

# Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXV, NUMBER 6 SEPTEMBER 1983



**Crash Boats Essential**  
**Planning Your Start**  
**Reefing the Flying Scot**

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1982 NAC. G. S. Sleeman photo.

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# IMPORTANT NEWS

## Join FSSA!

This issue of Scots n' Water, in addition to being mailed to Flying Scot Sailing Association members, is being mailed to every owner of a Flying Scot who is not also a member of the association.

Scots n' Water is just one of the many benefits that FSSA members receive. Members who belong to local fleets which participate in district events are able to meet other Scot sailors and to compete in district and fleet regattas. They are able to share their experiences on the Flying Scot with other Scot owners and to benefit from one another's participation in Scot racing, cruising or day sailing.

Association members who enjoy racing are also able to participate each year in the association's Mid-Winter Regatta and the North American Championships.

The existence of the association holds and even increases the resale value of your Flying Scot. In addition, the nominal dues paid are tax deductible since the association has an IRS non-profit status.

A dues invoice has been included with each non-member's magazine. We hope that you will look at this invoice, consider the advantages of association membership and join the FSSA. If you are still unsure, talk to a Scot sailor who is a member of the association and ask he or she the benefits of membership. Current members are also encouraged to contact other Flying Scot owners in their area and to encourage them to join the association. A strong association will make your investment in your Flying Scot even more valuable.

## 1982 NAC Now on Film!

Graham Hall filmed the 1982 NAC's at Marion, MA, with his own running commentary. This film is excellent for Fleet and Club gatherings. If you are interested in seeing the film contact Graham at 85 East State St., Gloversville, NY 12078 or (518) 725-8534.

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# Delayed Rescue Highlights Need for Crash Boats During One-Design Races

---

Larry Taggart

---

*(Note: what follows is a true story, but all names and places have been withheld.)*

Most sailors were waiting for the start of the skipper's meeting when the three teenagers decided to sail their Flying Scot from a neighboring yacht club to the host yacht club, a distance of about a mile. Many of the participants were outside looking over the bay, talking about the high winds for the fourth weekend in a row and watching the start of the PHRF classes when it happened — though no one knew it at the time. The Scot had broached — which several onlookers saw but paid little attention to — and the skipper fell overboard, taking the tiller with him. The alert crew then struck the boom crutch into the rudder head and steered the boat back to him.

While attempting to pull the skipper aboard one of the remaining crew also fell overboard. At the same time the main sheet somehow became unfastened and it could no longer be easily trimmed. This left only a teenage girl on board, essen-

tially with only the jib for power and steering in the 20-25 knot winds. The boat rapidly drifted away.

But ashore, no one had seen anything but the broach, and all were completely unaware that the two had fallen overboard. That something had indeed happened became apparent when the Scot was observed heading directly for a marshy shoreline with the girl frantically waving a life jacket — it was quickly noted that she was the only one on board. Several of the Flying Scot sailors who had been waiting for the skipper's meeting immediately ran the quarter of a mile through the marsh and shallow bay shoreline to where the Scot had beached.

Needless to say, the girl was in tears and somewhat of a state of shock when help arrived. She was barely able to describe what had happened, and was very concerned about the two in the water as they had only one life jacket between them. To complicate matters, she could not accurately point out where the two had fallen overboard.

The only powerboat in the area was a runabout which had started the PHRF races. He searched the area where the two were believed to have fallen overboard, but after a 20

minute search could not locate them and returned to the dock to see if perhaps they made it to shore — they had not. The Coast Guard was notified, and, since the wind was blowing directly on-shore, several Scot sailors began combing the shore in hopes that the two missing sailors had either swam or were blown ashore.

Still no luck. When some sailors at a neighboring yacht club were questioned as to whether they had seen anything, they acknowledged that they had seen the Scot broach but were not at all aware of the missing crew. They were, however, able to give the approximate location of the broach, and immediately, two power boats from this club (which was not the host club) put out to search the area of the broach. It had been a half-hour since the last boat stopped searching.

Within minutes of reaching the broach area, the two missing sailors were located, with both in good condition. They (both were boys) had taken off their shoes, tied them to the tiller — which they did not want to lose — and the stronger swimmer had given the lone life jacket to the other. They were both in good spirits and had not become panicky. They were just waiting to be either rescued or washed ashore by the waves.

A potential tragedy was averted. The boys claimed that the original rescue boat had passed within 200 feet of them but was apparently unable to see them because of the seas and the power boat's relatively low perspective above the water. When the Coast Guard did arrive, everyone was safely back at the host yacht club.

What does all of this mean? Clubs hosting small boat events definitely need to have rescue boats — boats capable of moving at relatively high speeds, not auxiliary sailboats — either (and preferably) out on the race course or standing by at a nearby dock. Radio communications (none existed in this particular incident) between *all* official regatta boats and the host club would seem to be essential. The cost is by no means prohibitive and could one day mean the difference between life and death.

We're all out there for fun, but should be prepared for the unexpected. Regatta officials, please plan accordingly!

# Plan Your Start

Developing an approach to use in every start can ensure an excellent finish.

---

*Greg Fisher*

---

An excellent start usually leads to an excellent finish. When your start breaks down, usually the cause is a poorly organized, unplanned approach. It is important that you develop a concrete, consistent approach you can use in every start. What follows is a model outline of the approach you may use in starting . . . at Panama City or at Skaneateles Lake.

## **BEFORE THE 10 MINUTE GUN:**

- 1.) Know your rules! You don't want to be a "sea lawyer," but you also don't want to be taken advantage of.
- 2.) Get out early.
  - a.) Sail upwind, watching for shifts and new wind; using your compass, determine if there is a pattern. Record what you find.
  - b.) Check for any current that may affect your positioning on the line.
  - c.) Plot the course to the first mark and check if the first leg is square to the wind or is lopsided.
  - d.) Set up a tentative save plan for your start and first leg based on wind shifts, current, course to the first mark, etc. Involve your crew in setting up the game

plan so they can help you stick to it later.

## **10 MINUTES BEFORE THE START:**

- 1.) Check the line to determine the favored end. Head into the wind while on the line; the end your bow is pointing closer to is the favored end. Start closer to that end to gain an advantage.
- 2.) Check your boat to avoid possible last minute breakdowns. For instance, check your important ring dings and clevis pins. Check your basic sail settings and boat tuning.
- 3.) Again, sail upwind, checking for shifts and new wind. Is there any pattern? Has the pattern changed?

## **5 MINUTES BEFORE THE START:**

- 1.) Again check for the favored end of the line.
- 2.) Sail upwind just long enough to again check for wind shifts or changes in velocity.
- 3.) Discuss your approach alternatives with your crew. Communication is extremely important. Starting is a team function — it takes all three people on the boat.

## **3 MINUTES BEFORE THE START:**

- 1.) Plan your approach from various methods:
  - a.) The "port" tack approach" is ideal for boats such as the Flying Scot.

Sail slightly under the fleet on port tack during the last one and one-half minutes. Look for gaps in the line where you could tack into. Pick the favored end of the line so you are able to tack into a hole approximately 50-60 seconds before the gun. The boat's momentum will help carry you through your tack with speed, so after your tack you will retain maneuverability. This approach leaves you flexible and on the offensive. You are the controlling boat and maintain flexibility because of this.

- b.) Sometimes in very heavy or very light winds, the "starboard luffing approach" is a good alternative to the port tack approach. At one and one-half minutes you should be 3-4 boat lengths from the line, moving very slowly closehauled. You should pick a spot ahead and slightly to weather of where you want to be at the gun. Be conscious of keeping the boat moving, but very high, to hold back the boats who have misjudged their timing and

are early, and also to make it more difficult for boats to leeward to luff you.

- c.) You may develop an approach of your own that works well for your boat. The important point is to know the approach you will use at 3 minutes. Stick to your game plan and use it every start it is appropriate. Repetition makes for consistent starting.

## 2 MINUTES BEFORE THE START:

Begin your approach by gauging the wind conditions. If it is heavy wind you may want to delay the beginning of your approach. If it is light you may want to start your approach earlier. Keep constant communication with your crew. Use them as your eyes. Timing is critical!

## 1 MINUTE BEFORE THE START:

1.) Begin your positioning on the line. Leave distance (at least 1½ boat lengths) for acceleration.

- a.) The ideal position to accelerate from is tucked up close to the boat to weather and a boat length to

weather of the leeward boat. You must defend your hole to leeward!

- b.) Work with your crew to keep complete control of the boats around you. Don't be afraid to luff the boat to weather. Watch for boats approaching from behind and to leeward. These are "swoopers" and will try to take your hole to leeward. Discourage them by bearing off slightly with your sails eased. They will probably be looking for an easier "take" and will pass you by. Then luff back up to recreate your hole to leeward. Again, knowing your rules is important. Luffs must be made slowly before the gun.

## 40-15 SECONDS BEFORE THE START!

- 1.) Begin to accelerate.
  - a.) Trim in slowly, matching the speed of your trimming with the speed of your acceleration.

- b.) Have a crewman watch the boat to weather so you begin to accelerate at least as quickly. Ideally, you should be sure to pick up speed quicker than he does.

- c.) Be conscious of not pinching at the gun. Remember, the hole to leeward is to drive into and out of with greater speed. Drive at the gun, pick up maximum speed.

## AT THE GUN:

1.) You should be moving at maximum speed.

2.) Concentrate *very* hard on boat speed for the first minute after the gun . . . unless you've had a bad start. If this is the case, *quickly* look at your alternatives and bail out — either drive off or tack to port.

3.) Tactics come second for this minute after the gun unless you had a bad start. You must break out of the pack.

An organized approach will help you eliminate the last minute decisions and will allow you the time to get your boat off the line as quickly as possible. Good luck!



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# Reefing the Flying Scot

Reefing is intended to be used when the wind rises and the sailor should be fully prepared.

---

*Al Rees, FS 1437*

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Photos by Mike Rees

The wind did not rise till we started homeward at the end of the day. It hit us as soon as we came around the point; we took off like a rocket! This was sailing — fast and exhilarating. It was also growing dark, and the yacht club was three miles to windward. I love night sailing. One of its challenges is trimming sails by the feel of the wind, when the sails are invisible. In south Texas the evening breeze is usually light and erratic, often baffling. This time it was strong and gusty, though the sky was clear. We had to constantly play the sheets to keep upright and moving, and we foresaw an hour of this exercise, in the dark.

I had recently had reefing cringles put in our main. This was the time to try our new slab reefing. For appearance and to save windage the reefing clew outhaul was not rove through the reefing clew cringle 44 inches up the leach (a bad mistake). I intended, after lowering the main appropriately, to pull out slack in the reefing outhaul between its fixed end (tied to the boom end fitting)

and its block (shackled to the same fitting), and to snap this bight to the reefing clew cringle with a carabiner (a metal ring with a snap gate). It had worked fine at the pier.

Both my sons are good sailors. Mike took the helm and steered into the wind. I on the stern deck seized the boom as Andy, forward, cast off the reefing outhaul and started to lower the main. Holding up the boom with one hand, I snapped the carabiner on the outhaul with the other and grabbed the leach of the sail. Andy had lowered away; the main was all slack and shaking and bellied away from me. In an instant we lost all way. Mike already had the tiller up and we fell off on the original starboard tack. The main filled and went to leeward and I went with it as the boat heeled. "Head up, Head up," I screamed and struggled for balance, losing the sail but still holding the boom. As we righted I grabbed again for the sail. The reefing clew cringle was still out of reach to leeward. To help me draw in the sail Mike steered head to wind. I saw I needed one hand for the sail and one for the carabiner, and let the boom drop to the sterndeck. The cringle was almost in hand, the carabiner was within inches of it, the boat was in irons, we were falling off onto port tack, I was hanging frantically by one hand to the sail which

was swinging out over the water. Somehow I dropped to the stern-deck and grabbed the tiller, an excellent move especially as we had no way on. I was back in the cockpit, on the leeward seat, just as the rub rail went under the water.

As soon as we righted we tried again. I hate to be frustrated by such a simple thing. We tried perhaps six times to connect to that cringle. We did it, too, by lowering the main completely into the cockpit. Then we hoisted again, not without some difficulty. But eventually we were reefed, and sailed fast and easily, taking the gusts without strain, and admiring the splendor of the starry night.

Have you ever reefed your Flying Scot out on the water in a blow? If so, I hope you were *fully* prepared in advance. Reefing is intended to be used when the wind rises. All things become harder. All the skipper's attention is demanded to control the boat. The main may be largely luffing and threatens to shake itself to pieces. Small wind shifts heel the boat abruptly or leave it nearly dead in the water. Foul weather gear is donned with caution in every movement. To recover clothing from under the leeward seat is an expedition. To stand amidships is precarious, and to hold the boat head to wind, for any useful



time, may be near impossible. Sheets of spray may come aboard, the crew may be cold and frightened, and instructions are blown away unheard. This is not the time for complex and unpracticed maneuvers.

You may never wilfully go out in such weather. But you must sail on a very small lake to be confident you will never be caught in it. Reefing is the standard practice in all but the smallest sailboats and offers substantial protection from nearly all adverse effects of the wind (not from waves). Sandy Douglass designed the Flying Scot to be reefed. We ought all to learn how to do it, should practice it, and when the wind rises, reef early.

Roller reefing gear is required on all Scots. It does work. It calls for no extra hardware or expense. Its drawbacks, compared to slab reefing, are that it is more demanding of the crew, that it must be used earlier (it becomes much harder as the wind rises), the vang must be removed, the mid-boom block (if provided) must be removed, and the sail shape is inferior.

When I first tried roller reefing, at the pier, I lowered the sail sub-

stantially before starting to roll it up. The leach worked far forward in a few turns and the sail was extremely loose and baggy. Later I tried roller reefing with one man rolling the boom while another, at the halyard winch, slowly let the sail down under tension. The weight of the boom was kept on the sail. Much much better. Sail shape, if not perfect, was certainly acceptable.

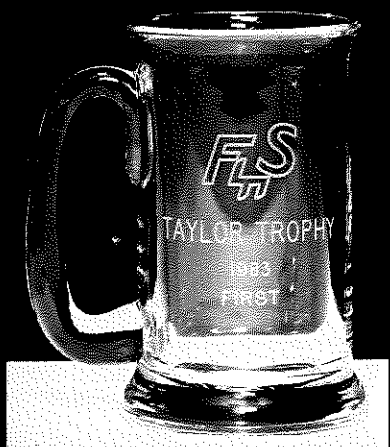
We have done this only a few times out on the water in a strong breeze. It appears to me difficult for the man at the winch to roll the boom — the strength of two hands is needed on the boom, and full attention on the winch. We have used a crew of three, or else the helmsman has stood to roll the boom and steered with his knees.

In roller reefing we found unexpected problems. With the mid-boom mainsheet block removed the swivel block on the centerboard trunk was also nonfunctional. At certain angles the sheet wedged in the swivel block and could be neither trimmed nor started, and the helmsman had to play the sheet from over his shoulder. This is of course no problem if you are using the original

snubbing winch. The tang at the end of the boom, with the mainsheet block, tended to rotate with the boom. Usually it could be coaxed to stay straight, with much attention, keeping the sheet taut but not too taut. Once when rolling out it twisted the sheet so badly that we had to disconnect the sheet from the rudderhead, to straighten it. I would not like to do that in stronger winds. Another time, a moment's inattention allowed the winch handle to slip out of the winch and the boom to fall to the sterndeck. Also the bolt rope sewn to the luff often repeatedly fouls the knob which latches the boom to the mast, causing much difficulty in pulling the boom aft for rolling. No doubt all these problems can be overcome with practice and attention to the gear. Roller reefing the Scot demands practice, and some strength and seamanship.

Slab reefing resembles the traditional system used on most fore-and-aft sails in the last century, in which the reefed sail was drawn to the boom by tackles at the reefing clew and reefing tack and tied to the boom at several reefing points. This system was displaced by roller reef-

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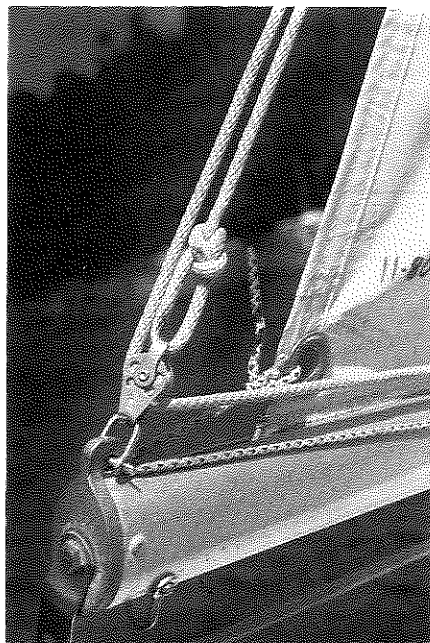
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## Reefing

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ing because it was tedious and sometimes dangerous to tie in all those points. Modern slab reefing differs from the traditional system only in that the points are not necessary. It is a consequence of the great strength of modern sailcloth. The reefed sail is secured at clew and tack and this suffices. The bight of sail below the reefing clew and tack is often left to flap in the breeze, and reef points if provided are tied in at leisure, for appearance only. They control the bight of the sail but do not take the strain of the part hoisted. Indeed a strain on the reef points should not be permitted, for the points on modern sails are not reinforced for this purpose.

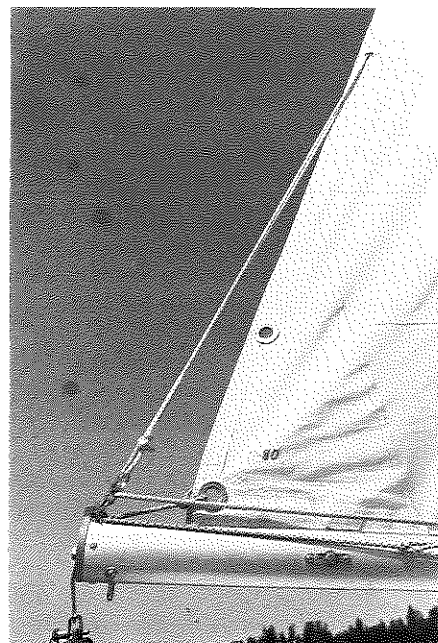
On a Flying Scot, a slab reefing system consists of reefing clew and tack cringles and perhaps points (smaller cringles in a line between the reefing clew and tack) and a reefing clew outhaul (a simple tackle, more or less as shown in the illustration, usually cleated forward



**The reefing clew outhaul tackle. The flecked line is the normal clew outhaul. (The vacant cringle is for a shelf reef which is not rigged, for clarity. The**

**on the boom).**

To reef, first slack the vang and the mainsheet. Then the crew should haul away on the reefing clew outhaul until the boom end has been



**vacant eyestay and check block would be used for the reefing clew outhaul if the shelf reef were rigged for use.)**

drawn up nearly to the cringle, and cleat it. The boom is then tilted up strikingly, about 15 degrees, but the sail is still drawing and the boat is fully maneuverable. The crew should

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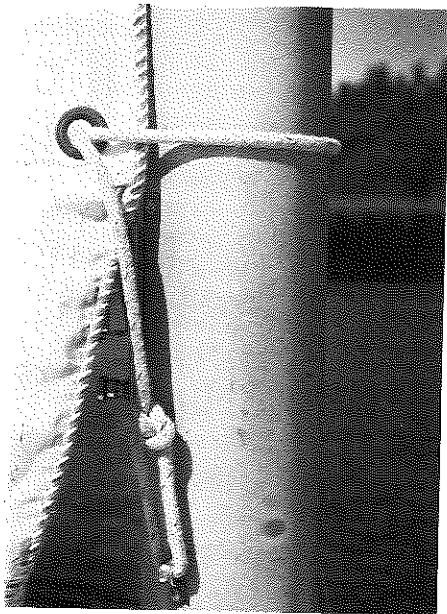
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then lower the mainsail until the reefing tack cringle is near the gooseneck and the boom is near its normal angle, and secure the reefing tack with the cunningham, taking a turn around the mast as shown. The Scot is reefed and sailing. Only

**“Only one crew is needed, the helmsman is not diverted, and the operation can be done in less than one minute.”**

one crew is needed, the helmsman is not diverted, and the operation can be done in less than one minute.



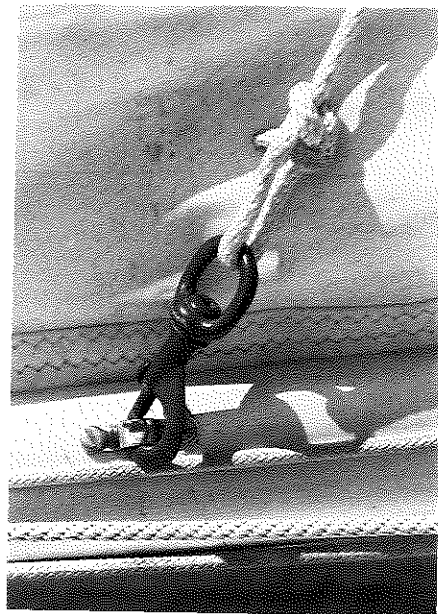
The reefing tack cringle tied with the cunningham. Note the loop around the mast, holding the tack cringle forward.

I do not know any drawbacks to this system, compared to roller reefing, other than cost (less than \$100).

The one problem I did have (once I carried the outhaul always fully rigged) was the force required on the outhaul, to lift the boom. The force depends very much on the smoothness and roundness of the surface in the reefing clew cringle, over which the outhaul must run under load.

My last main came with a cringle with a small radius, almost a sharp edge, on the inside. I certainly should have sent it back to the sailmaker. The outhaul would never run under load through such a miserable fitting, hence I resorted again to the infamous carabiner, which at least gave a large smooth bearing, like a block at the reefing clew. With any reasonable cringle the outhaul is no problem for any adult.

It can be made still easier by taking the weight of the boom on a topping lift. The spinnaker pole lift is far too low on the mast but the spinnaker halyard serves beautifully as a lift for the boom. I fastened an eyestrap to the side of the boom at such a distance aft that this halyard, without adjustment, when snapped to the eyestrap will support the boom at just above its normal angle. Snapping on the topping lift then becomes the first step of reefing; the boom must be brought inboard momentarily to reach the eyestrap. The mainsail is then lowered and the reefing tack secured. The outhaul is then brought in under no load at all, without lifting the boom. The topping lift can be unsnapped whenever convenient. The eyestrap should be spread open with a vise so that it cannot hang up on another boat's rigging.



The spinnaker halyard used as a topping lift for the boom. The eyestrap is about 33 inches forward of the end of the boom.

Do not overtighten the outhaul. This tackle should point toward the middle of the sail, not along the foot, or foot tension will be excessive. Larger boats limit foot tension when reefed by locating the block not at the end but on the side of the boom, below the reefing clew cringle. There seems to be no cheek block now on the market quite suitable for the Flying Scot. All those in my current catalogs project like grappling hooks.

I should mention the shelf reef or foot reef offered by some sailmakers. This is a very shallow reef at the clew only, that is, the boom end is raised several inches but the sail is not lowered. Its purpose is to increase foot tension and flatten the sail rather than to reduce sail area or lower the center of effort.

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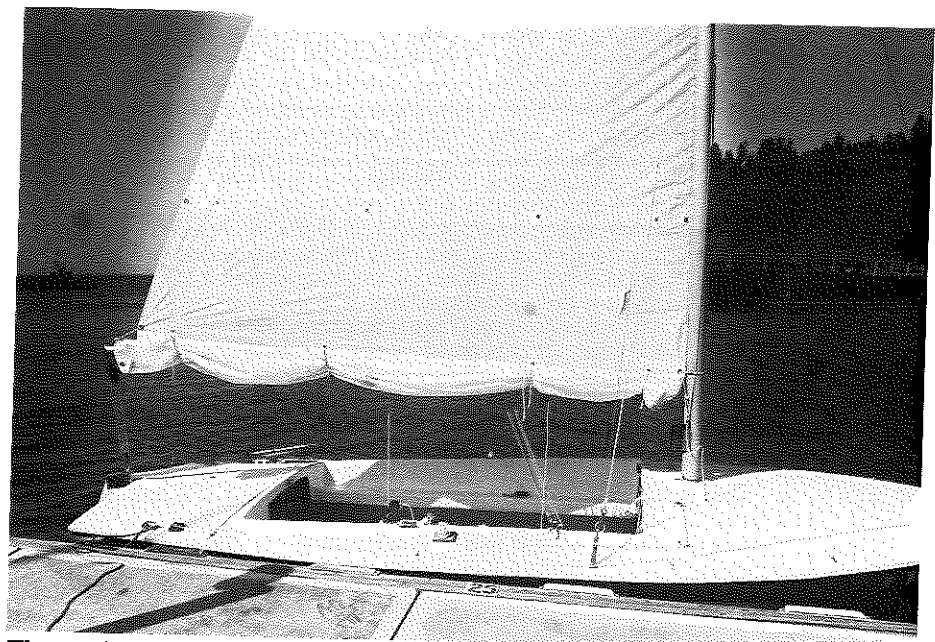
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## Reefing

The "fisherman's reef" is the practice of sailing with much of the main luffing and the jib full; it is what most Scot sailors do when the wind rises and it is effective. It is also a strain on the crew and it leads eventually to broken battens or torn pockets. I urge you not to cleat the jib. If most or all of the main is



**The mainsail fully reefed. It can be sailed indefinitely with the bight of sail left flapping.**



**The reef points all tied in with, of course, the reef knot.**

luffing and the jib is full, the boat is badly unbalanced and may fall off uncontrollably. Of course, fishermen in the days of working sail used deep reefs routinely.

I have had four occasions when I was very glad of the ability to reef my Scot out on the water in high winds. In one case, the reef let us continue a delightful outing when our friends turned back because of the discomfort. It reduces the motion of the boat, the boat's sensitivity to gusts, the spray coming aboard and the effort required of the crew. In certain winds the reefed boat seems not to point as well as one not reefed; in higher winds it will go well to windward when the unreefed boat can hardly do so at all.

Reefing thus extends the usefulness of the Flying Scot into a higher range of winds and provides a measure of protection against unexpected weather. It does not protect against large waves. The Scot was designed for inland lakes and other bodies where one can reach the lee of the land before large waves build up. Open boat sailors on larger waters should always have such refuges in mind. They should also have some idea what to do in case of very strong winds that can overpower even a deeply reefed sailboat. In the Scot the mainsail and boom can be quickly dropped into the cockpit and the boat sailed downwind under jib alone or under the bare pole.

I would appreciate hearing of others' experiences reefing the Flying Scot and sailing it in heavy weather.

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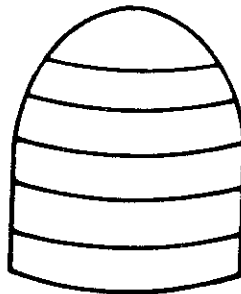
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# THE FLEET'S IN

## Bubby Eagan Captures Fleet Honors and N.C. Governor's Cup

Kerr Lake, NC  
June 18, 19

Forty-one Flying Scots formed the largest of 12 fleets in this, the best attended annual regatta in North Carolina. Fleet 27 hosted a clinic, chaired by Bubby Eagan of New Orleans, on Friday before the racing, in an effort to promote Flying Scot attendance at the regatta. The Governor's Cup is awarded to the skipper who beats the largest number of boats in the three race series, which usually means that the winner in the largest fleet takes the Cup. This encourages competition between the invited classes to promote participation in the regatta. There was good out-of-state attendance at

the regatta with Bubby Eagan and Larry Taggart from New Orleans, Chuck Barnes from Florida, and Rick Baugher and Jack Stewart from Ohio.

Skipper	Race 1	Race 2	Race 3
Bubby Eagan	3	2	1
Rick Baugher	2	1	5
Larry Taggart	1	6	3
Dave Miller	4	8	4
Kent Taylor	7	5	8
Bob Murdock	6	7	10
Rodney Trull	5	11	9
Paul Cruciano	15	4	15
Jake Barnhardt	10	16	11
Fred Stone	8	9	21

## SYC One-Design Regatta

Thirteen one-design classes competed in Southern Yacht Club's Sixteenth One-Design Invitational Regatta on the weekend of May 28-29. This annual affair drew sailors from throughout the Gulf Coast area. Participants were greeted by light

winds, balmy weather, and Mississippi River water being diverted through Lake Pontchartrain to avoid possible flooding. Shoreside events included a dockside beer party and a crayfish boil, along with some good dancing music!

The closest racing may have well been in the Flying Scot class where only one-quarter of a point separated first place finisher Jack Seifrick from third place Larry Taggart. Peter Gambel slipped in between to take second.

Results are as follows:

Skipper	Race 1	Race 2	Race 3	Total Points
Jack Seifrick, Jr.	5	1	4	9¾
Peter Gambel	2	6	2	10
Larry Taggart	3	2	5	10

## High Rock Y. C. Invitational Regatta May 28 - 29, 1983

Thirteen Scots participated at this Southmont, NC Regatta.

Skipper	Boat #	Race			Total Pts.	Helmond Pts.
		1	2	3		
L. Lewis	1360	1	2	1	3½	35
H. Bodman	649	7	3	2	12	27
D. Miller	2942	3	5	4	12	27
D. Schultz	1885	9	4	3	16	23

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'82 Azalea Festival Regatta 1st.

'82 Open House Regatta

'81-82 Punch Bowl 1st.

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# THE STARTING LINE

**September 9-11** — Harvest Moon Regatta, Atwood Yacht Club, Atwood Lake (Dellroy) Ohio. Hotel — motel accommodations at Atwood Lake Lodge, nearby, or in New Philadelphia. Overnight camping at State Park on lake. Club and Lodge are on Ohio Rt. 212, which intersects Interstate 77 at Bolivar, Ohio. Contact: Murray E. Volk, % Isolab, Inc., Drawer 4350, Akron, OH 44321, 1-800-321-9632

**September 10-11** — Ky-Tenn Flying Scot Championship Regatta, Port Oliver Yacht Club, Bowling Green, KY. Contact: Jim Morrison, Box 91, Rockfield, KY 42274, (502) 842-9694.

**September 17-18** — Glimmerglass Regatta, Otsego Sailing Club on Lake Otsego, Cooperstown, NY. Contact: Kate Noto, RD 1, Box 211, Maryland, NY 12116.

**October 8-9** — Octoberfest Regatta, Percy Priest Yacht Club, Hamilton Creek Sailing Center, Nashville, TN. Contact: Doug Anderson, 4014 Coleridge Dr., Antioch, TN 37013, (615) 834-0005.

**October 8, 9** — 1st Flying Scot South Carolina Championship Regatta. Sponsored by Fleet 134 and the Yacht Club of Hilton Head Island. Write or call Tom Caldwell, P. O. Box 3171, Hilton Head Island, SC 29928, (803) 671-6740.

**October 15-16** — Eufaula Sailing Club, Indian Summer Regatta, Contact Andy Callaway, (205) 687-4722 or 3062.

**December 10-11** — Orlando Yacht Club hosts Citrus Bowl Regatta for all classes Flying Scot Start. Contact: Clinton Smith, 649 Sandpiper Lane, Casselberry, FL 32707, (305) 831-3871.

*Flying Scot Fleet One announces the creation of The Fleet One Cup, which will be awarded annually to that skipper who beats the largest number of Flying Scots in Ohio District regattas during the year. Only events held prior to (and including) the Annual Fleet One Regatta in September will be scored; competition is not limited to Ohio District FSSA members. A permanent trophy and keeper trophies for the first three places will be awarded at the Fleet One Regatta.*

**September 10-11** — Harvest Moon Regatta, Atwood Yacht Club (near Canton, OH). Contact: Ted Gramines, 9404 Behrwald, Brooklyn, OH 44144, (W) (216) 433-7770; (H) (216) 741-0482. (30)

**September 17-18** — Morraine Yacht Club Fall Invitational, Lake Arthur (near Pittsburgh). Contact: Robert Boyles, 100 Aspen Rd., Butler, PA, (412) 287-8358. (12)

*The following events are available for Flying Scots in the Northeast District for 1983.*

**September 17-18** — Sandy Bay Yacht Club, Fleet #11, Rockport, MA. (2 races featuring Flying Scots in competition with Rhodes 19s.) Contact: Skip Montello, 41 Virginia Lane, Newburyport, MA 01950.

*The following list contains open regattas for Flying Scots that will take place on Chesapeake Bay and its tributaries during 1983. Except as noted all events are sanctioned for high point competition by the Chesapeake Bay Yacht Racing Association. Scots n' Water readers should contact the host fleets as shown in parentheses for further details regarding accommodations, times, entry fees, etc. Capital District Governor Harry Carpenter (204 N. 11th St., Oakland, MD 21550) or CBYRA representative John Barnes (7710 Chatham Rd., Chevy Chase, MD 20815) can also provide further information.*

**September 17-18** — Fleet One Regatta, Cowan Lake Sailing Association, Wilmington, OH (near Cincinnati). Contact: Chuck Hoffman, 4483 Bridlewood Lane, Batavia, OH 45103, (513) 752-4024. Regatta is Flying Scots only. Pig Roast Saturday night. (35)

*The following regattas are open regattas to be held in the Carolinas District in 1983. For further information contact District Governor Dr. Richard Schultz, 2109 Meadowbrook Terrace, Reidsville, NC 27320, (919) 349-8867. The regattas noted with an \* will be used to determine the 1983 Helms Series Champion.*

\***September 10-11** — Flying Scot District Championship C.S.C. Kerr Lake, NC

\***September 17-18** — Mayors Cup Regatta, L.T.Y.C., Greensboro, NC

\***October 1-2** — Virginia Inland Sailing Association Regatta, Smith Mt.

**October 8-9** — Hilton Head Island Regatta, Hilton Head, SC (tentative)

**Sept. 10-11** — Walter Collier Regatta — National Yacht Club, Washington, DC (Fleet 42).

**Sept. 17-18** — President's Cup Regatta — Potomac River Sailing Assoc — Washington, DC. (Fleet 42).

**Sept. 24** — King's Mill Yacht Club Regatta, Williamsburg, VA. (Fleet 137).

**Oct. 1** — Yorktown Day — Virginia Sailing Assn, Yorktown, Va. (Fleet 137).

**Oct. 15-16** — Pumpkin Patch Regatta — West River Sailing Club, Galesville, Md. (Fleet 97).

*For further information on regattas listed below, contact: Cynthia Rea (N.Y.L. Dist. Gov.), 924 Nottingham Rd., Jamesville, NY 13078, (315) 445-0194.*

**September 17-18** — Glimmerglass Regatta, Otsego Sailing Club, Cooperstown, NY

**September 24-25** — Autumn Regatta, Skaneateles Sailing Club, Skaneateles, NY. Come to "Glimmerglass" and stay over for the "Autumn Regatta." Privileges of Skaneateles Sailing Club given in the interval, or park your boat at SSC and go sightseeing and/or autumn leaf viewing.

## 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, 1215 Lady Street, P. O. Box 11187, Columbia, SC 29211.)

**FS 238** — Douglass, white hull and deck. Hull, spars, rigging in good condition. Two sets of sails and a Boston spinnaker. Gator tilt trailer with spare. Boom tent, motor mount and odds and ends. \$2500, will consider offers. Call/write J. Cunningham, 14930 186th Ave. North, Plymouth, MN 55441, (612) 473-7424 evenings.

**FS 3407** — Customflex, yellow hull with white deck, parked in a garage. Harkin ball bearing fittings; Schurr jiffy reefed main and jib. Detachable motor bracket; hinged mast for easy stepping. Pamco galvanized tilt trailer (Buddy bearings) \$5600. Jim Billman, 815 Pinefield Ave., Holiday, FL 33590, (813) 842-6663

**For Sale** — Goldsmith jib and main. Several years old, used very little and still competitive for racing. Extra special insignia and number 3000. \$325.00 Sandy Douglass, Box 28, Oakland, MD 21550, (301) 334-4841.

**FS 2138** — Customflex, white hull and deck, red trim, Schreck main, jib and spinnaker, also extra older main, jib and spinnaker. Boat cover (new) for mast up. Tilt trailer. Anchor, life jackets, etc. Indoor winter storage. Excellent condition. \$4500. Paul Euliss, 2306 Ansley Dr., Alliance, OH 44601, (216) 821-0772.

**FS 1111** — Douglass — MUST SELL!! — \$3250. Two suits sails (one set new — Schurr). Sterling trailer, Seagull motor/mount, cockpit cover, lifting bridle and lots more. Dry sailed. H. Power, 6118 Rolling Water Dr., Houston, TX 77069, (713) 444-4664.

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F/S #	Dist.	Fleet	Name	Address	City	State	Zip
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392	Ohio		Melvin W. Koehler Jr.	1418 Rostron Drive	Pittsburg	PA	15241
3765	Gulf		Tom C. Law	711 7th Ave.	Albany	GA	31701
3739	New York Lakes		George N. Sarkus	P.O. Box 956	Syracuse	NY	13201
822	New York Lakes		Eugene P. Hubbard	908 Meadowbrook Dr.	Syracuse	NY	13224
3078	Mid Western	135	Kenneth E. Johnson	P.O. Box 192	Savoy	IL	61874
1496	Texas	023	Marke C. Smith	1821 E. Grauwlyer #191	Irving	TX	75061
3711	Capitol		William J. Kirkwood	1216 Pecksniff Road	Wilmington	DE	19808
167	Gulf	131	Hans Bader	49 Midway Island	Clearwater	FL	33515
3525	Gulf		Holly D'Aguilla	753 East Railroad	Long Beach	MS	39560
3477	Gulf		George O. Stewart Jr.	P.O. Box 4115	Warrington	FL	32507
3337	Gulf	079	Joe D. Alfonso	Box 34	Gulfport	MS	39501
415	Gulf		C. W. Nolan Jr.	107 Lakeside Dr.	Lafayette	LA	70508
2278	Gulf	75	Jimmy Ruthven	1407 East 2nd Ct.	Panama City	FL	32401
5848	Michigan-Ontario		John A. Glotzbach	33463 Elgin Court	Sterling Heights	MI	48077
158	Ohio		Joseph E. Seibert	646 Russel Rd.	Manfield	OH	44903
3392	Ohio	65	Donald H. Hartzell	1500 Farber Street	East Sparta	OH	44626
3774	Carolinas		Lewis G. Reid Jr.	1835 Harris Road	Charlotte	NC	28211
1280	Carolinas		Jake C. Barnhardt Jr.	P.O. Box 665	Mt. Airy	NC	27030
916	Carolinas		J. G. Nesbitt	613 N. Channel Drive	Wrightsville	NC	28480
619	Carolinas		Gaines H. Liner	1124 Regency Drive	Charlotte	NC	28211
3669	Carolinas		Anthony Holder	4130 Camlot Dr. C-4	Raleigh	NC	27609
3755	Carolinas		John L. Pierce	Rt. 4, Box 643	Hillsboro	NC	27278
3434	Capitol		Lawrence J. Puckett	3106 Whitefield Rd.	Churchville	MD	21028
3378	Capitol		Sheldon Hackworth	120 Parkway Drive	Wellsburg	WV	26070
3815	Capitol	137	Andy Gillis	12944 Nettles Ave. #G4	Newport News	VA	23606
5851	Capitol		Thomas F. Niedbala	1002 N. Columbus St.	Alexandria	VA	22314
3604	Gulf		James L. Loeb	2244 Fernway Drive	Montgomery	AL	36111
1829	Gulf	38	Barney March III	2419 River Forest Drive	Mobile	AL	36605
2696	Gulf	127	Scott Day	541 Cathy Jo Circle	Nashville	TN	37211
3458	Gulf		Jim Wright	1376 Markola Court #3	Atlanta	GA	30306
5849	Gulf		Jack Gooch	18th Floor F.N.B.C. Bldg.	New Orleans	LA	70112
5850	Gulf		Bob Pfarr	P.O. Box 555	Eufaula	AL	36027
1809	Gulf		Edwin L. Langus	P.O. Box 844	Daphne	AL	36526
869	Carolinas	27	Tony Smith	Rt. 9, Box 30	Raleigh	NC	27606
1533	Carolinas		Mike Myshin	4800 Montibello	Charlotte	NC	28211
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2866	North Eastern	149	Peter Gallant	80 Winnicutt Road	Stratham	NH	03885
2449	Ohio		T. A. Gabreski	RD #1	Clarion	PA	16214
3086	Ohio		Leonard Gordon	311 S. Woodbine Ave.	Penn Valley	PA	19072
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