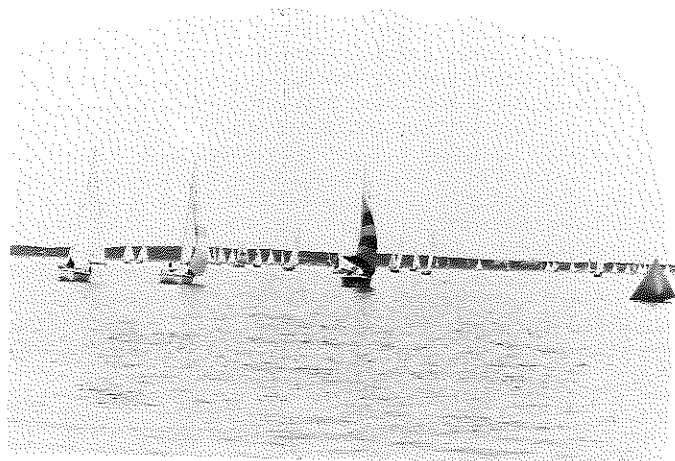
by Mrs. 1602

*Twenty-nine sailing terms included. Can you find 'em?

"Champs, Too Have It Tough, Sometimes."



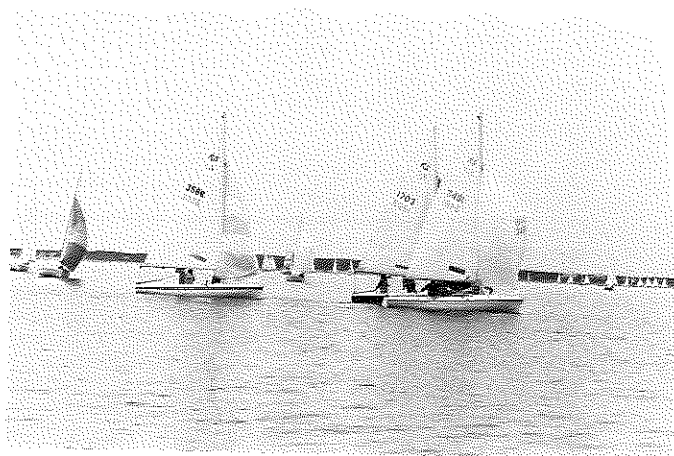
A. Coming into the gybe mark, Andy Fox (1982 NAC Champ) tries to keep Tom Ehman from passing him by luffing above the course. Holly Helliwell sails to leeward.



B. Ehman obtains mast abeam on Fox and bears off for the mark. Note the relative positions by mast height.



C. Ehman apparently is in the lead, but Helliwell who stayed low. . . .



D. rounds inside in the lead, while Fox rounds third.

**photos by Paul Newton @ 1982 NAC.*

THE STARTING LINE

April 2, 3, 1983 — Mid-Winter Championship Warmup Regatta, Ft. Walton Yacht Club, Ft. Walton, FL. Contact: Mrs. Betty Smith, P.O. Box 406, Panama City, FL 32401.

April 5-9 — 1983 Mid-Winter Championship, St. Andrews Bay Yacht Club, Panama City, FL. Contact: FSSA President Allen M. Douglas, (904) 785-7500 or Betty Smith, P.O. Box 406, Panama City, FL 32401.

April 16, 17 — The Dutch Treat Regatta, Concord Yacht Club, Knoxville, TN. Contact: Charles Byers, (615) 482-3618 and 105 Windgate Rd., Oak Ridge, TN 37830.

June 30-July 3 — 1983 Northeastern Regional Championship. Contact: Mr. John D. Barnes, 7710 Chatham Rd., Chevy Chase, MD 20815. This is a sanctioned Flying Scot Regatta.

June 18 — The Greater NY District Championship, Moriches Yacht Club, Center Moriches, NY 11934. Contact: Donald Bauer, 66 Mayfield Dr., Mastic Beach, NY 11951.

July 23-25 — 1983 Junior North American Championship. Bay Waveland Yacht Club, Bay St. Louis, Mississippi.

July 25-29 — 1983 North American Championship. Bay Waveland Yacht Club, Bay St. Louis, Mississippi.

August 6, 7 — Northeast District Championship, Stone Horse Yacht Club, Harwichport, MA. Contact: Ken Wright, 53 Hancock St., Lexington, MA 02173 (617) 862-0389.

August 6, 7 — Maryland State Annual Invitational Regatta on Deep Creek Lake, hosted by Fleet Six. Three races: Two on Saturday and one on Sunday. Two divisions: Championship or Challenger; visiting sailors may elect their level of competition. For entry forms write: Richard A. Gregory, R. D. 1, Box 82A, Boswell, PA 15531.

We Need Addresses

The FSSA needs current addresses for the following FFSA members and/or current boat owners.

Boat #	Name
2262	David Phelps
2271	Richard L. Field, Jr.
2295	Malcolm A. McNiven
2297	Larry W. Wangberg
2300	Richard A. Wadsten
2338	Alan H. Beck
2347	M. Scott Gainey
2349	Larry D. Ulrich
2353	Robert Normand
2366	William W. Hough
2371	Gerald E. Cornelius
2374	David Tector
2400	Arthur W. Bruemmer Jr.
2403	John Mullen
2412	F. Wayne Hutchison

CAVEAT EMPTOR

(If you are a FSSA member and have a Flying Scot or Flying Scot 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 3163 — Customflex, yellow hull and white deck, two suits of Schreck sails (one new as of 6/82), spinnaker, trailer, full "Sailors' Tailor" mooring cover. Excellent condition, \$4,900. Greg Rutman, (216) 656-2856, Hudson, Ohio.

FS 2611 — Douglass, light blue hull (nearly new condition), off-white deck. Schreck main, jib and spinnaker, dry sailed, stored in carport, washed before and after every launching, fleet champion 1976 thru 1980, trailer with spare. Pete Condo, 6778 Brandon Mill Rd., Atlanta, GA 30328 (O) (404) 252-1523 (H) (404) 252-4270.

Sale — 1981 North yarn-tempered main with battens and jib with window. Very good condition. Used only for major regattas. \$325.00. Call or write Larry Lewis, 1314 Kensington Dr., High Point, NC 27260, (919) 882-3301.

Sails for Sale: Old Ulmer main, jib and spinnaker. Not competitive but good for instruction or a second suit of sails. \$175.00. 1977 M & N "White Lightning" Dynac spinnaker. Green center stripe. Used only 10 times; has 3 small patches otherwise excellent. \$85.00. Jack Fassnacht, 451 Beverly Pl., Lake Forest, IL 60045. (312) 295-3844.

FS 231 — Douglass, red hull, light blue deck. Hull, spars, rigging in excellent condition. North main and jib, Schreck spinnaker. Sterling tilt trailer with spare. Danfourth compass, boom tent, outboard bracket, new centerboard, Harken blocks everywhere. Race equipped & fast! 3rd in Challenger division 1982 NAC (see October '82 Scots N' Water). \$2,900.00 firm. Call or write Tim Bohan, 7 Palmer St., Hampton, NH 03842. (617) 372-6566 (days) or (603) 926-8538 (nights). Leave name and phone number.

FS 3628 — Douglass, light blue hull, white deck. New Schurr sails, sailed one season. Brand new spinnaker; never flown. Tee-nee tilt bed trailer. All gear, including new cover and usual equipment. Excellent condition. \$7,000.00. K. Thacker, (614) 457-2233, Columbus, OH.

New Members

The following are new members of the Flying Scot Sailing Association:

FS #2253, Ohio District, Fleet 001, Wayne Bauman, 1997 Robin Way Drive, Cincinnati, OH 45230; FS #3726, Prairie District, Philip F. Peterson, 11805 Westfield Ct., Omaha, NE 68144; FS #1776, Greater New York District, Stephen Wagner, 158 Clinton Street, Brooklyn, NY 11201; FS #2694, Mid-Western District, Robert Minnis, 2308 18 Ave. South, Fargo, ND 58103; FS #3502, Capitol District, George McLaughlin, Rt. 2, Box 98, Swanton, MD 21551; FS #2792, Greater New York District, Fleet 73, James P. Mitchell, 224 Cowperthwaite Place, Westfield, NJ 07090; FS #3688, Michigan-Ontario District, Fleet 16, Paul Lee, 7546 Parkside, Detroit, MI 48221; FS #1041, Texas District Hugh K. Stevenson, 23 West Broad Oaks, Houston, TX 77056.

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