

# Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXVI, NUMBER 1 FEBRUARY 1984

- **Certificates to Ease NAC Measurement**
- **Sailing in Waves**
- **Participate in FSSA Member Survey**



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**Cover Photo: Mark-rounding excitement at the 1983 Mid-Winters. (Skipper & photographer are both unknown)**

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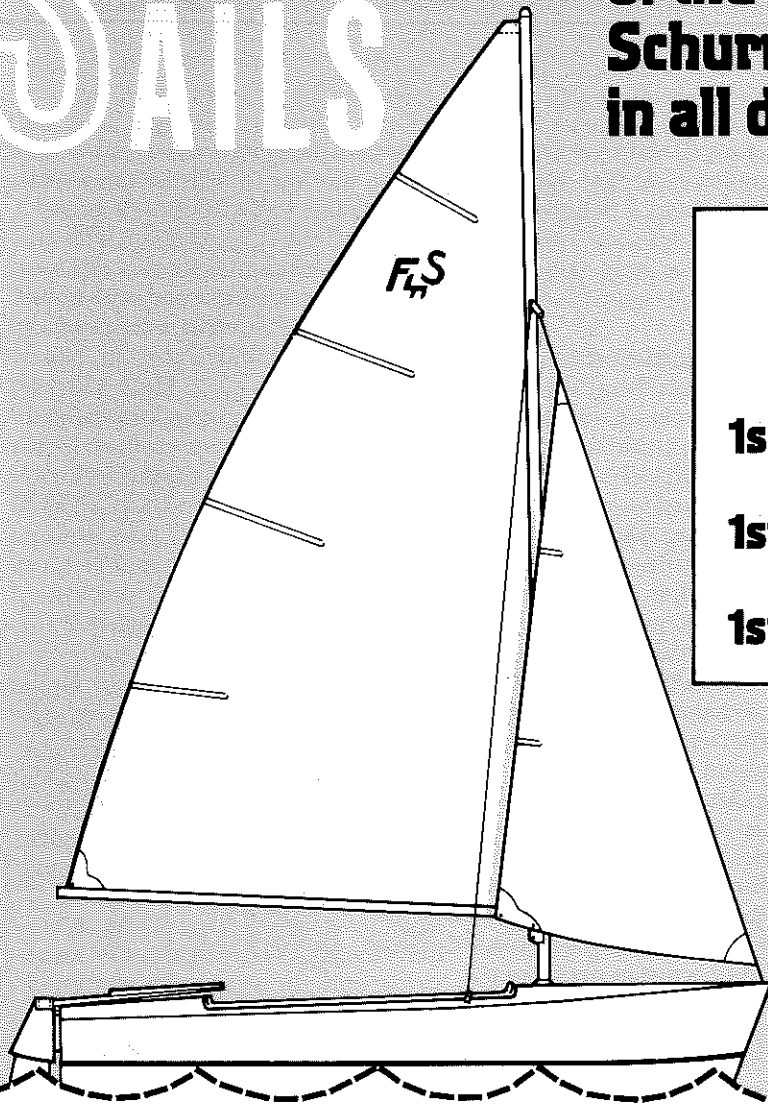
## Scots n' Water

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# IMPORTANT NEWS

## Membership Survey

Who are we? What do we think? What are our abilities?

As the association has increased in size to nearly 2,000 members we need to know the answers to these questions in order to answer the bigger question: Where do we want this association to go?

On page 11 of this issue you will find a comprehensive membership survey. This is the first time the association has sought to survey our membership for general information that could be helpful to the operation of our class, although surveys on specific topics have occurred previously.

While we are similar in many ways, and most obviously in our interest in the Scot and the Class, we are different in many other ways; ways that can make promoting and governing an increasingly large and diverse group difficult, and perhaps at times, confusing.

From the local fleet captain all the way to our president, the officers of the Class try to represent you in planning the activities and making the decisions that are necessary in a large organization. Certainly your officers have met and talked with many of you in the past and will do so in the future. But frequently, the voices of a few must speak for the many. Hopefully you will agree that they usually speak accurately and well in protecting your interests as a member of the FSSA.

As editor, I believe that we can and must do more to learn about who we represent and, in my position, who I am writing to and for. I have shared this view with other officers and have been now encouraged by our president, Hal Walker, to survey our membership to find out who belongs, why, and what the association can do to continue, and even improve, representing each of you.

Please take the five or ten minutes necessary to fill out the survey. I

believe that we all share a strong interest in maintaining the quality of our association and I believe this will help to do so.

Spend the time to help yourself, and us. Won't you?

## New Builder Licensed

Gordon Douglass Boat Co. recently announced the licensing of the WestScot Corporation as the second builder of the Flying Scot. WestScot was formed solely for the purpose of building the Scot and plans to actively promote and distribute the boat in the western parts of the country, thus, we hope, opening up the entire country as a market for the Scot. The principals of the WestScot Corporation have prior fiberglass experience and are very enthusiastic about our boat.

While Eric Amman, president of Douglass, has sought a builder in the southwest or west for several years, the efforts of two of our association members were valuable in the licensing effort. Bill Claypoole, FS 3445, was very active in the Cowen Lake fleet until his job transfer to Tacoma, Washington. Wanting to have other Scots around, Bill encouraged Eric to find a builder that could supply that part of the country. Also instrumental was Ward Hill, FS 356, a former member of the Deep Creek fleet in Maryland who moved to Utah. Ward took his Scot with him, and, like Bill, sought to have others be able to enjoy our boat. Ward served as a contact person for Douglass while inquiries were made about possible builders.

The molds from Ranger Boat Co. in Washington and Southern Yachts in Kansas have been returned to Douglass, and new molds were recently delivered to WestScot. Harry Carpenter of Douglass reports that WestScot has already built a boat and has orders for several more. They have been showing the boat, and the promotion has already paid off! Their location in Utah puts them at the hub of activity so that

they can provide boats from Texas all the way up to Seattle. They currently plan to build 20-30 boats a year.

The association welcomes this new builder of our fine boat and hopes that they will join with us in promoting the best family/racer in North America!

If you are interested in further information, you can contact: John Merlette, WestScot Corporation, P.O. Box 1266, Sandy, Utah 84070 801-973-6493.

## Spinnaker Measurement Changed

Passed at the 1983 Annual Meeting was a change in the spinnaker Official Plan and Sail Measurement Instructions. It changes the 19'7"  $\pm$  3" diagonal measure to a 20'3"  $\pm$  center-line or center seam measure. Sails manufactured prior to passage will be "grandfathered" at a  $\pm$  7" allowance rather than the  $\pm$  6" requirement. This will simplify measuring and do away with the ambiguous and sometimes argumentative "smoothing out" of the sail prior to performing the old diagonal measurement. All other measurements and procedures remain the same. If you have any questions, give Chief Measurer Larry Taggart a call.

## Revised "Highlights of Scots n' Water" Available

One of the best and most-enjoyed sources of information for all Scot sailors is once again available!

The newly-revised edition of *Highlights of Scots n' Water* has been recently completed. Eric Amman and Harry Carpenter of Douglass Boat Co. put in many long hours to provide an up-dated version that presents some of the finest articles in the publication's last 25 years. The *Highlights* contain articles of value to all Scot sailors, no matter how experienced or how they use their boats.



Ask any "old-timer" in the association; we *all* have the older editions! Douglass plans to provide the revision with all new boat orders, as it will contain basic rigging information and instructions. It will also contain an association membership application and a letter from President Hal Walker. We are very pleased that Eric and Harry took on this important project as it will benefit all Scot sailors.

You may obtain the revised edition of *Highlights of Scots n' Water* from the Gordon Douglass Boat Co. The cost is only \$7.50, plus \$2.50 for shipping and handling.

### Article Call

As the editor of any publication will attest, the hardest part of the job is determining what the readers want or need to know. The second hardest part is finding people to write the articles. And the most frustrating part is getting them in on time! If you have an idea for an interesting or valuable article, please call me or drop me a note. Especially difficult are ideas for articles useful to the pleasure sailor or cruiser. If you have an idea, don't sit on it! Send it along! I will pursue it.

### Fleet Meeting Ideas

It seems that many fleets have a winter or early spring fleet meeting to socialize and plan the season's activities. Many fleets have prevailed upon expert sailors (in any class, not just Scots) and local sailmakers to speak and share some of their knowledge. These folks are usually very interested in doing so and usually will be glad to for the good will created, and they seldom charge a fee. Fleets that have had guest speakers or mini-seminars are usually quite happy with the outcome and the "draw" it creates. Why not try it?

Also available, and ideal for a situation like a fleet meeting, is Graham Hall's film of the 1982 North American Championships at Marion, MA. It covers many of the races, has a running commentary, and is very instructive as well as entertaining. If you are interested in seeing the film, contact Graham at 85 East State St., Gloversville, NY 12078 or call him at (518) 725-8534.

Gordon Douglass Boat Co. also has a promotional videotape created by Graham Hall. It is used at boat shows in many places in the country. Contact your local Scot dealer or

Gordon Douglass Boat Co. for details on availability.

### FS Production Continues Strong

Harry Carpenter, Douglass Boat Co., reports that 119 Scots were built in 1983. That number includes two by our new builder. A normal production month for Douglass sees ten new boats built. Due to the holidays, nine boats were built in November and eight in December. The latest number hull built is #3929. Boat #4000 is scheduled to be built sometime late this spring or early summer.

### Publication Deadlines

As the sailing season gets closer and people want regatta notices to be printed in a timely manner, please remember the following publication deadlines:

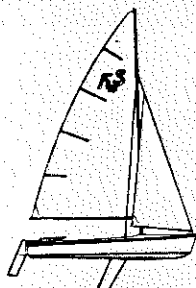
May issue	March 1
June issue	April 10
July issue	May 1

I will hold the section on regatta notices open until the last possible minute on those dates. Call me, if necessary. It's faster! Avoid disappointment: Plan ahead!

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# Association Spotlight

## The President's Column

Some recent events led me to think deeply about the basic nature of our sailing association and about how we relate to our builder. First, I received a surprising letter.

A member wrote to me to say that the FSSA seemed to exist only for ardent racers, that *Scots n' Water* emphasized racing, and that he wanted out. Shortly after I had mailed him a letter about the functions of a class association, I had occasion to meet with Eric Ammann at the Gordon Douglass Boat Co. There, Eric gave me a mint copy of the new *Highlights of Scots n' Water*, which he will furnish to new Scot owners. His introduction to the book says so well just what I wanted to express to the unhappy member that I want to share it with you.

"We go to considerable trouble to build this boat as a one-design. But there is more to her. She has a national class organization, and a very good one. The "Class" is run by the owners, it elects its own officers, runs its own budget,

and it enforces the specifications which make the Flying Scot one-design. It is this class which preserves the value of your boat, encourages and manages class competition, i.e. racing of Flying Scots at your club level, at districts and regionals, at Mid-Winters and North American Championships. . . .

If you want to maintain the value of your investment, if you want to keep the Flying Scot what she is, if you want to get to know her better and sail her better, then go and join the Flying Scot Sailing Association. You do not do this just to get the newsletter, *Scots n' Water*, or the yearbook and roster, or even to be able to race in class sanctioned events. Without a good class you are sailing an orphan, a boat you cannot sell, a boat no one has heard of. And yes, there is a bonus: you can join the class group insurance, a good deal at a modest price. Membership is not an expense, it is a bargain. Come

and join us. It will help you and work for you."

This from our builder, whom we need just as he needs us. We are truly mutually dependent, an active class and a builder of integrity. I have in mind a boat which died of late, its class organization split by dispute over rigging. Another case involves a builder who so modified his design that no one would buy the product. I am sure that we can escape these pitfalls.

Great news from Eric, for the FSSA and especially for western sailors, is the licensing of WestScot Corp. in Utah to supply boats to the western section of the country. Also, the NAC in Ontario should help to stimulate Scot activity in Canada. Prospective buyers await the chance to get a Canadian-built Scot. I look forward to welcoming many new members to the FSSA. (Oh yes, the unhappy member is staying with us. A special welcome back to him!)

*Hal Walker*

## Officer Profile: *Hallam Walker, President*

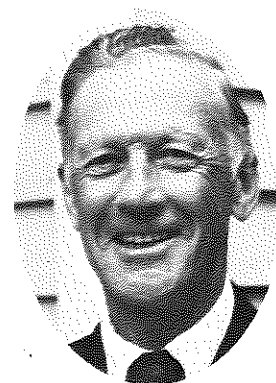
After 50 (yes, that's right) years of sailing, 25 years of racing and 20 years of association with the Flying Scot, is President Hal Walker getting tired of it all or is he having a ball? Hal answers the question himself as he says that what he likes best about the Scot "... most of all, is the great fun!"

Hal is a member of Fleet 48 and sails out of fabled Lake Norman Yacht Club in North Carolina. The fleet is noted for its extremely active participation in local and national events and its hosting of numerous outstanding regattas, including the 1976 and the 1981 North American

Championships. The yacht club is known for its superb facilities, outstanding club campground, and its beautiful surroundings. Not only active in FSSA activities, Hal is a past commodore of both the Lake Norman YC and the South Atlantic Yacht Racing Association. He is currently an associate judge with the United States Yacht Racing Union and has served on innumerable judges committees, including the 1981 NAC's when he forewent his own sailing pleasure to serve on a jury. (It's reputed that the most interesting protest Hal heard at that event was one filed by a female competitor

against a male sailor for an excessive case of 'droopy drawers'!)

During his 25 years of racing Hal



has sailed Sunfish, Cheshire catamarans, Lasers, and most recently, sailboards. His racing successes include being LNYC Fleet Champion six times, winning the Carolinas District Championship in 1975, and being second in the Challenger's Division at the 1982 NAC. More telling of how Hal perceives success is that he is proud to say he has attended every NAC since his first in 1971. In fact, Hal's single most memorable event in Scot sailing occurred that year. He relates:

*"In my first NAC, in Detroit in 1971, I followed Sandy Douglass and did what he did. I got a second and a third in a couple of races then found myself in second place overall after all but the final race! Instant panic! We were towed out to Lake St. Clair to sit in no air on the last day. Clouds of insects descended on us (the Flying Scot?), and a drifter was finally sailed in extremely light and shifty winds. I never saw Sandy again and with thirty-some boats between us, managed to find every hole and wound up in the tank. Sic Transit Gloria!"*

What has kept Hal coming back to NACs and has kept him active in the Class for so many years is his strong feeling for both the boat and the association. Hal likes the Scot best for its one-design integrity, quality construction, lasting value, safety and dependability, pleasure and racing sailing abilities, and strong Class support. The "long term loyalty to the boat by its members" is Hal's impression of our greatest strength as an association. He feels other strengths of the association include a wide strata of members, including both casual sailors and hot racers, wide areas of Scot popularity, the opportunity to sail in many areas and know sailors there, sound organization and finances, the liaison with an outstanding builder, and finally, maintenance of boat value through the one-design concept and quality.

Hal plans to work in the areas of publicity and communication during his tenure as president. He intends to travel extensively, sailing with as many fleets as possible and writing a column for Scots n' Water detailing his experiences. Hal welcomes your invitation to sail with you!

Hal's principal travel companion and crew is his wife Cathie. They

have two children, Susan, 32, and Steven, 29. Hal also sails with the co-owner of his FS 171, Bob Douglas, and with LNYC's Bill Ross.

As you read this you might expect Hal to be downhill or cross-country skiing, engaged in nature study, or building a boat (his current project is a classic Whilehall pulling boat). Or, if it's a Sunday evening, like most teachers Hal is probably making les-

son plans or grading papers as he is a professor at Davidson College.

Hal represents so well the members he serves: he is an active pleasure sailor and racer, he enjoys sailing with other Scot sailors, and he brings with him a wealth of experience and a love for the sport. And, like us all, he enjoys "... most of all, great fun!"

## With 4 different brands of sails in the top 5 in the 1983 Flying Scot North Americans, which sailmaker should you choose?

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# Upwind In Waves

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*Kelson Elam*

---

*Ed. note: With the heavy wind and big seas that many of us will soon face with spring sailing, this article by Kelson is particularly timely. While he makes reference to a traveler and a backstay adjuster — neither of which our Scots have — the principles that Kelson discusses are valuable.*

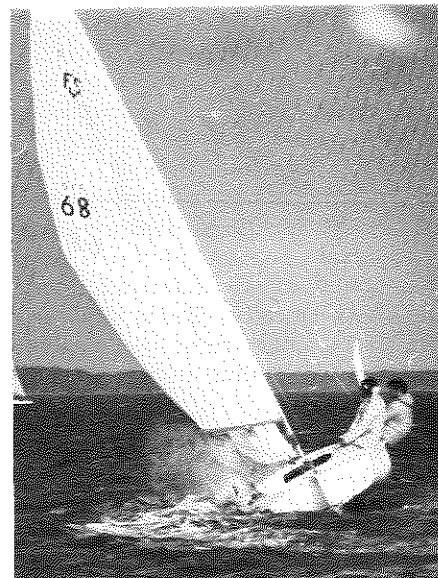
One of the most common questions people ask at regattas and seminars is “Do you steer around the waves or just ignore them?” Unfortunately, waves are somewhat like snowflakes — no two of them are alike. So it’s hard to give a general answer to the question, but there are a few specific techniques that can be used to help deal with chop or swells when racing upwind.

Disturbances of the water surface known as waves are caused by many different natural and unnatural things. Wind, current, geography of the bottom and other boats all affect the shape and size of waves. For a one-design sailor these causes aren’t always so important, but how you deal with waves on the race course

often spells the difference between winning and losing.

Every wave consists of a crest (the highest point of the wave) and a trough (the lowest part of the wave). The vertical distance between any crest and an adjacent trough is the wave height, and the horizontal distance between successive crests or successive troughs is the wave length. The ratio of wave height to wave length determines whether a boat will glide smoothly over the waves or pitch into them. Whether or not a boat can be steered smoothly and continuously from one trough over the crest to the next trough will also depend on the speed and length of the boat. A 20-foot Flying Dutchman planing upwind will obviously not be able to maneuver through waves as well as a slower-moving, 14-foot Snipe.

The only true test of how much you should steer through waves or chop is how you perform against the boats around you. If the waves are relatively steep for the size and speed of your boat, you probably won’t gain by jerking the rudder around. Keep steering to a minimum to reduce hobby-horsing, and set the boat up with enough power to punch



through the chop while still maintaining a reasonable amount of pointing ability. If you find that turning the boat to negotiate waves does give you a speed advantage, go for it, but be careful that the technique you are using doesn’t violate Rule 60 (Means of Propulsion). Lasers, for example, can be sculled successfully through just about any surface condition.

When you *are* able to maneuver through waves, the main thing to remember is to keep the boat going “downhill” as much as possible. When you confront the face of an oncoming wave, head up so you angle across the wave instead of going straight up it. Though this slows the boat a little, the wave will actually push the bow slightly to windward. At the top of the wave, bear off and accelerate down the back side. This requires timing with the wave and also an awareness of what the next two or three waves will be like. Basically, you want to use each wave to set yourself up for what’s coming. If there’s a flat spot ahead, get ready to start pointing, but if you see a bad set of waves coming, start footing to build speed.

Since the wave angle may vary from tack to tack, especially after even a slight windshift, your driving technique must also vary. In some cases, heading up to reach the crest may require luffing as much as half the jib, and bearing off may mean cracking sheets onto a close reach. But generally, when in doubt, keep steering to a minimum.

SCOTS N’ WATER



Jib leads may also need to be set differently from one tack to the other depending on how you confront the waves. Hitting the waves head on will require a lead farther forward for more power, while encountering the waves at less sharp an angle will allow the leads to be moved aft for better pointing.

As you watch the waves up the course, remember that boats sail much faster upwind in smooth water than they do in chop, so the best way to sail fast in waves is to avoid them. Former Mallory champion Mark Foster of Corpus Christi says he looks 75 to 100 yards ahead for large sets of waves and then pinches or foots the boat to avoid the confrontation. Of course, it's not always possible to avoid the bad waves, so it's important to set the boat up properly for the conditions.

One of the first things to look for on a boat is the "throttle," since every boat has a different way of accelerating as you pinch and foot through the waves. The most common throttle is the mainsheet, or sometimes the traveler. Basically, as the boat heads up the front of a wave the main should be trimmed closer to the centerline. This adds power, tightens the leech to increase pointing and helps you steer up the wave. As you bear off down the back of a wave, the main should be eased as if reaching and the leech twisted slightly to promote more airflow as the boat accelerates.

My personal preference is to use a combination of mainsheet, traveler and vang when beating in waves. The traveler is set to the position that I feel will produce the maximum power needed for the conditions. With a midship traveler, this will probably be in the center or slightly to weather; for an end-boom

bridle system, this position is in the center or slightly to leeward. The vang is set to keep the proper leech tension when the boat is bearing off, and the mainsheet is then played to adjust the trim back and forth between the footing and pointing positions. (Playing the mainsheet is usually preferable to playing the traveler because most travelers are too short to allow you to ease the main far enough to accelerate down the wave.)

The next important power adjustment is headstay sag. Increasing the amount of sag will give you more power to get through the waves, but it also decreases pointing ability and can cause the rig to bounce around and lose power. So be careful to set the backstay and/or shroud tension loose enough so that you achieve sufficient power, but not so loose that the luff of the jib moves dramatically every time you hit a wave. In some boats such as the Snipe, the mainsheet controls headstay tension through main leech tension. By sheeting harder on the mainsheet going up a wave, the headstay tightens and you point higher. By easing the mainsheet, you get more sag and therefore more power to accelerate down the back of the wave.

When sailing in large waves, the wind in the troughs may be considerably different than what you experience at the crests. The most common problems are being too underpowered in the troughs to point up the next wave and being too overpowered at the crest and heeling excessively, thus losing power and making it difficult to head off. The best solution is to set the sails with most of the fullness in the bottom third to achieve the necessary power and twist the top of the main and jib so that when hit by more

breeze at the crest, the boat is more in control. Twisted leeches also give the boat a wider groove to drive in, making it easier to steer through the waves.

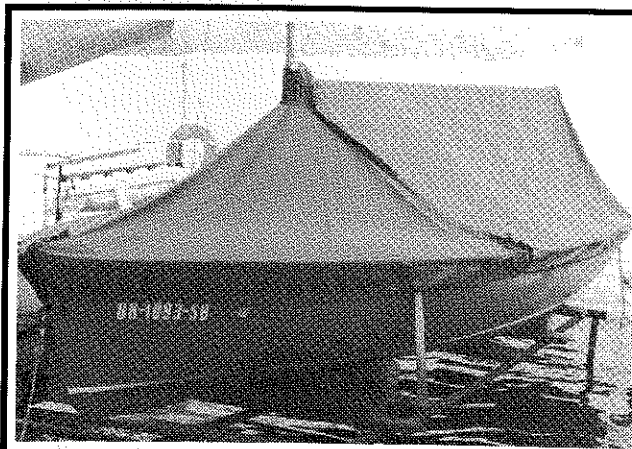
The crew is a very valuable asset when racing in big seas. An extra set of eyes to spot large waves and flat spots and to pick puffs out of the confused water surface can be invaluable. The crew's weight (especially if it's on a trapeze) can also be very helpful in steering the boat up and down waves. The helmsman and crew must both anticipate each wave and move together for the best effect. Body movement and sail trim are always faster ways to steer the boat than moving the tiller. The first two represent power being transformed to the boat whereas rudder movement produces a fluid brake.

Fore and aft weight placement is also crucial to speed in chop. Have the crew watch the bow to ensure that you aren't digging in too much. Keep your weight as close together as possible to minimize pitching, and when in doubt move farther aft than necessary. It's better to bury the transom a little than to have the bow slamming into the waves and the cockpit filled with water for most of the windward leg.

Don't be afraid to make changes in your rig set up, sail trim or steering technique. It's tricky to get things trimmed right in waves, and wind velocity changes are often hard to detect. If the boat doesn't feel right, try to settle into a rhythm and then begin making small adjustments to make the boat feel more lively and handle more easily.

Remember that tactics will also change in waves. If a boat is on your lee bow, it's difficult to drive through

(continued on page 17)



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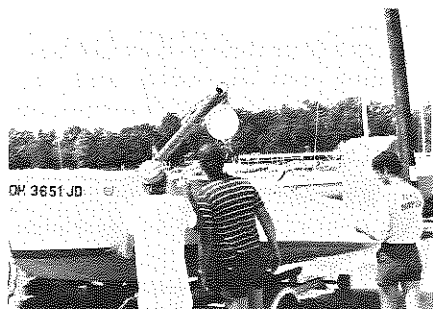
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# Measurement Certificates Adopted

Are long lines a thing of the past?

Larry Taggart

Are you tired of stripping your boat down for weighing and measuring at every North American Championship regatta? Is waiting in long lines in temperatures sometimes exceeding ninety degrees *not* the highlight of your participation at a championship event? If so then you will be interested in the action taken during the Board of Governors meeting held during the 1983 NAC at Bay-Waveland YC.



Oh . . . I hope it weighs in.

Flying Scot Sailing Association By-law B-IX-h(3) states, in part, that "All yachts entered in the North American Championship shall be subject to measurement and approval of the Chief Measurer, or of a measurement committee to which his authority has been delegated prior to the first race in the series." You will note that measurement is not mandated but rather that each yacht is "subject to measurement." Complete measurement has, however, been common practice at all NAC's over the years, even though some of the scales and procedures used for weighings were of sometimes questionable accuracy.

Finally, both the builder *and* the FSSA are now using the same new, accurate hydraulic scale which was successfully tested at this year's NAC. In view of the relatively few yachts failing to meet FSSA specifications,

**"This new procedure obviously places considerable burden on an owner/skipper to ensure that all FSSA requirements are met."**

the Board of Governors voted to adopt a certification program. A paragraph (4) has been added to Article B-IX-h to read as follows:

"The Chief Measurer shall have the authority to establish Measurement Certificates involving hull weight, centerboard weight, mast, rigging and hull fittings."

Under the adopted plan, once a hull's weight, centerboard weight, mast or boom has been certified, by *either* the builder *or* at a NAC, an owner/skipper need only present the official certificate during registration to avoid going through the usual measuring procedures. Note, however, that the requirements for sail measurement at NAC's will remain *unchanged*; they will still be measured. If for some reason an owner/skipper does not have a certificate available during registration, the yacht will have to be re-measured.

I must reiterate that 'certification' basically applies only to hull and centerboard weight and mast and boom requirements and that boats at the NAC are *always* "subject to measurement." A certified hull, for example, found to be without prescribed flotation strapping, or with a jib tack shackle too close to the deck, would *not* be protected by a certificate. Further, this certification program does not prohibit a protest/challenge at any time by another competitor, judge, measurer, etc. A certificate only 'protects' hull and centerboard weights and mast and boom measurements provided there

have been no alterations since certification. Anyone found trying to knowingly circumvent either the letter or the spirit of association requirements could be subject to disciplinary action.

This new procedure obviously places considerable burden on an owner/skipper to ensure that all FSSA requirements are met. It will be incumbent on all competitors to know and follow our rules and regulations. The two most common problems detected at this year's NAC were with the flotation and the jib tack height. As measurer, I was particularly amazed at the number of hulls that did not have the required three lateral and one longitudinal strap on *each* section of flotation. Aside from it being 'illegal' it is very unsafe! Other problems noted included rudder blades incorrectly positioned in the rudder head or in a vertical position (contrary to the Official Plan). Especially significant were a lack of transom hand lines, inadequate ground tackle, no whistle/fog horn on board, and personal flotation devices lacking Coast Guard approval — all safety items! While sailors often seem rightfully concerned over measurements such as hull weight, it is noteworthy that less than five boats failed to meet the minimum hull weight. The regulations that are more easily met and the most controllable by the skipper are the ones most often a problem!

The actual certificate design is in progress. Boats built subsequent to the 1983 NAC will be certified from the factory. Boats whose 1983 NAC measurements are available and meet the regulations will be issued certificates as well.

It is anticipated that several years will be needed before most NAC competitors have certificates. Therefore measurement committees and scales will still be needed at future NAC's, although the long, hot lines will probably begin to shorten as early as this year.

A final word to the wise: inspect your boat carefully prior to a NAC and don't call it close, especially if you plan to be at the top of the fleet!

**Ed. Note:** Also see *Important News* for information regarding a change in the measurement of spinnakers.

Larry Taggart is chief measurer of the Flying Scot Sailing Association.

# Membership Survey

Please take a few minutes to help your association.

- Check your boat number \_\_\_\_\_ 1 - 999  
 \_\_\_\_\_ 1000 - 1999  
 \_\_\_\_\_ 2000 - 2999  
 \_\_\_\_\_ 3000 - 3999  
 \_\_\_\_\_ 4000 - 4999
- Number of previous FS owned (circle) 0 1 2 3+
- Your reasons for purchasing a Scot (1 = a primary reason 2 = some consideration)
  - \_\_\_\_\_ Price
  - \_\_\_\_\_ Recommended by Dealer
  - \_\_\_\_\_ Recommended by friend
  - \_\_\_\_\_ Construction
  - \_\_\_\_\_ Re-sale value
  - \_\_\_\_\_ Reputation
  - \_\_\_\_\_ Availability - new
  - \_\_\_\_\_ Availability - used
  - \_\_\_\_\_ Appearance
  - \_\_\_\_\_ One design limitations
  - \_\_\_\_\_ Sailing characteristics
  - \_\_\_\_\_ Comfort
  - \_\_\_\_\_ Safety
  - \_\_\_\_\_ Local fleet activity
  - \_\_\_\_\_ National association
  - \_\_\_\_\_ Racing caliber of association members
  - \_\_\_\_\_ People who sail the boat
  - \_\_\_\_\_ Other:
- Had you sailed a Scot before purchase? \_\_\_\_\_ Yes  
 \_\_\_\_\_ No  
 If yes, how many times? (circle) 1 2 3+
- When you purchased your boat, was your *primary* intention to
  - \_\_\_\_\_ Pleasure sail/cruise
  - \_\_\_\_\_ All-around use
  - \_\_\_\_\_ Begin with pleasure sailing, move to racing later
  - \_\_\_\_\_ Race \_\_\_\_\_ Locally?
  - \_\_\_\_\_ District, Regionally, Nationally?
- Number of years total sailing experience  
 \_\_\_\_\_ 0 \_\_\_\_\_ 1 \_\_\_\_\_ 2-5 \_\_\_\_\_ 6-10 \_\_\_\_\_ 11-15 \_\_\_\_\_ 16+
- Number of years sailing a Scot  
 \_\_\_\_\_ 0 \_\_\_\_\_ 1 \_\_\_\_\_ 2-5 \_\_\_\_\_ 6-10 \_\_\_\_\_ 11-15 \_\_\_\_\_ 16+

- Other classes sailed in the past: \_\_\_\_\_  
 \_\_\_\_\_
- Other classes sailed currently: \_\_\_\_\_  
 \_\_\_\_\_
- What percent of your sailing time do you spend
  - \_\_\_\_\_ Pleasure sailing
  - \_\_\_\_\_ Cruising
  - \_\_\_\_\_ Racing
- What percent of your sailing time is spent sailing with
  - \_\_\_\_\_ Spouse, only
  - \_\_\_\_\_ Children, only
  - \_\_\_\_\_ Whole family
  - \_\_\_\_\_ Friends
  - \_\_\_\_\_ Regular crew (not spouse/family)
- How would you rate your sailing ability?
  - Pleasure Sailing: \_\_\_\_\_ Beginner
  - \_\_\_\_\_ Moderate ability
  - \_\_\_\_\_ Accomplished/highly competent
  - Racing: \_\_\_\_\_ No experience
  - \_\_\_\_\_ Beginner
  - \_\_\_\_\_ Moderate ability
  - \_\_\_\_\_ Accomplished/highly competent
- How long have you raced? \_\_\_\_\_ Never \_\_\_\_\_ Years
- What best describes your racing experience?
  - \_\_\_\_\_ Local fleet activity only
  - \_\_\_\_\_ Occasional regattas
  - \_\_\_\_\_ Participation in a District or Regional Championship
  - \_\_\_\_\_ Participation in a Midwinter or National Championship
- In about how many races do you participate each year? \_\_\_\_\_
- In the past 3 years, about how many of the following have you sailed in?
  - \_\_\_\_\_ Local Races
  - \_\_\_\_\_ Regattas
  - \_\_\_\_\_ District or Regional Championships
  - \_\_\_\_\_ Midwinter Championships
  - \_\_\_\_\_ North American Championship
- Indicate the number of times you have **placed** or **won** in the last 3 years
  - \_\_\_\_\_ Fleet Championship Series
  - \_\_\_\_\_ Invitational regattas
  - \_\_\_\_\_ District or Regional Championship
  - \_\_\_\_\_ Midwinter Championship
  - \_\_\_\_\_ North American Championship
- What barriers prevent you from racing, or from racing more often?
  - \_\_\_\_\_ Ability of skipper
  - \_\_\_\_\_ Availability of crew
  - \_\_\_\_\_ Ability of crew
  - \_\_\_\_\_ Time
  - \_\_\_\_\_ Condition of boat, sails
  - \_\_\_\_\_ Cost of travel, fees, etc.
  - \_\_\_\_\_ Other:

19. Are you a member of a local \_\_\_\_\_ FS Fleet  
\_\_\_\_\_ Sailing/yacht club?

20. What offices have you held in your local fleet/yacht club?

\_\_\_\_\_ Fleet Captain \_\_\_\_\_ Race Committee  
\_\_\_\_\_ Instruction \_\_\_\_\_ Board of  
\_\_\_\_\_ Social \_\_\_\_\_ Governors  
\_\_\_\_\_ Other: \_\_\_\_\_ Flag officer

21. What offices have you held in the FSSA? \_\_\_\_\_  
\_\_\_\_\_

22. Which statement regarding the Class best reflects your opinion?

\_\_\_\_\_ Too much emphasis on pleasure sailing/cruising  
\_\_\_\_\_ Too much emphasis on racing  
\_\_\_\_\_ Well-balanced emphasis

23. Please rate the following areas of Class communication,

1-5 (1 = Poor  
5 = Excellent)

\_\_\_\_\_ Your personal knowledge of Class activities  
\_\_\_\_\_ Your personal knowledge of Class management  
\_\_\_\_\_ The Quality of communication from Class officers  
\_\_\_\_\_ The Frequency of communication from Class officers  
How can class communication best be improved? \_\_\_\_\_  
\_\_\_\_\_

24. Which statement regarding the Class publication, Scots n' Water, best reflects your opinion?

\_\_\_\_\_ Too much emphasis on pleasure sailing/cruising  
\_\_\_\_\_ Too much emphasis on racing  
\_\_\_\_\_ Well-balanced emphasis

25. Please rate Scots n' Water on each of the following characteristics, 1-5 (1 = Poor)

5 = Excellent)

\_\_\_\_\_ Interesting  
\_\_\_\_\_ Helpful  
\_\_\_\_\_ Keeps me appraised of class activities  
\_\_\_\_\_ Attractiveness of publication format  
\_\_\_\_\_ Amount of information/articles  
\_\_\_\_\_ Frequency of publication  
\_\_\_\_\_ Timeliness of information

26. What topics would you like to see covered? (Please be specific)

27. Do you know of someone who could write on these? (Please give name)

28. Primary Skipper's age \_\_\_\_\_

29. Primary crew's ages \_\_\_\_\_, \_\_\_\_\_

30. What is your business or industry?

\_\_\_\_\_ Agriculture/Forestry/Construction  
\_\_\_\_\_ Communications/Publishing/Advertising  
\_\_\_\_\_ Data Processing/Computers  
\_\_\_\_\_ Education  
\_\_\_\_\_ Finance/Banking/Insurance  
\_\_\_\_\_ Government/Public Administration  
\_\_\_\_\_ Health Care/Social Services  
\_\_\_\_\_ Manufacturing  
\_\_\_\_\_ Real Estate  
\_\_\_\_\_ Services, Personal (Lawyer, CPA, etc.)  
\_\_\_\_\_ Services, Corporate (Consultant, CPA, Architect, etc.)  
\_\_\_\_\_ Trade, Retail or Wholesale  
\_\_\_\_\_ Transportation/Public Utilities  
\_\_\_\_\_ Travel/Entertainment/Recreation  
\_\_\_\_\_ Other: \_\_\_\_\_

31. Optional: Which one of the following categories most clearly approximates your total annual income, from all sources, including salary, dividends, etc.?

\_\_\_\_\_ Under \$10,000  
\_\_\_\_\_ \$10,000-\$19,999  
\_\_\_\_\_ \$20,000-\$29,999  
\_\_\_\_\_ \$30,000-\$39,999  
\_\_\_\_\_ \$40,000 and over

32. Educational level of primary skipper

\_\_\_\_\_ High School  
\_\_\_\_\_ Some college  
\_\_\_\_\_ BA/BS  
\_\_\_\_\_ Advanced degree (PhD., MD, DDS, etc.)

33. What sailing magazines do you read?

\_\_\_\_\_ Sail  
\_\_\_\_\_ Yacht Racing/Cruising  
\_\_\_\_\_ Yachting  
\_\_\_\_\_ Other: \_\_\_\_\_

34. Are you a member of USYRU? \_\_\_\_\_ Yes

\_\_\_\_\_ No

35. In what state/province do you reside? \_\_\_\_\_

36. Optional: Name \_\_\_\_\_

Address \_\_\_\_\_

Boat # \_\_\_\_\_

Please return to the FSSA office as soon as possible,  
but not later than **April 1**.

Flying Scot Sailing Association  
P.O. Box 11187  
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THANK YOU!

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Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

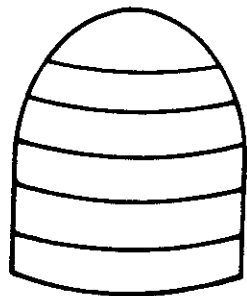
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Signature \_\_\_\_\_

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# FUNDAMENTALLY SPEAKING

## Understanding the Terms: Rigging

Having taught sailing and delivered many new and used boats to their happy owners, I've found that perhaps the greatest fear new sailors have (other than capsizing!) is that they will never learn all the names of things! While not knowing the proper sailing terminology is rarely as critical as the novice thinks, there is no doubt that knowing the correct name is efficient and, let's face it, makes one feel more like the 'old salt' that all sailors fantasize. In this month's column we will look at the terms most commonly used on a sailboat to describe the kind of sails and rigging that a Scot has.

When discussing the rigging of

the boat, we mean *all* the wire and line used aboard the vessel. Rigging is divided into two major categories: **running rigging** and **standing rigging**. Rule #1 in rigging is that rope is *never* called what it is; it is always called **line**. To call it otherwise is *dé classé* and will subject the novice to all manner of verbal abuse!

Running rigging consists of all the lines on a boat that are easily adjusted. **Halyards** raise and lower the sails. **Sheets** adjust them in and out. Halyards and sheets are attached to the **mainsail**, **jibsail** (or **jib**) and **spinnaker**. This adjustable rigging takes the name of the sail it is attached to: a **main halyard** raises the

mainsail while a **jib sheet** pulls the jib in and out.

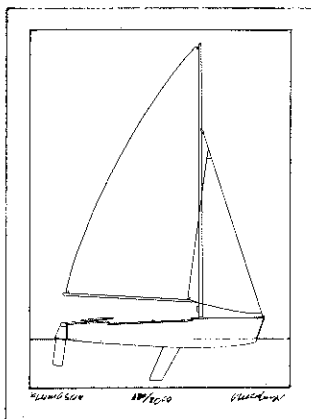
Standing rigging consists of the wires that hold up the mast of your boat. These, too, are broken into two major categories: **stays** and **shrouds**. The stays keep the mast from falling **fore** or **aft** (over the bow or the stern). While some boats have a **backstay** to keep the mast from falling forward, it is not found on a Scot, nor on most dinghys for that matter. A Scot does have a **jib-stay**, however, which keeps the mast from falling aft. The jibstay attaches from the mast to the fitting on the bow. Most sailors also refer to the jibstay as the **forestay** as well. While they are not technically the same, the terms are usually used interchangeably.

The shrouds are the wires that hold the mast from falling over the sides of the boat. Again, while it is not technically correct, most sailors call these wires the **sidestays**.

One wrinkle that the Flying Scot standing rigging has is the use of a **toggle**. The toggle plate is attached to the hull underneath the deck, at the bow of the boat. This stainless

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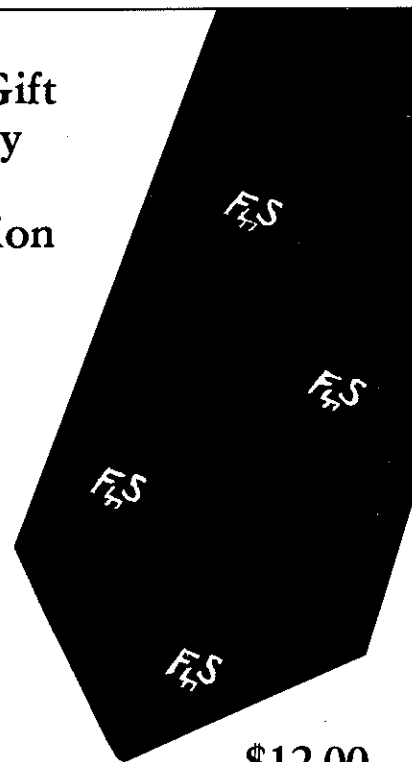
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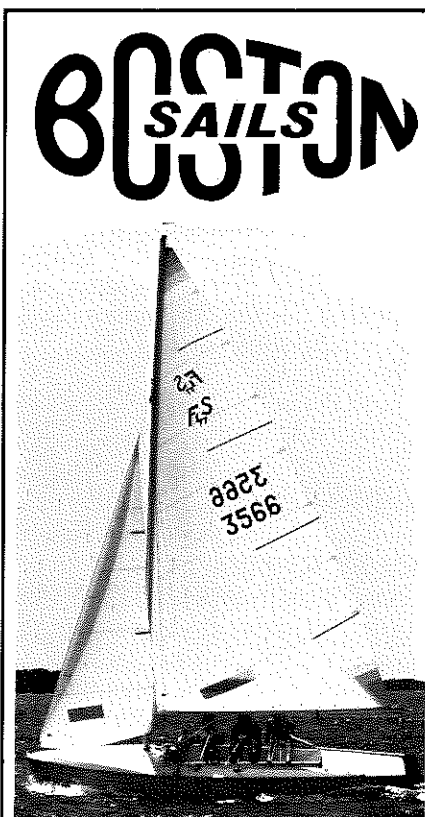
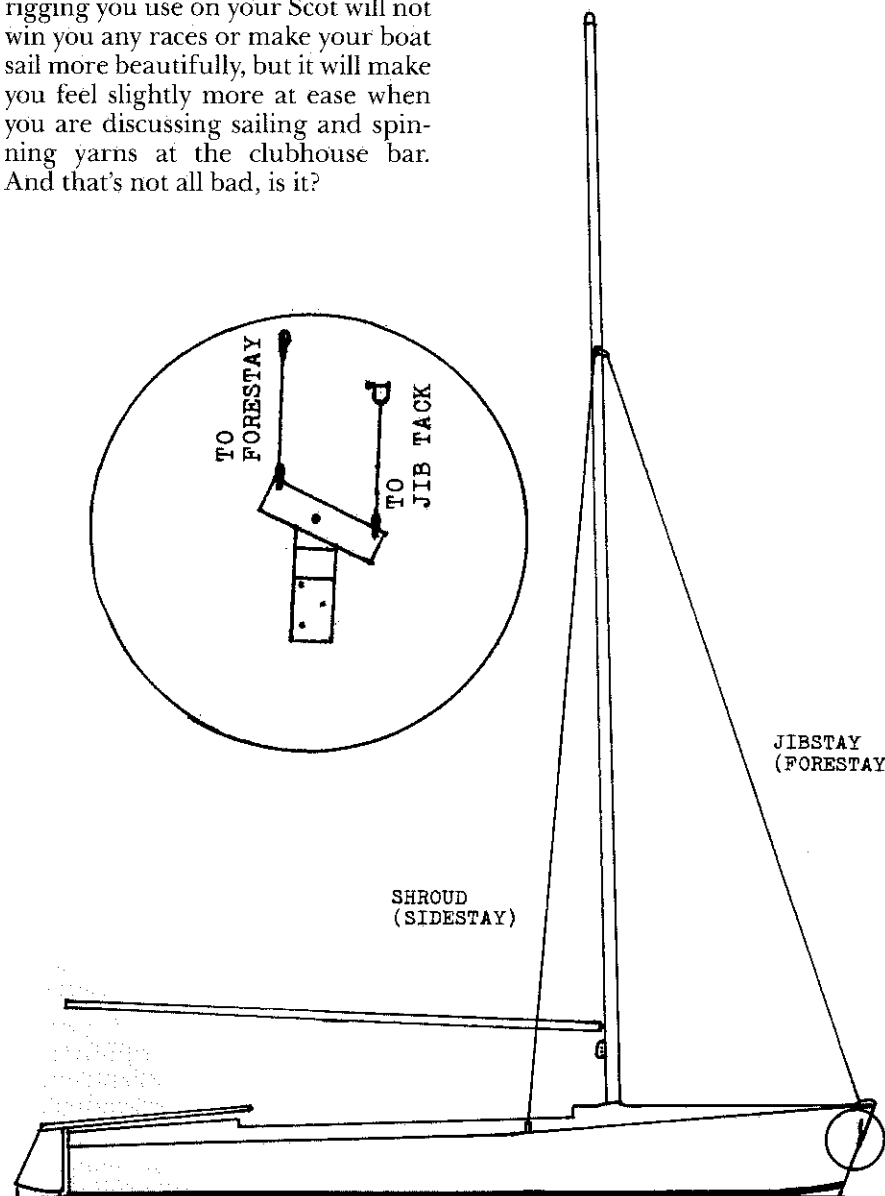
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steel plate has both the forestay (jib-stay) wire attached and the wire to which you attach the jib. The purpose of this pivoting plate is to distribute the load forces holding up the mast evenly between the forestay and the luff wire that runs up through the front of the jib sail. Using two wires makes for a stronger rig and also allows some adjustment of the angle of the mast (the mast rake), depending on how tight the jib is cranked up when hoisted. (More about that in a future article.)

Understanding the name of the rigging you use on your Scot will not win you any races or make your boat sail more beautifully, but it will make you feel slightly more at ease when you are discussing sailing and spinning yarns at the clubhouse bar. And that's not all bad, is it?

Next month we will discuss the terminology of sails.



- 1,6 '82 NAC
- 1 '81 NAC
- 1 '82 MIDWINTERS
- 1,2,4 '82 MICH. DISTRICTS
- 1,2 '81 MICH. DISTRICTS
- 1 '81 EGYPTIAN CUP
- 1 25th ANNIVERSARY
- 1,2,3, PORTAGE FIRST BURST

As you can see from the above list, Boston sails have won most of the recent major Flying Scot regattas. We are proud of this record. And we are just as proud of the middle of the fleet sailors who, with the help of their new Boston sails, were able to climb the ladder in their own clubs. We have two things in mind when we design sails. The first is to make them fast (our testing and regatta results show this). The second is to make them forgiving. We want all sailors to be able to make our sails go fast. Bostons come with a complete tuning guide and access to sailors who know the boat and are willing to help. And, of course, the traditional Boston Workmanship insures you that your Bostons will last. For more information, call or write Larry Klein at the loft.

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# THE FLEET'S IN

## Northeast Districts

Ed. note: The following finishes were omitted from the story that appeared in the December issue, due to a printing error.

Jeff Morgan	14
Scott Pettee	18 <sup>3</sup> / <sub>4</sub>
Richard Robinson	23
Ken Wright	26
Chuck Winans	28

## Border Regatta

Nine boats competed in the 1983 Border Regatta in August in the beautiful 1000 Islands of the St. Lawrence River. The regatta, dormant for several years, was revived in 1982 by Scot designer Sandy Douglass.

The three-race series was sailed in light to moderate winds. Regatta sponsors hope that the intrigue of a truly international regatta coupled with the beautiful locale of the St. Lawrence will entice more sailors to participate on August 18, 19 of 1984. Mark your calendars!

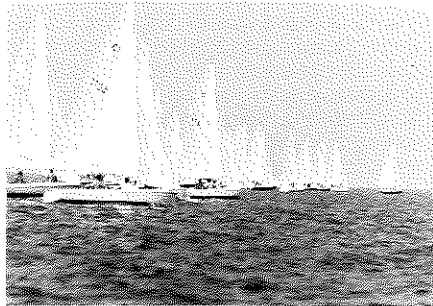
George Dietrich	Can	7 <sup>1</sup> / <sub>2</sub>
Mark Hill, Jr.		
Kenzie Dickson	Can	8
Stony Stone		
Susie Newton	Can	11
Peter Newton		
Ken Wright	USA	11 <sup>3</sup> / <sub>4</sub>
Peg Wright		
Sis Preston		
Sandy Beattie	Can	14
Susan Beattie		
Rob Collins		

## Nancy K. Roman Memorial Trophy

Mrs. Rozaline Bowen of Dallas, TX was the 1983 recipient of the Nancy K. Roman Memorial Trophy. The award, donated by the Roman family in 1982, is awarded to the top female skipper at the North American Championship. Sailing FS 925, Mrs. Bowen received her award after participating in the NAC at Bay-Waveland, MS.

## Carolinas Districts

Twenty-three Scots competed for the coveted Carolinas District Crown on September 10-11, 1983. The racing was very close as leaders Bob Murdock and Dick Schultz tied, with



Jeff Morgan, FS 1444, wins the start at the N.E. Districts.

Bob winning the tie-breaker, having beaten Dick in two of the three races. The five race series had to be cut to three due to the prevailing light and shifty winds. Congratulations to Bob and his crew on their first District championship!

1720	Murdock	2	1	5	7 <sup>1</sup> / <sub>4</sub>
1885	Schultz	3	4	1	7 <sup>1</sup> / <sub>4</sub>
1360	Lewis	1	9	2	11 <sup>3</sup> / <sub>4</sub>
2324	Batchelor	5	5	9	19
2150	Trull	6	11	3	20

## Kentucky-Tennessee Championships

The Kentucky-Tennessee FS Championship regatta was held September 10, 11. Four races were run in light to medium winds. The winner wasn't determined until the last race due to the tight competition. A highlight of the regatta was a bagpipe player in full dress playing for the start of the last race.

First	Scott Day	Nashville, TN
Second	Carol Kersting	Bowling Green, KY
Third	David Wagnon	Birmingham, AL

## S. Carolina Championships

Hilton Head Island YC and Fleet 134 hosted the 1983 South Carolina Championships on October 8, 9. Twelve boats competed in the medium to heavy air series. While the strong tidal current was new to some of the lake sailors, they caught on quickly. Harry Carpenter, with crew Kitt Logan, tacked skillfully on the shifts and moved ahead on the first leg of each race and led throughout the three-race series.

3901	Harry Carpenter	1	1	1	2 <sup>1</sup> / <sub>4</sub>
	Kitt Logan				
1885	Dick Schultz	3	2	2	7
	Nan Schultz				
	Nancy Schultz				
3428	Ed Gibbs	2	4	5	11
	Jim Vaughn				
142	Bill Reinke	9	3	3	15
	Don Smith				
1923	Jim Harkins	4	10	4	18
	Bradley Moore				

## Sheraton Shores Regatta

Sheraton Shores YC hosted 25 Scots in its July regatta in Wilmette, WI. The three race series featured two light air races on Saturday with a final race sailed on Sunday in 15-20 mph winds. The regatta really featured, however, a complete reversal of the top six positions from before the final race was held. Jerry Hartman and crew Ken Johnson won the last race and completed the total reversal in finishes.

J. Hartman	3	6	1	9 <sup>1</sup> / <sub>4</sub>
D. Shultz	6	2	2	10
T. Coleman	4	4	3	11
M. Hartman	1	5	6	11 <sup>3</sup> / <sub>4</sub>
B. Slocum	5	1	7	12 <sup>3</sup> / <sub>4</sub>
T. Duckberg	2	3	8	13

## BWYC Wins Liptons (Again)

Bay-Waveland sailors used their home water advantage and some fast sailing (and a bit of luck) to retain title to the Sir Thomas Lipton Trophy. This GYA Championship series was, as usual, held over the Labor Day Weekend with a record tying 22 clubs represented. The typical GYA interclub racing format of a different skipper for each of the four races, with the added impact of a skipper being unable to serve as crew, was followed.

There were well over 500 skippers, crews and supporters in attendance, and at least 50 spectator boats ranging in size from a kayak to 70-foot yachts, including some classic character type sailing vessels of days past (at least one was built in the early twenties).

After three races, the somewhat surprising leader was Pontchartrain Yacht Club's team which, up to that point, had been able to conquer the challenging atypical light winds. Going into the final race, 2<sup>3</sup>/<sub>4</sub> points behind Pontchartrain was Pensacola Yacht Club and five points back was Bay-Waveland. Pontchartrain was never quite able to recover from a poor start in that final race, permit-

ting both Bay-Waveland race winning skipper Dennis Steiffel and Pensacola skipper Chuck Barnes (and two other teams) to gain sufficient points to overtake Pontchartrain overall.

Because a club cannot host the series two years in a row, by virtue of their second place finish, the 1984 Lipton Regatta will be hosted by the Pensacola Yacht Club.

The BWYC hospitality was up to its usual high standards, including live entertainment each evening. The only problem which arose was a heavy thunderstorm which caught the fleet just prior to the start of the final race. Three boats capsized during the postponed start, but no other damage was sustained by participants or the large spectator fleet.

1. Bay-Waveland Yacht Club	11½ pts.
2. Pensacola Yacht Club	14
3. Gulfport Yacht Club	16¾
4. Southern Yacht Club	17
5. Pontchartrain Yacht Club	18¾
6. Pass Christian Yacht Club	27
7. Fort Walton Yacht Club	37
8. New Orleans Yacht Club	41
9. Singing River Yacht Club	42
10. Ocean Springs Yacht Club	43

## Upwind

the waves like you want. To prevent this, allow port tackers to cross instead of having them tack below you, and try to keep your tacking options open so you can tack in sync with the waves. Tacks are best done when you find a flat spot, but when you must tack in waves, wait for the right moment and then head toward the wind going up the face, cross head to wind at the crest, and bear off down the back side of the wave to regain your speed. If the timing is right, most monohulls can be tacked in large waves without losing too much speed or distance.

Sooner or later, even the best sailors get caught not being in rhythm with a set of waves. The boat slows down, maneuverability is lost and eventually a wave breaks over the bow. When this is about to happen to you, point up. If you're going to get caught by the wave, you may as well be headed toward the weather mark instead of having the bow dragged downwind. Then bear off

and get your speed back.

By the end of a race, the rhythm of the waves can lull you into drowsiness. This mixed with muscular fatigue can ruin whatever rhythm you had at the beginning of the race. If you feel this happening, play mind games and convince yourself to be loose. Power the sails up and keep the boat feeling lively through the waves.

Everyone has different techniques for steering upwind in waves and that's what makes it one of the most subtle art forms of sailboat racing. Though it is a hard technique to teach, it is one that can be practiced and cultivated. Remember that your goal is to stay in control of the wave — don't let it control you.

*Kelson is a long-time Scot sailor who has been very successful in our class and many others as well. He is currently engaged in a Flying Dutchman Olympic campaign and has won the last two FD midwinters and placed sixth and seventh in two very competitive FD worlds in the past year. Kelson is loft manager for Ullman Sails in Dallas, TX. Good luck in the campaign, Kelson!*

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## Flying Scot & Windsurfing Specialists

**In Stock:** NEW SCOTS with our custom outhaul, cunningham, vang, and jib sheeting; adjustable universal hiking stick. You can add our WACO 360° centerboard control and custom spinnaker gear for a superb, race equipped SCOT. T-J SALES rigged boats won the '82 NACs and three previous NACs (and everybody knows it's the boat and not the crew or sails!).

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**Parts and Equipment in Stock:** All the parts for DOUGLASS or CUSTOMFLEX boats as well as WACO 360° cleats, crew hiking aid, shroud covers, custom cockpit "tent" covers, stainless or aluminum winch cranks, sailcloth centerboard gaskets, HAWK windvanes, plus all the necessary kits to update the rigging for your mainsheet, jib sheet, vang, and spinnaker controls. Do-it-yourself instructions and photos for all our kits.

**Check your Gooseneck!** We have all the parts to repair the STAR MARINE/KENYON gooseneck. Our uncollapsible universal replaces the inadequate universal which appeared beginning about 1971. \$6.50

**Accessories:** AIGLE boots, absolutely the best wet sailing dinghy boot; CHUCK ROAST jackets and jumpsuits; ATLANTIS PVDs and foul weather gear; ACCUSPLIT racing timers, at \$40 the slickest waterproof stopwatch you can buy; LASER compasses, and much more. Call us for holiday or birthday shopping suggestions.

**New Item:** HARKEN HEXARATHCET® riser, form-fitting molded black plastic platform. No maintenance alternative to wood block to wedge ratchet up to horizontal. Leeward cleating is easy in the heaviest of winds! Now no excuse for cumbersome across-the-cockpit sheeting. \$30 package has (2) risers, fasteners, HARKEN #150 cleat wedges, and instructions.

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

**T-J Sales Co.**



**8390 Dexter Pinckney Road**  
Office: (313) 426-4155

**Pinckney, Michigan 48169**  
Tom Ehman, Owner

# THE STARTING LINE

## Here Before You Know It!!

The 1984 Mid-Winters are not as far away as you think. April will be here before you know it! Make your plans now to join in all the fun.

Six races—with a throw out if all six races are sailed—will be sailed at St. Andrews Bay Yacht Club in Panama City, FL. Skippers will select between Championship and Challenger divisions. Scoring will be by computer again this year.

First race will be Wednesday, April 4. Registration will begin Tuesday at noon, April 3. Sails will be measured and skippers must have paid 1984 FSSA dues.

Entrance fee will be \$40.00 (\$35.00 if pre-registered by March 31).

Local motels convenient to the yacht club are:

*Howard Johnson's*  
4601 W. Hwy. 98  
Panama City, FL 32401  
Tel. (904) 785-0222

*Bayside Inn*  
711 W. Beach Dr.  
Panama City, FL  
(904) 763-4622

*Ramada Inn*  
3001 W. 10th St.  
Panama City, FL  
(904) 785-0561

The Mid-Winter schedule looks like this:

**Tues., April 3**  
Registration & sail measurement  
Board of Governors Meeting

## REGISTRATION

Skipper \_\_\_\_\_ Fleet No. \_\_\_\_\_

Address: \_\_\_\_\_ Sail no. \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Crew \_\_\_\_\_ Division \_\_\_\_\_

\*\*\*\*\*

Registration fee \$40.00 (\$35.00 if pre-registered by Mar. 31) Make checks to "Mid-Winter Regatta Fund" & mail to:

Mrs. Betty Smith, P. O. Box 406, Panama City, FL 32402



## NORTH SAILS

The same NORTH FAST that won the AMERICA'S Cup can put you in front of your Flying Scot fleet.

You can have the same FAST technology from the TWELVES in your Flying Scot. NORTH SAILS are always consistent, 5 out of the top 10 boats in the 1983 North American Championships and GYA LIPTON Regatta (including 1st). Call or write today for information on the Shape of Speed for your Scot and ask about your fleet discounts.

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San Diego, CA 92106  
(619) 224-2424

1716 Lake Ave.  
New Orleans, LA 70005  
(504) 831-1775

22960 Industrial Dr. W.  
St. Claire Shore, MI 48080  
(313) 776-1330



**Wed., April 4**

Registration & sail measurement

First race

Raw oysters & beer—1730-1900

**Thurs., Apr. 5**

Second & third race

Cocktail party—1830-2000

**Fri., Apr. 6**

Fourth & fifth race

No Host Fish Fry on the lawn

**Sat., Apr. 7**

Sixth race

Trophy presentation\*

\*Trophies for first seven places in Championship and first five places in Challenger

## Other Regattas

Florida Governor Clinton Smith invites all Scot sailors to come sail in regattas this winter in Florida. Clint especially encourages us "Northerners" to trail our boat down and sail when we come down for a Florida vacation this winter.

The following are dates and locations for FS events in Florida this winter. Additional information may be obtained by calling District Governor Clinton Smith, (305) 831-3871.

**March 17, 18** — Miami Yacht Club, Sunshine Regatta

**May 6** — Rudder Club, Mug Race (45 miles long!)

**May 5-6** — Great 48 Regatta, Flying Scot Invitational sponsored by FS Fleet 48, Lake Norman Yacht Club. Registration Fee: \$5.00. Contact: L. F. McLaughlin, Box 6113, Spartanburg, SC 29304, (803) 579-2689.

**May 26-28** — Southern Regional Championships. Combine your plans to visit the 1984 World's Fair with the FS Southern Regional Championship regatta. This five-race invitational will be hosted in New Orleans by the Southern Yacht Club and is open to all FSSA members. Contact: Larry Taggart, Southern Yacht Club, 105 N. Roadway Drive, New Orleans, LA 70124.

**July 30-August 3** — FSSA North American Championships. Hamilton, Ontario, Canada. Contact: Ib Bentzen-Bilkvist, 3313 Yellowstone, Ann Arbor, MI. (313) 761-6303. See December 1983 issue. Further information and registration forms in May, June and July issues.

**July 21-22** — Maryland State Invitational Regatta. Hosted by Fleet 6 on beautiful Deep Creek Lake in the mountains of Western Maryland. Compete for one of four trophies in either the Championship or Challenger divisions. There will be two races on Saturday, one early Sunday. For information contact: Audrey MacMillan, Vice Commodore, 1264 Rolling Meadow Rd., Pittsburgh, PA 15241. (421) 221-2380.

**November 10-11** — 1984 Sandy Douglass Regatta, Rudder Club of Jacksonville, FL. Contact: Denis M. Burgoon, J. D., 1670 Atlantic Boulevard, Jacksonville, FL 32207. (904) 398-1670.

*A new measurement amendment will ease boat measurement and weighing. See article on page 10.*

# CAVEAT EMPTOR

**Two club-owned Flying Scots** for sale, complete with good sails, including spinnakers, but without trailers. Both boats are presently sailing, but have been replaced by new boats. \$1,900.00 each, or \$3,600.00 for both. Contact the Southern Yacht Club at (504) 288-4221.

**FS 858** — Customflex, green hull and white deck. Excellent condition. Main, Jib and Spinnaker. Pamco trailer with NEW spare. Brand new custom-made mooring cover. Anchor with lines, life jackets, lifting bridle, detachable motor bracket. Dry sailed. \$3,200.00 includes winter storage space for quick sale. Jim Wesley, 241 Hurd Rd., Aurora, Ohio 44202, (216) 562-8759.

**FS 3656** — Purchased new in December 1981 from Gordon Douglass, Inc. Tee-Nee Trailer. \$6,200.00. (404) 581-3198 (Georgia).

**FS 755** — 2 mains, 3 jibs, 3 spinnakers. Shoreline trailer. Lifting bridle. Gold hull/white deck. Very pretty boat in excellent condition. \$3,000.00. Carroll Stribling, 7512 Cromwell, St. Louis, Mo 63105, (314) 721-5485.

**SAILS** — 1 year old Schurr main and jib, \$100.00; North spinnaker, \$100.00; rudder and tiller, \$100.00; spinnaker pole, \$35.00. D.W. Garrett, 1200 Allied Bank Plaza, Houston, TX 77002, (713) 739-0010 (days).

**FS 2836** — Douglass made. White with yellow deck. Excellent condition. Very good mainsail, jib and spinnaker with extra jib and spinnaker sails. Boom canopy cover. Motor bracket. Good trailer. Phone for boat history. \$4,500 Elliot Kaebnick, 27 Montclair Rd., Oak Ridge, TN 37830, (615) 483-1691.

**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). \$4,700. Jim Billman, 815 Pinefield Ave., Holiday, FL 33590, (813) 842-6663.

**FS 2696** — 1983 Fleet Champion. 1 suit Murphy and Nye, 1 suit Boston sails, Schreck spinnaker, tilt trailer with spare, recently sandblasted and painted, cover; excellent condition. \$4,400. Scott Day, 541 Cathy Jo Circle, Nashville, TN 37211, (615) 331-4599

(home) or (615) 883-2483 (work).

**FS 691** — Douglass, salmon hull, white deck, blue stripe, TeeNee trailer with mounted spare and extra hub, motor mount bracket, main, jib and spinnaker. \$3,200. Leon Shen, 8 Redcoat Dr., E. Brunswick, NJ 08816, (201) 254-5464.

**WANTED** — Used sails (jib and main) for pleasure sailing. Call or write B.J. Hanson, RD 1 Box 295A, Hampton, NJ 08827, (201) 735-4003.

**FS 3434** — Douglass made. White hull, light blue deck, super vinelast racing blue bottom, twin red stripes, detachable custom compass mount for mast step, custom fitted centerboard at factory, custom Harken fittings, Schreck/Bowers sails, full deck boat cover, trailer. Stored indoors. Excellent in all aspects. Best reasonable offer. (301) 734-4504.

**FS 3544** — Douglass, red hull, white deck. Schurr main (reefing eyes), jib and spinnaker. Custom outhaul, vang and jiffy reefing system, Harken blocks. Mercury and bracket, lifting bridle, anchor, paddle, preservers (4) and cover. Tee Nee, spare tire. Dry-sailed, mint condition. \$6,800.00. Call/write Chris Brown, 59 Admiral Kalfbus Rd., Newport, RI 02840, (401) 846-3051.

**FS 738** — Douglass built, green hull, white deck with main, jib and spinnaker. Lifting bridle, Sterling trailer, boom tent cover. Asking \$3,000.00. Mike Kozanecki, 1830 N. Ridge Ave., Arlington Heights, IL 60004, (312) 392-1054.

**FS 297** — Owner of 20 years wishes to sell. Red hull, white deck, \$1,800.00-\$2,200.00. George Ronan, 674 Prospect Avenue, Winetka, IL 60093, (312) 446-0597.

**FS 2549** — Customflex, gold hull and white deck. Race equipped, Harkin blocks. Two suits of sails (one with reefing eyes), spinnaker. Newly painted trailer, cover, anchor, paddle. New anti-fauling paint on bottom. Indoor winter storage. \$4,000.00. Donn Colbrunn, 360 Boston Mills Road, Hudson, Ohio 44236, (216) 653-9421.

# NEW FSSA MEMBERS

F/S #	Dist.	Fleet	Name	Address	City	State	Zip
3441	Texas	138	Donald C. Dutton	11614 South Dak Court	Houston	TX	77089
2254	Texas	32	James A. Boatright	4122 Honey Oaks Drive	Seabrook	TX	77586
3510	Florida	150	Brian L. Koivu	2809 Woodbridge Lane	Orlando	FL	32808
2711	Florida	131	Henry R. Parry	6145 Vasari Drive	Jacksonville	FL	32216
1985	Carolinas	27	Paul Bauer & Angline Maletto	3815 Browning Place	Raleigh	NC	27609
1121	Carolinas		David G. Walthall	Rt. 2, Box 381	Wendell	NC	27591
5855	Gulf		Judy McKinney	706 N. Beach	Bay St. Louis	MS	39520
3874	Gulf		R. Brooks Howard	330 Mockingbird Valley Rd.	Louisville	KY	40207
3084	Gulf	92	Deven E. Hull	803 Washington Ave.	Pascagoula	MS	39567
3864	Gulf		Dr. David Whikehart	1137 Mountain Oaks Dr.	Birmingham	AL	35226
3523	Gulf		Robert J. Schmidt Jr.	623 E. Beach Blvd.	Biloxi	MS	39530
3051	Gulf	55	Carl A. Wainwright	261 Rolling Hill Dr.	Daphne	AL	36526
3632	Gulf		Billy Ibs Jr.	406 Lovers Lane	Pass Christian	MS	39571
768	Mid-Western	68	William R. Langlois	5623 Winnequah Rd.	Monona	WI	53716
1317	Mid-Western	83	Les Gaffner	2420 Hollyhead Dr.	DesPeres	MO	63131
391	Mid-Western	3	W.C. Russell	2611 Simpson St.	Evanston	IL	60201
3198	Mid-Western	2	Warren H. Stevenson	53 Wea Oaks Dr.	Lafayette	IN	47901
2435	Mid-Western		Judy M. Huck	531 Woodlawn	Glencoe	IL	60022
2493	Mid-Western		Scott Hansen	2314 18th Ave, South	Fargo	ND	58103
639	Northeast		Scott Seekamp	PO Box 1096	New London	NH	03257
959	Northeast	116	David L. Means	32 Wood St.	Nashua	NH	03060
579	N. Y. Lakes		James A. Horel	129 Lewis Ave.	Syracuse	NY	13224
3067	N. Y. Lakes	109	Francis Mollach	121 Windsor Place	Syracuse	NY	13210
567	Prairie		Mark R. Sherer	1221 North 100th St.	Omaha	NE	68114
3703	Capitol	137	Steven Dickhoff	710 Village Green Pkwy.	New Port News	VA	23602
5856	Greater New York		G. Scott Mickelbank	Box 1076	Somerville	NJ	08876
3832	Greater New York		Jesse S. Garber	Stoney Point, Box 466 RD2	Andover	NJ	07821
3831	Greater New York		William & Patricia Vogt	283 Mohawk Trail	Bridgewater	NJ	08807
1876	Greater New York		John Ferrero	PO Box 574	Upton	NY	11973
717	Capitol		Raymond E. Deely	7005 Bybrook Lane	Chevy Chase	MD	20815
3875	Capitol		Joseph D. Legault	1205 N. Columbus St.	Arlington	VA	22205
3267	Capitol		Lissie Lovell	782C Fairview Ave.	Annapolis	MD	21403
569	Capitol		Robert S. Wilson	111 Alexander Ave.	Clarksburg	WV	26301
3811	Ohio		John N. Cover	PO Box 180	Meyersdale	PA	15552
3025	Carolinas		Alexander P. Smith	606 Brookwood Lane	Goldsboro	NC	27530
3632	Gulf		Andy Mecom	1530 Pratt Ave.	Gulfport	MS	39501
3292	Gulf		Eddie Yarborough	205 Menge Ave.	Pass Christian	MS	39571
2613	Gulf		Kevin Bowyer	2445 Duncan Drive	Niceville	FL	32578
2	Gulf		Albert Sidney Johnston	1115 W. Howard Ave.	Biloxi	MS	39530
23	Gulf		Preston Christian	1449 Arabella	New Orleans	LA	70115
1334	Gulf		Stefan Schulze	83 Driftwood Blvd.	Kenner	LA	70062
3756	Gulf	98	Peter Merrifield	113 Beverly Drive	Bay St. Louis	MS	39520
25	Gulf		John Lovell	259 Walnut St.	New Orleans	LA	70118
2092	Gulf		Walter Keenan	1428 First St.	New Orleans	LA	70130

MY ADDRESS LABEL IS NOT CORRECT

My correct name and address follows:

Name \_\_\_\_\_

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City \_\_\_\_\_

State, Zip \_\_\_\_\_

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