

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXVI, NUMBER 5 JULY 1984



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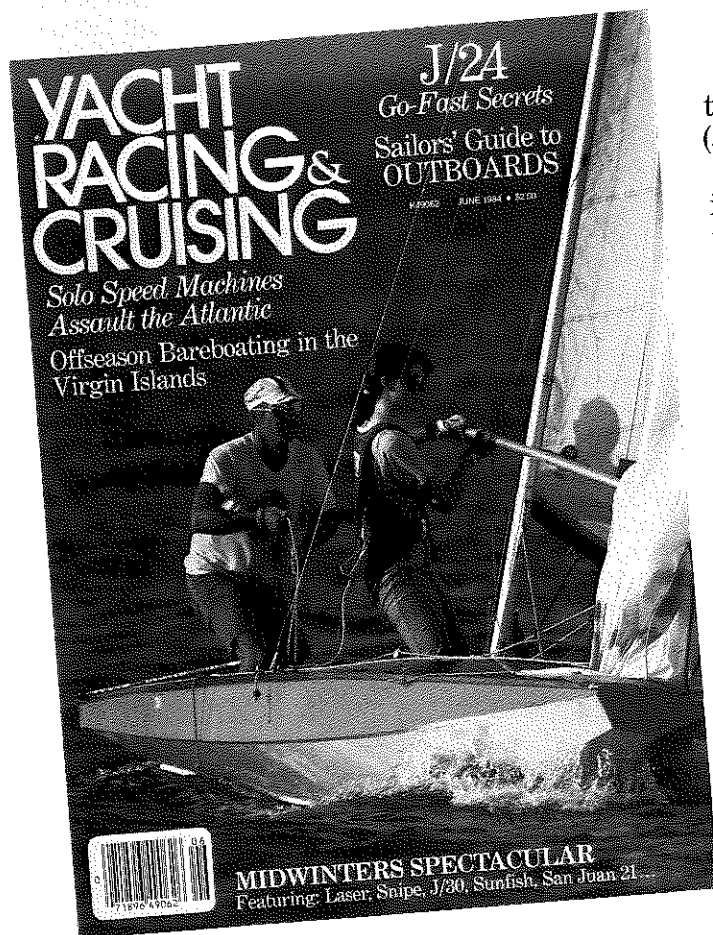
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Officer Profile: Robert Hellendale, Treasurer

While many racing skippers ponder the best way to reach and cross the finish line during a race, few have probably ever finished a race as has our current treasurer, Bob Hellendale. Bob recounts his most memorable Scot sailing event:

My most memorable event was being towed across the finish line in a local

race by Hopscotch, FS 3214! I was hanging on to the transom line just after having capsized in a Northwest-erly squall. A huge puff knocked us over and I fell out of the boat. The crew returned from the centerboard, grabbed the tiller, and sailed across the line, towing the skipper! At least half the fleet capsized at least once, some more. After consulting the rac-

ing rules, we retired (withdrew), as the rules provide that you must be "back on board" before continuing.

Not all of Bob's 26 years of sailing have been spent like that, though. During his 20 years of racing he has sailed Rhodes Bantams, Cape Cod Bullseyes, and Ensigns. During the last 13 years as a Scot sailor, Bob reports "reasonably steady improvement in racing."

Bob's home fleet is Fleet 7, in Riverside, Conn. Riverside has hosted the 1962, 1968, and 1978 North American Championships. With the recent awarding of the 1985 NAC to Riverside again, Bob will certainly be busy, not only with his association duties but with his part in planning and participating in Riverside's next major Scot regatta.

Bob and his wife Jill have three children. He is currently in management with a local paper manufacturing company, but was formerly an attorney. Bob's regular crew for the past several years is Dave Flaherty.

We welcome Bob's management expertise to our association as he is highly qualified. But those looking for the fastest way to cross the finish line first are advised to look elsewhere for advice!

From the Editor

Are We All Playing the Same Game?

During the last 5-10 years I have noticed what I consider a very disturbing trend in sailing: "bending" the rules and poor sportsmanship. I suppose that there are many reasons for it, but they all serve as poor excuses. While our class, as a group, seems to suffer less from this increasing problem than do some other

notable classes, it seems now and again to surface.

There are many reasons why people sail Scots. There are many more reasons why people race them. We all share some of them: testing and improving our skills, the rush of adrenalin as we cross the finish line, and meeting really nice people at regattas. But sometimes you have to wonder just what people's motivations really are and how "pure" they may be.

In the past several years this has become a big issue throughout the sailing fraternity in our country. *Yacht Racing and Cruising* did a well-returned survey that found racing sailors see it as a serious problem; particularly those who have sailed for some time. His own observations prompted YR & C columnist and fine sailor Dave Perry to ask "Are we all playing the same game?" in an excellent column on this very topic a few years back.

Some incidents seem to be both increasingly more frequent, and perhaps as importantly, more accepted. We have all heard skippers verbally abusing their crew, seen people sulk when they don't win, seen boats that have been hit – and damaged – to "prove a point," and even heard sailors question the honesty of their fellow skippers. True, these things probably have always happened in sailing, but they seem to be increasing and increasingly tolerated. Is it only a coincidence that as we increasingly tolerate these actions – even make excuses for it "Oh, he didn't mean it, it's just 'his way'" – we have noticed increasing incidences that are more serious: the skipper who vehemently argues a rules "call" on the water, then later privately admits he was only bluffing, or the skipper who hits a mark, then looks around to see if anyone is watching before he decides whether or not to circle? I think not.

The President's Column

More thoughts on building fleets and membership in FSSA.

Nothing builds fleets and membership more than shared enthusiasm. The persons I named in the May issue as outstanding contributors to fleet growth all have this quality. When its force is multiplied and reinforced through a whole fleet, then things really start rolling!

The May issue coincidentally contained notice of the chartering of Fleet 155, as a realignment of Fleet 137 in the Southern Chesapeake. This is a fine example of the work done by an enthusiastic group of Scot sailors whom I had the pleasure of visiting recently.

At the invitation of John Clickener, FS 3930, I went up to Norfolk for the Azalea Festival Regatta at the Norfolk Naval Sailing Association. Fleet Captain Joe Hecht could not sail, but I met Andy Gillis, Fleet secretary/treasurer, and a number of other CBYRA Scot sailors. The sky darkened, and the breeze picked up throughout the three races sailed in Willoughby Bay. Eighty-three boats in the multi-class regatta made things lively on the planing reaches, keeping Cathie and me hiking like mad and watching out for screaming catamarans. It was great fun! Jeff Stamper in FS 3999 had a solid first

in the event, but the Old Man of the Sea hung onto a second. We even got a trophy for coming the greatest distance to sail. I urge other Scots in the area to participate in this regatta in the future.

The hospitality was delightful, as well, for we gathered for dinner as a Flying Scot group. Here I could see the spirit which generated another fleet for the region. Without a single home yacht club to work from, these people turn out the boats regularly and keep on building. Congratulations to them!

How about writing in to *Scots n' Water* with ideas about what your fleet does that is fun, productive, instructive, etc? I know of those that have put up a permanent trophy for a major event, instituted a special distance race, and persuaded local governments to provide sailing facilities on lakes. Let us know what you are doing.

As this column goes to press, we'll be looking forward to the NAC in Hamilton, Ontario. I hope to see many of you there, both the old friends and new Scot owners. It is a great opportunity to learn a lot of sailing in short order, and to make lasting friendships with a lot of outstanding folks. See you on the water!

Hal Walker

From the Editor

Our sport is, essentially, self-policed. As such, it relies on the knowledge and integrity of all sailors. Bad sportsmanship, while not seen as immediately harmful as "pushing" the rules, is perhaps more harmful in the long run. If people take the activity of sailing and racing for more than it is — a hobby — and become bad sports, they deter others from enjoying their sport. I know of a fleet which had been doing very well, but lately has fallen on hard times. Investigating, I found that one of the local sailors had developed a very loud, aggressive "style" of sailing; one which he uses to

intimidate others and generally to make racing wholly unenjoyable, especially to the new, easily intimidated racer. More recently, those who attended this past Mid-Winter Championships witnessed an act of poor sportsmanship which left many bewildered, if not angry. And I'm certain those who witnessed the Awards Ceremony concur that we have no need for poor sportsmanship, particularly at that level of competition.

There are many reasons for why we sail and race. As we are nearing the half-way point of our sailing season, perhaps it would be a good idea to ask ourselves if we *are* playing the same game. If we're all playing by the same rules. And if not, why not? If we don't, we'll *all* be the losers. And there's too much to be lost.

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- 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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Association Spotlight

Ed Gibb is Remembered

"He's really going to be missed on this lake"

Harry Carpenter

Association members have been saddened by the recent death of Ed Gibb, a popular, important Scot owner and Class member. Ed passed away early this year after a short bout with cancer.

Ed is remembered here and by hundreds of Scot sailors because of what he did and who he was as a person. Those who knew Ed know what a tireless worker and strong leader he was.

A former Thistle owner, Ed purchased a Scot when Sandy Douglass moved his plant from Ohio to Deep Creek Lake, in Maryland. His first boat, #328, was followed by boats #1328 and #3428, the last of which was sold shortly before his death.

As a member of Deep Creek, he was perhaps best known as an incredible promoter of Junior sailing activities. Friends remember him out on the lake barking directions to the Juniors sailing about his powerboat.

A strong influence at Deep Creek, Ed later moved to Hilton Head Island where he started the local Scot fleet. While down South, he was active in regatta activity, particularly in the Sandy Douglass Regatta in Jacksonville. Ed's abilities to organize and develop Scot activities were recently noted in President Hal Walker's column on "fleet builders."

Ed was "a tough competitor but fun in the clubhouse" remembers Eric Ammann. He became particularly good at racing when he was unemployed for a two year period several years ago. During that time

Ed sailed and practiced virtually every day, honing his skills. Ed enjoyed the limelight and demonstrated his abilities once in front of hundreds. During the NAC's at Cleveland, one of the races was cancelled due to excessive winds. As nearly the entire fleet watched from a safe (and sane) position on shore, Ed and his crew put on a clinic on high-speed planing, much to the amusement and astonishment of those watching. Although he and one of his crew fell overboard and had to be rescued by the lone crew on board, Ed generated memories of that event that endure today.

The last direct male descendent of Sir Francis Drake, Ed made his presence known on the course through one of the most beautiful – and costly – spinnakers the class has seen. The Golden Hind spinnaker design was taken from Drake's actual sailing ring and put onto the spinnaker painstakingly by Paul Schreck, who vowed he would never do that again! People enjoyed teasing Ed and the name on his boat often changed from the "Golden Hind" to the "Golden BeHind" with the additional letters applied by some nautical prankster.

Though popular, Ed was a stern taskmaster, expecting as much from his crew as from himself. He was the two-time winner of Deep Creek YC's famed "Captain Bligh Award." He was, sailors say, "the epitome of the award" recognized by a cat-o-nine tails.

People like Ed Gibb characterize the qualities – good and bad! – that so many Scot sailors share. While he will be missed, his contributions will live on through countless numbers of sailors.

Fleet 156 Chartered

Executive Secretary Ed Eubanks announces that Fleet 156 has recently been chartered. The fleet will sail in the Plymouth, Mass., area. Those interested in information on our newest fleet are encouraged to contact Fleet Secretary Ken Fosdick at 56 Peter Road, Plymouth, MA 02360. Fleet 156's charter follows closely the re-activation of Fleet 100 in Seattle, Wash., and the creation of fleet 155 in the Tidewater Region of Virginia. Congratulations to the members of our newest fleet. Welcome Aboard and Good Sailing!

Non-Member Survey Produces Results and Information

Last September the association sent a membership application, questionnaire, and a copy of *Scots n' Water* to all Scot owners who were not members of the Class. The initiative resulted in 58 Scot owners joining or renewing their membership.

Additionally, 144 Scot owners returned the questionnaire indicating they did not wish to join or renew the association at this time. As important as the 58 memberships are, the reasons why people did not renew may be as important to the association in its planning for continued Class development. Comments and questions included:

- * Moved to Utah; found no local fleet (but perhaps by year-end).
- * Would like a fleet active in the Memphis area.
- * Having health problems and can't sail.
- * Dues are too high.
- * It is an association for racers and I do not race.
- * My lack of membership is not due to dissatisfaction with FSSA, but rather with the fact that I am purely a recreational sailor and not affiliated with any club or fleet.
- * More articles in *Scots n' Water* for new owners . . . I look forward

to more information in each new issue.

- * Would like to order just *Scots n' Water*.
- * Budget, and spend, adequate funds for publicizing the class.
- * Enjoyed issue of *Scots n' Water* that was sent out. Thought it was an excellent way to promote interest and membership. Worked on this individual!
- * Congratulations, you are doing a fantastic job!

While there is certainly much that is encouraging in the 58 sailors joining, it is obvious that there are many sailors, particularly current Scot sailors that must be reached. Secretary Tom Ehman reports USYRU has learned that 4 percent of the American public now sails. Forty-nine percent indicate they would like to sail within the next year. And, over the last 10 years, sailing has been the second, fastest growing sport, ranking only behind downhill and cross-country skiing combined.

Clearly, it is up to each of us to promote the advantages of our boat and our association if we want to attract some of that 49 percent who want to sail in the next year.

IMPORTANT NEWS

Class Development Task Force Appointed

Pursuant to the action of the Governing Board at the 1984 Mid-Winter Board Meeting calling for the naming of a special committee to constitute a Task Force for Class Development, President Hal Walker has named the following people as members of that ad hoc committee:

E. Paul Moore, Jr.
*Second Vice-President
Missouri*

Denis M. Burgoon
*District Governor
Florida*

Harry Carpenter
*District Governor
Maryland*

Michael Kiely
*District Governor
Massachusetts*

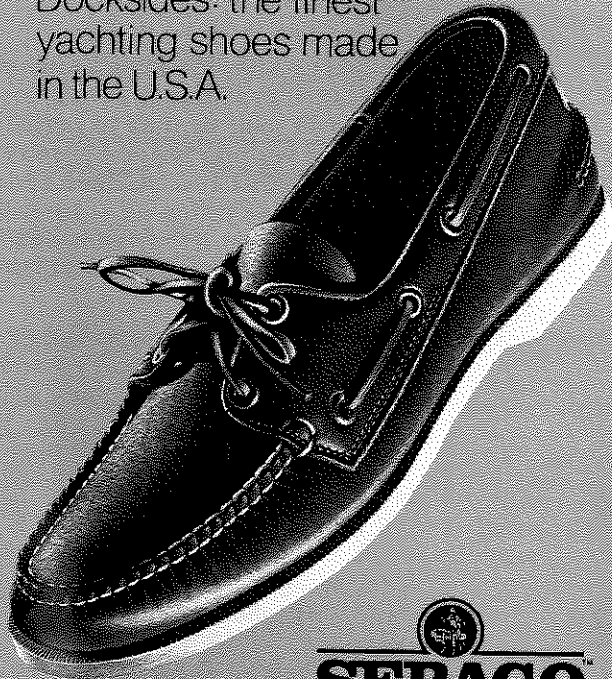
Ideas discussed by the Board included Class advertising, recruiting non-member owners, and sponsoring a Masters Regatta (Did you know that our class initiated the "Champion of Champions" Regatta?) If you have ideas for class development, please contact Chairman Paul Moore, or any of the members of the committee. They will need help from ALL of us if they are to succeed in further promoting our class.


International Race Committee Appointed

In accord with Article XIII, 2., of the FSSA Constitution, President Hal Walker has appointed the following members to the International Race Committee:

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Important News

Jack Stewart

First Vice-President

E. Paul Moore, Jr.

Second Vice President

Patrick J. Barry, Jr.

Editor, Representative of Host Fleet 20

Douglas P. Christensen

District Governor, Michigan-Ontario District

These members will work with the host fleet, 20, and its chairmen Ib Bentzen-Bilkvist and David Pryor to insure a championship-calibre regatta at the 1984 NAC.

Riverside to Host 1985 NAC

The Executive Committee is pleased to announce that Riverside, Conn. will be the site of the 1985 North

American Championship. Acting at the 1984 Mid-Winter Meeting, the Committee accepted Fleet 7's application to host our annual championship regatta. Riverside has been host to the NAC on three prior occasions, the most recent in 1978. The club is situated on Long Island Sound and offers both excellent sailing and fine facilities, including a club-house that was being refurbished during the 1978 NAC (and is "guaranteed" to provide more creature-comforts than the "tent" did that year!) Thank you, Riverside, for your willingness to host the 1985 NAC.

Those fleets who are considering a bid for the 1986 NAC are encouraged to prepare and submit a proposal as soon as is practical so that it may be fully considered.

Membership

Our current membership stands at 1673, with the hope that we can reach the 2,000 figure sometime this year. A wide base of membership allows the class to provide more services to its members. As we can "see" that "magic" figure approaching, let's all do our share to promote our Class and our boat! Few classes can boast having 50 percent of the boats produced as members. Let's continue to be one of the few!

Article Call

Hard to believe, I know, but with publication deadlines as long as they are, it will soon be time to prepare issues for reading in the long, cold winter months! If YOU have ideas for articles, or better yet - are willing to write one, let me know! Your fellow sailors need YOUR participation.

Publication Deadlines

October issue August 10
December issue October 10

Notice to District Governors

In the 1983-84 budget there is a line item for mailing of notices and information to fleet members within each Governor's District. \$1,000 has been budgeted for this item. To date, few Governors have made use of this fund. If you would like to, or want additional information, contact Executive Secretary Ed Eubanks at the Association office.

(Continued on page 20)

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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Which sailmaker will be at as many regattas as possible, not just major championships, anxious to help Scot sailors get the most out of their boat and sails? Which sailmaker will stand behind their product should you ever have a problem?

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Maryland State Championships - 2
President's Cup - 1, 2

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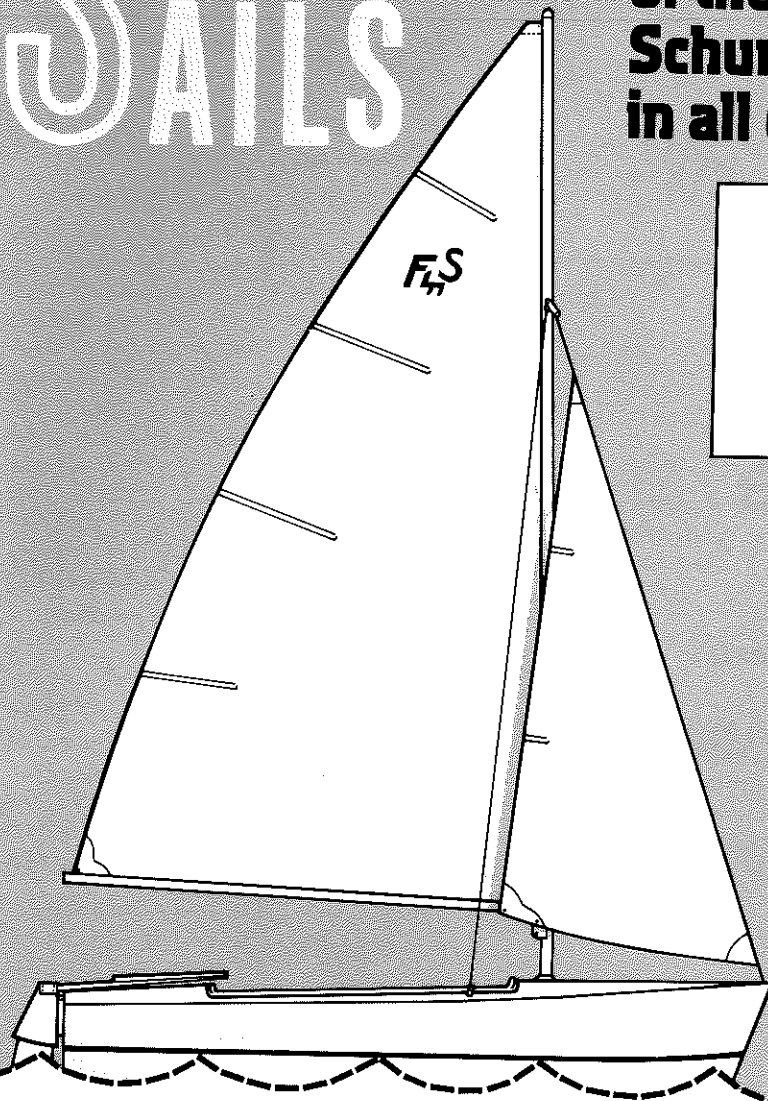


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Coming off the Canvas:

Strategies for recovering from a bad start.

Quinn H. Eagan

Rare is even the champion sailboat racer who has never had a bad start. For most of us, transom reading is an habitual starting line pastime, on occasion varied in form, but not in effect, by the hair-pulling frustration of a careless foul. Every good sailor's arsenal, then, necessarily includes a preconceived plan for digging out from under.

My own strategies are the product of 10 years of intensive, involuntary research, forced upon me by a truly remarkable personal tradition of bad—no, horrible—starts. So consistent were my starting line mistakes that my faith in being able to come from behind was vowed in the name of the Scot I sailed for several seasons, *The Opera Ain't Over 'Till the Fat Lady Sings*. I've long since had a new boat, with a new name. And I've had the good fortune to bring home a fair share of the silver. More often than not, though, I still have to count on that soprano to hold off until the last leg.

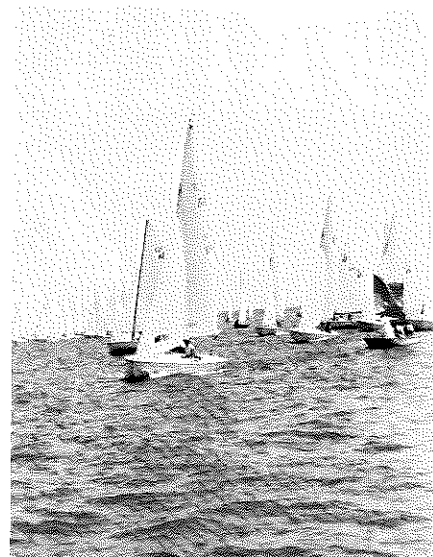
For those of you who, like me, have a standing reservation on the

third row to start, I would offer some strategies that I have found effective in climbing out of the tank. These suggestions apply to a race sailed on a six-leg Olympic course—a triangle with a starting weather leg and two reaches, followed by a beat to weather, a run, and a final beat. Recovering from a disastrous start in such a race demands a methodical, leg-by-leg offensive attack. Of equal, if not greater importance, however, is the overall attitude and perspective you bring to the challenge of coming off the canvas.

Attitude and Perspective

Once the starting strategy you have mentally rehearsed for days has gone up in flames, it is all too easy to surrender your competitive drive to preoccupation with what went wrong. And the obvious disadvantages of starting from behind *e.g.*, bad air, confused seas, the distractions of traffic) can be fatal to the concentration necessary to salvage the race. As a result, the most critical factor in a successful comeback is maintaining a positive attitude.

Tune in to your present situation. First, don't look back. Deal with the race not as what could have been, but what is. Imagine that you've simply been dropped into an adverse position and given the job of



Being in front at the start is not always possible.

making something out of it. From this perspective, the challenge of coming from behind can be fun. Indeed, some very good racers, like many champion thoroughbreds, actually prefer to run in the pack before the stretch run.

Second, focus on reasonable objectives. Remember that you do not necessarily have to be first-to-finish in the race to place in the regatta. Your goal is simply to optimize your relative position in the fleet. As a corollary, avoid the fatal mistake of match racing with any particular boat, be it the one immediately ahead or the race leader. Both boats have different objectives than your own, and racing against them alone may be devastating to the improvement of your relative position within the fleet as a whole.

Finally, remember that there are, in fact, positive advantages to being behind. On upwind legs you will be in a position to get valuable information from the boats further up the course. Much as a golfer "goes to school" on those who putt before him, you can learn from the observed tactical successes and errors of the upwind fleet. More important, concentration on the boats ahead will permit you to anticipate with high accuracy the timing and magnitude of wind shifts and puffs. You

should be prepared to respond more quickly and precisely than the leaders. On the run, conversely, you may lose this advantage—if you are dead last—but gain the advantage of being among the first to be favored by a wind filling in from behind.

Keep these things squarely in mind. Put them to use. Maintain an optimistic, aggressive, positive attitude. And go for it.

The Game Plan

The First Leg. Once you find yourself buried in the starting line stampede, you have two viable options: (a) forge ahead patiently, if you are on the preferred tack, and hope the boats ahead will clear out, or (b) tack across the grain, duck a stern or two, find clear air and pivot back onto the favored tack. I generally prefer the latter strategy, but it must be implemented with care, weighing the benefits of clear air against the surrender of position

within the fleet. Giving your sails clear air to breathe is certainly paramount at the start, but there are

times when your position to the fleet, and your direction, are even more important. In any event, don't waste

“The Opera Ain't Over

'Till

The Fat Lady Sings.”

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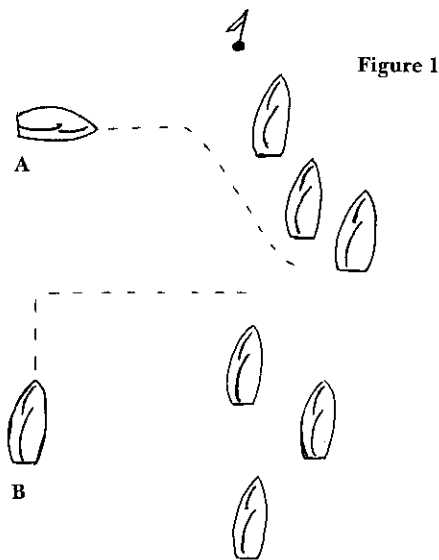


Figure 1

Coming off the Canvas

time pondering the relative merits of the possible courses of action. Oftentimes it is more important to be decisive and act than it is to make the correct decision.

As the traffic disperses and you begin to find daylight, concentrate on your boat and boat speed. Watch

the compass to align yourself and get in phase with the wind shifts. In general, sail the leg offensively and aggressively, focusing—especially during the last third of the beat—on the leaders, using them as guinea pigs to determine the magnitude and direction of changes in the wind. Remember to try to sail toward a throw and to tack when it hits. Avoid both the slowing influence of other boats and the temptation to take a desperate flier completely off to one side by yourself. Doing so is probably the second most self-defeating mistake bad starters tend to make. Going out on such a limb virtually guarantees that it will break off. Do your best to stay on the favored side of the fleet.

Approaching the first mark, resist going to the layline early. There, other boats can camp on you for a

long, painful ride to the mark. I have consistently found it better to approach the windward mark on port tack, ducking when necessary and tacking when laying. (See figure 1-A) Alternatively, you can come in on starboard tack but below the layline parade. (See figure 1-B) Monitor the starboard tack train, which inevitably will be congested and slow, for the gaps which will eventually develop. Near the mark, tack into such a hole and fall in.

Tip-toeing around the windward mark, I usually look to have gained enough ground to have snuck into the top 15.

The Reaches. On the first reach, which is generally abeam or closer, stay high—high enough to prevent anyone from going over you and to discourage boats below from com-

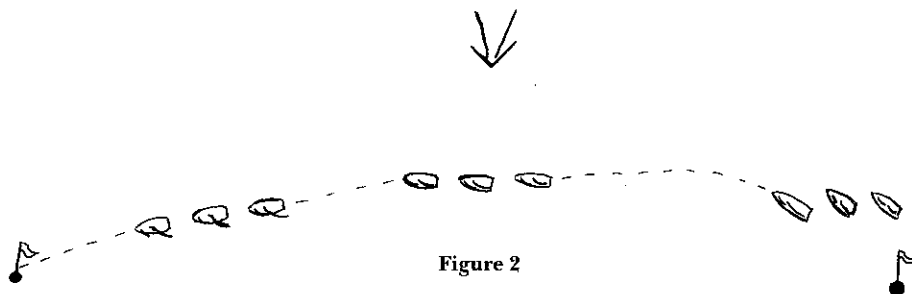
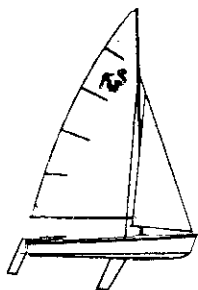


Figure 2

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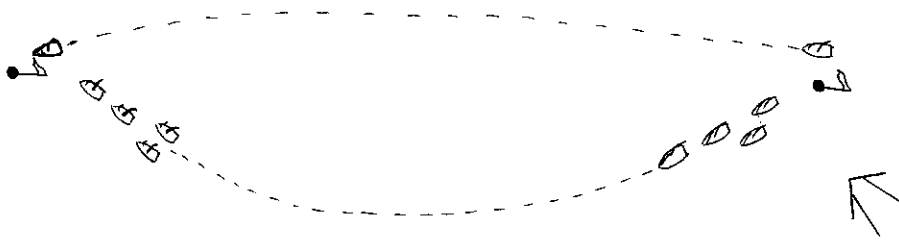
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Figure 3



Coming off the Canvas

ing up to luff you. (See figure 2) On the reaches be particularly careful not to engage in duels with individual boats as fast as you are; you may win the battle only to find that you've lost your comeback war with the fleet.

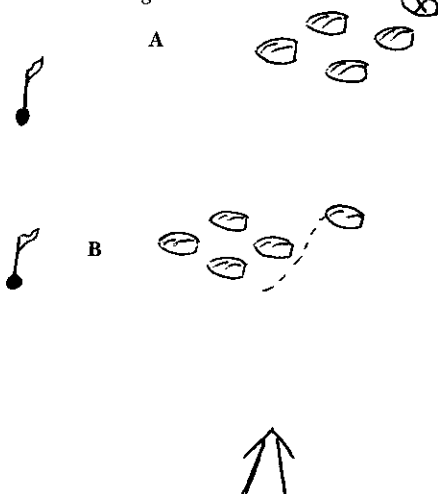
On the last third of the leg, gradually work down to point your bow for the jibe around the mark. If your strategies have been conscientiously applied, the reach will find you closing on the leaders and passing a number of boats who got out of the gate ahead of you. With good boat speed, concentration, skill, and a measure of luck, you will probably be in the top 10 as you jibe for the second reach.

The same strategy applies to the second reach unless the wind is at a broad reach or less, in which case it

may be beneficial to stay low throughout the leg. (See figure 3) As the boats ahead parry and skirmish, luffing one another, they will slow each other down and end up sailing longer courses. Initially, they may seem to pull away, but the canniness of your strategy will become evident near the end of the leg as the leaders are forced onto a lower and slower course to get to the mark. If you choose the low road, stick with it unless the course is affected by truly major changes such as puffs and tidal currents developing from abeam.

Unless you are slightly ahead in an overlap, do not round the leeward mark outside of other boats. If necessary, slow the boat down to tuck in behind inside boats. (See figure 4 A, B) But at all costs, go for the inside! Otherwise, you will round onto the second beat in foul air or pinned without freedom to tack.

Figure 4



The Second Weather Leg. By the second beat you should be well-acquainted with the windshift patterns and have a clear idea of how to attack the middle upwind leg. So will the rest of the fleet. This beat, then, will sorely test your patience. If a particular tack is favored and all the leaders are headed that way, you have little choice but to follow, hoping that they will eventually tack over and clear the way for you. Just grin and bear it and wait for the helmsman ahead to make a mistake; be patient, and *don't force it!* Apply the strategies used on the first beat, anticipating windshifts by observation of the leaders, eschewing radical moves and a congested layline parade.

The Run. By observing the wind's behavior shortly before rounding, you will know in advance which way you will sail the downwind leg. Sailing the run may seem to be a straightforward matter, not nearly as dependent on strategy as the beats and reaches, but it is. You should be attuned to windshifts, jibing in the lifts and working down in the throws (AKA knocks or headers). As on the reaches, avoid the wind shadows and other slowing influences of competitor boats, and *always* try to be the inside boat at the leeward mark. An inside approach is absolutely vital going into the final beat, and you can assure yourself of proper position by making your last jibe to the mark from the inside.

The Final Beat. Heading for home, you should be close to the money (If not, and you absolutely need to be, take a flier and pray!). Needless to say, what you want and need to attain dictates how conservatively or radically you sail the final leg. But in either event, you should anticipate that the leaders may be preoccupied with tacking and covering. As a result, they are likely to get out of phase with the windshifts, giving you a golden opportunity to accelerate to the front, where you should set course for the short end of the finish line. Absentmindedness here can be the undoing of your race-long strategy.

Leading a race from wire to wire is every sailor's dream. But climbing out of the tank to win, place, or simply transform a disaster into respectability gives a special satisfaction. Having successfully executed a carefully conceived strategy for coming from behind, you will be entitled to politely (though gleefully) remind your competitors (and yourself) that the fat lady has to be heard before the silver can be polished, or, as Casey Stengel once put it, "the game ain't over 'till it's over."

Quinn H. Eagan, better known as "Bubby," is one of the most consistently good sailors in our class. After winning numerous local, District, Regional, and Mid-Winter Championships, Bubby won the 1983 NAC at his home club, Bay Waveland YC. In addition to excellence on the race course, Bubby is recognized for his willing, helpful advice to others and his expertise at post-race merriment.

Understanding the Rules:

Learning the Rules

Tom Ehman, Sr.

Sailors learn the racing rules several ways so let's examine this tack first. Unfortunately the most common seems the class offered by Hard Knocks U. One protests or gets protested, learns from the decision what the rule is (according to the gospel of that committee) or how inadequately he prepared his presentation, and then he awaits the next incident with little additional confidence or with downright displeasure. HKU's curriculum is so BAD it doesn't even include a textbook! So let's look at some other choices.

The International Yacht Racing Rules come from the International Yacht Racing Union, a confederation of national governing bodies (NGB's) such as the United States Yacht Racing Union and Canadian Yachting Association. The IYRU's Racing Rules and their Rule Book (and all other rule book versions) have a shelf-life of four years beginning the year following the conclu-

sion of the Olympics (1985 for the next). Except to pull this book out of your valise at a protest hearing to impress the other participants, you don't want this book because the prescriptions (procedural changes or additions) of the national authority are not included.

The lack of prescriptions and shelf-life apply to RACING RULES by Eric Twiname, published by SAIL BOOKS for \$7.95, but this book contains, in addition, excellent and very helpful illustrations. This pocket-sized soft-covered gem is the easiest way to begin to understand the rules.

USYRU and CYA adopt the IYRU Racing Rules and publish rule books containing text only, but also add their prescriptions. USYRU's is \$5 with postage and normally would be current until early spring of 1985. Beginners can get along without these NGB offerings but the conscientious student needs them. US prescriptions affect rules 3.1, 24, 25.2, 28, 51.6, 53.2, 62, Administrative Protests, 76.1, and large portions of Part IV, Section D, and the Appendices.

On a priority basis, start with Part I Definitions; move next to Part IV Right-of-Way Rules; and then finish the rest of the book. Twiname's illustrations are great, but what do rule terms such as *room*, *serious damage*, *opportunity*, *significant*, *doubt*, *about to*, *substantial*, and *shall try* mean? And this is just a partial list!

The answers may not be obvious, but there is a remedy. The USYRU and CYA publish nicely diagrammed appeals books in which they have addressed most of these terms as well as the application of rules to many different situations. USYRU's Appeals book is \$10, three-ring binder formatted, and the most extensive of those available. After the Twiname book, this should be your second priority. While you've got your check book out, you might as well send \$25 to USYRU, Box 209, Newport, RI 02840, for an annual membership. You will receive up-dates to the Appeals Book as they are issued, and through USYRU's publication, *American Sailor*, any changes in the rules. As a new member you will also get their rule book free. Previously, I mentioned "normally current." Changes in the 1981-84 Rules Book included deletion of Rule 60.4 (1/1/82), additional prescriptions 1.5 and 1.6 to Appendix I (6/1/81); for sailboards a new Appendix 2 (4/1/83), and it will change again April 1, 1984.



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Learning the Rules

As progressive and innovative as USYRU has become, their Appeals Book has yet to be a beneficiary. Special care must be exercised in using it. First of all, the contents are only "authoritative" interpretations, not the "supreme law of the land." For the purpose of this article, the reason for this state of affairs is not important. Like the speed limit laws, if decisions are popular, they are accepted; if not, they are questioned. As with magazine and other apparently "authoritative" sources, don't allow yourself to accept what you read or hear with an unchallenged mind! And start at the *back* of the Appeals Book and work towards the front, getting the benefit of the most current attitude on a subject. Let's look at some examples.

Appeal #252 (3/83) alters part of #214 (9/78). This is an important change in attitude by the Appeals

"... don't allow yourself to accept what you read or hear with an unchallenged mind!"

Committee and because a great deal of the energy came from outside this committee, it may signal consideration to restructure USYRU to make the Appeals Decisions the "supreme law" for US venues. Examine the progression of Appeal #32 (1949), #137 (1970), #157 (1973), and #186 (1976) to see how the port-starboard situation has changed. In addition, I believe several appeals have serious errors which I hope will be remedied, specifically #242, #240, #239, #238, #235, #232 answer #6, #223, #205, #141, #129, and #47. Number 193's relevance to rule 60 was negated by the deletion of Rule 60.4 (1/1/82), but the handling

of "onus" and "burden of proof" is still timely.

I would suggest that as you glean the important material from an appeal as it relates to a rule, you underline it and then in the margin of your rule book note the appeal number and underline the word or phrase in the rule it relates to. By example, look at "exonerate" in Rule 33.1 and then Appeal #185 (which introduces the doctrine of "one incident"). I would bet, however, as #185 relates to Part IV rules and Rule 52, this will be overturned! Appeal #33 and #80 define "reasonable" as found in Rule 32. Appeal #145 properly points out that Rule 42.1(d) really intended to say "the wrong side" where it says "windward." You correctly wonder why they don't edit the rule instead of hiding the correction or interpretation in the Appeals. "Why" and "they" may be the subject of a future article. . . .

Tom Ehman Sr. is an accomplished sailor who has been active in many national classes. He is a USYRU certified judge who has served as a jurist on numerous local, state, national and international judging panels.

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1984 North American Championship

The May and June issues of Scots n' Water presented information on the location, facilities, sailing conditions, race management, housing, travel arrangements, and area attractions. The following is a schedule of events.

Saturday July 28	0900-1500	Registration/ measurement/ dock assignment
Sunday July 29	0900-1400	Registration/ measurement/ dock assignment
	1400	Welcome party
	1500	Executive Committee meeting
	1600	Board of Governors meeting
	1700	Race Committee, Regatta Chairmen, Judges Meeting
	1900	Board of Governors Dinner
Monday July 30	Morning	Skipper's Meeting
	Afternoon	Race 1, Elimination Series
	Evening	Race 2, Elimination Series
		Annual Meeting (<i>time to be announced</i>)
		Dinner & Square Dance
Tuesday July 31	Morning	Race 3, Elimination Series
	Afternoon	Make-up race or sightseeing
Wednesday August 1	Morning	Skipper's Meeting
	Afternoon	Race 1, Championship/Challenger Divisions
	Evening	Race 2
		FSSA Dinner
Thursday August 2	Morning	Race 3
	Afternoon	Race 4
Friday, August 3	Morning	Race 5
	Afternoon	Make-up race or pull boats
	Evening	Awards Banquet

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Make reservations through: Fleet 20, FS NAC.

Cut off date for guaranteed rate is June 28, 1984.

1984 Flying Scot North American Championship Registration

Skipper _____

Address _____

City _____ State/Zip _____

Telephone () _____

Boat # _____ Fleet # _____ Hull color _____

Will attend Annual Dinner (8/1) _____ Yes _____ No

Will attend Awards Banquet (8/3) _____ Yes _____ No

Registration Fee: \$75 American
Check payable to: 1984 FS "NAC"

Late Registration (after June 25): \$90

Send to: George Kunkle
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Brighton, MI 48116
(313) 227-6240

THE FLEET'S IN

Azalea Festival Regatta

The 1984 Chesapeake Bay Yacht Racing Association (CBYRA) season opened for Flying Scots at Norfolk, VA, on Saturday, April 28. A three-race series in moderately heavy air and cool temperatures greeted the 83 boats competing in 13 classes. Nine Scots enjoyed close racing and exciting planing legs. Winner Jeff Stamper dominated the event with a first and two seconds. Fleet 137 took President Hal Walker up on his request for regatta invitations and was pleased to have Hal and Cathie Walker attend. Their trip was worthwhile for many reasons, not the least of which was winning both 2nd place and the "Long Hauler" award.

1. 3999 Jeff Stamper
2. 171 Hal Walker
3. 3930 John Clickener
4. 2303 John Burnside
5. 3815 Andy Gillis

John Clickener FS 3930

Great 48 Regatta

The tradition lives! During the last several years the 'Great 48', hosted by Lake Norman Yacht Club near Charlotte, North Carolina, has become one of the regattas to attend. The unbeatable combination of excellent competition, terrific facilities, beautiful locale, and great camaraderie attracted 34 Scot sailors from 8 states to this early Spring regatta. The wind was uncharacteristically light for this early in the year and placed a premium on consistently upper-fleet finishes. The flukey conditions showed as the top 5 finishers had only 1 first, 1 second, and 2 thirds between them! Kent Hassell of Atlanta Yacht Club came north to take a series so closely contested that a tie-breaker for positions 2 through 6 was necessary.

1. Kent Hassell	Georgia	16 $\frac{3}{4}$
2. Harry Carpenter	Maryland	20
3. Jeff Spencer	Florida	20
4. Larry Lewis	N. Carolina	21
5. Ted Ward	N. Carolina	21
6. Jack Stewart	Ohio	21
7. Rick Baugher	Ohio	23 $\frac{3}{4}$
8. Bob Murdock	N. Carolina	24
9. Dave Batchelor	N. Carolina	29
10. Hal Walker	N. Carolina	31

John Slater, FS 2048

NOTE TO REGATTA CHAIRMEN: 20 events that were published in The Starting Line this Spring have been run already! Have YOU sent YOUR results in?



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THE STARTING LINE

Regattas are listed by District. FSSA members are usually welcome at all FSSA regattas as guests, but check with the individual regatta chairman to confirm.

CAPITOL DISTRICT

The following open regattas will be held in the Capitol District during 1984. Events marked with an * are sanctioned for high point competition by the Chesapeake Bay Yacht Racing Association (CBYRA). Contact the host fleet, shown in parentheses, for details or contact any of the following: Governor Harry Carpenter, 214 N. 11th Street, Oakland, MD, 20815; CBYRA Representative Larus Newby, 3105 Edgchill Rd., Alexandria, VA, 22302; District Reporter John Clickener, 1632 St. Marie Ct., Virginia Beach, VA, 23464.

July 14-15 — Plaid Crab Regatta* Podickory YC, Annapolis, MD (146)

July 21-22 — Annual Regatta* Warwick YC, Newport News, VA (137).

July 21-22 — Maryland State Invitational Regatta. Deep Creek Lake, Western Maryland. Championship & Challenger divisions. 3 races; 4 awards/division. Contact: Audrey MacMillan, 1264 Rolling Meadow Rd., Pittsburgh, PA, 15241. (421) 221-2380.

July 29 — Commodore's Cup, GRSA, Richmond, VA (155)

August 18-19 — Annual Regatta*, Fishing Bay YC, Deltaville, VA

Sept. 1-2 — Annual Labor Day Regatta*, West River SC, Galesville, MD (97)

Sept. 2 — Labor Day Regatta, GRSA, Richmond, VA (155)

Sept. 8-9 — Collier Cup*, National YC, Washington, D.C., (42)

Sept. 15-16 — President's Cup*, Potomac River SA, Washington, D.C. (42)

Sept. 22 — Kings Mill Regatta*, Virginia SA, Williamsburg, VA (137)

Sept. 29 — Yorktown Day*, Virginia SA, Yorktown, VA (137)

Oct. 7 — Columbus Day, GRSA, Richmond, VA (155)

Oct. 13-14 — Pumpkin Patch*, West River SA, Galesville, MD (97)

Oct. 20 — Last Chance Regatta, GRSA, Richmond, VA (155)

CAROLINAS DISTRICT

The following regattas qualify for the Carolinas District Helmold Trophy. More information can be obtained from Ted Ward, 2412 Farthing St., Durham, NC 27704 (919) 477-3587.

Sept. 15-16 — Mayor's Cup Regatta, Lake Townsend YC, Greensboro, NC.

Oct. 6-7 — Virginia Inland SA Regatta, Smith Mt., Latic, VA.

Oct. 13-14 — S Carolina State Championships, Hilton Head Island, SC.

GULF DISTRICT

The following are regattas for the Kentucky-Tennessee area. Contact Jack Easley, 2617 Pleasant Green Rd., Nashville, TN 37214.

July 28 — Touch of Class. Ladies Only. Percy Priest YC, Nashville, TN.

May 26-28 — Southern Regional Championships. Combine your plans to visit the 1984 World's Fair with the FS Southern Regionals. 5 races. Southern YC, New Orleans, LA. Contact Larry Taggart, SYC, 105 N. Roadway Drive, New Orleans, LA 70124.

FLORIDA DISTRICT

Fleet 131, The Rudder Club, Jacksonville, FL, invites your participation in any of the following regattas. Contact Denis Burgoon, 1670 Atlantic Blvd., Jacksonville, FL 32207. (904) 398-1670.

Summer Series — July 7, 21, August 4, 18.

Sept. 1-2 — Labor Day Regatta (FSA sanctioned).

Fall Series — September 22, October 6, 20, November 3.

Nov. 10-11 — Sandy Douglass Regatta (FSSA and FSA sanctioned).

Dec. 1-2 — Gator Bowl Regatta (FSA sanctioned).

MICHIGAN-ONTARIO DISTRICT

Sept. 15-16 — Hot Scot Regatta, Huron Portage YC, Pincney, MI. Contact John Fischer, 30600 Nye Rd., Livonia, MI, (313) 427-0797.

MIDWESTERN DISTRICT

August 4-5 — Annual Ephraim Regatta, Ephraim, Door County, WI, FS Fleet 44 Sponsor. Contact: Tom Tollette, P. O. Box 817, Appleton, WI 54912. (414) 739-9181.

July 27-29 — Mid-summer series. Duxbury YC. 5 races. Contact Neil Smit.

August 5-11 — Quincy Bay Race Week. Tentative dates. Fleet 58, Squantum YC, Wollaston, MA. Races in Quincy and Hingham Bays. Contact Earl Sunderland, 55 Cary Ave., Lexington, MA 02173. (617) 861-7668.

August 17-19 — NE District Championships. Fleet 105, Cohasset YC, MA. 5 races. Contact Ray Kasperowicz, 172 South Main St., Cohasset, MA 02025. (617) 383-9158.

August 17-19 — 1984 Border Regatta. Trident YC, 1000 Islands, Gananoque, Ontario, Canada. Friday afternoon fun sail and picnic. 3 races. Sandy will be there! Contact Ken Wright, 53 Hancock St., Lexington, MA 02173. (617) 862-0389.

Sept. 8-9 — Massapoag YC. Fleet 76. Sharon, MA. 5 races. Contact Randy Rubenstein, 26 West St., Sharon, MA 02067. (617) 784-5517.

Sept. 15-16 — Sandy Bay YC. Fleet 11. Rockport, MA. 2 races. FS vs. Rhodes 19 (Fd note: no contest!). Contact Skip Montello, 41 Virginia Lane, Newburyport, MA 01950. (617) 462-3756.

OHIO DISTRICT

The following Ohio District regattas are open to any FSSA member. The Fleet One Trophy will be awarded to the skipper who accumulates the most total points for number of boats beaten in all regattas.

Sept. 8-9 — Harvest Moon Regatta. Atwood Lake, Canton, OH. Contact Paul Stipkovich, 515 Browning N.W., N. Canton, OH 44720.

Sept. 15-16 — Fleet 1 Regatta. Cowan Lake, Wilmington, OH. Contact John Danks, 1024 Liguria Ave., Cincinnati, OH 45218.

PRAIRIE DISTRICT

July 28-29 — Prairie District Regatta. Fleet 89, Perry YC, Lake Perry, KA. Contact Keith Fager, 8727 EBY, Overland Park, KA 66212. (913) 341-6358.

OTHER REGATTAS

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.

CAVEAT EMPTOR

FS 388—Fast, clean and light. New standing and running rigging. Race equipped, Harken fittings, two sets of sails, new trailer, cover plus other extras. \$3,500. Contact Michel Scrivan, 6114 Mission Dr., Mission Hills, KS 66208. (913) 772-0267.

FS 3008 — Custom Flex, tangerine hull, white deck, Pamco Tilt trailer, all Harkin blocks fittings, M/N sails, spinnaker. Excellent condition, full race rigged, many extras, jackets, fittings etc. \$4,950. Contact Gene Pearson, 6851 Roswell Rd, Unit L-17, Atlanta, GA. (404) 396-6214.

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3925	Capitol	42	Nancy Schiggman	2105 White Oaks Drive	Alexandria	VA	27306
2781	Capitol		A. DeVilliers	1216 Pinecrest Cir.	Silver Spring	MD	20710
195	New York		Herb Krampner	291 West 4th St.	New York	NY	10014
3919	New York		William J. Jarrett	265 Ridgewood Ave.	Glen Ridge	NJ	07028
2154	New York		John Pridmore	829 Soundview Dr.	Mamaroneck	NY	10543
3977	New York		Robert J. Van Orden	3 Tunis Cox Rd.	Whitehouse Station	NJ	08889
sponsoring	Prairie		The West Scot Corp.	P.O. Box 1266	Sandy	UT	84070
3970	Prairie		Robert G. Cates	1608 East Comanche	McAlester	OK	24501
2417	Carolinas	27	Ronald C. Dilthey	P.O. Box 310	Raleigh	NC	27602
3821	Carolinas		Dennis A. Ammons	2006 La Dora Dr.	High Point	NC	27260
3761	Ohio		John A. Geikler	Rd. #5	Sewickley	PA	15143
sustaining	Ohio		Kathy Kennedy	106 Sumner Ave., Apt. 2	Pittsburgh	PA	15221
3966	Ohio		James E. Lea	208 Patti Dr.	Westerville	OH	43081
3938	Ohio		George Fodor	200 Navajo Rd.	Pittsburgh	PA	15241
3601	Ohio		Dennis D. Courson	626 Seavey Rd.	Pittsburgh	PA	15209
Assoc.	Gulf	75	Jane Allen	300 - 2nd Ct.	Panama City	FL	32401
Assoc.	Gulf		Dena Butler	839 E. Beach	Long Beach	MS	39560
sustaining	Gulf		Jed Duffy	433 Hector Ave.	Metairie	LA	70005
Assoc.	Gulf	75	Dennis Evans	233 E. Beach Dr.	Panama City	FL	32401
Assoc.	Gulf	96	Peter Gambel	24 Fountainbleau Dr.	New Orleans	LA	70125
Assoc.	Gulf		Lewis B. Pollak	P.O. Box 17209	Pensacola	FL	32522
Assoc.	Gulf		Greg Reardon	2612 Lakeshore Dr.	Mordeville	LA	70448

Important News

(Continued from page 8)

GRENADINES Cruise March '85

Join your fellow FSSA Members next March for 8 days bareboating the Grenadines on CSY 44 foot Cutters.

Send the coupon below to reserve your boat or get more information on this, the fifth FSSA Cruise. There will be a complete article in the September issue of Scots 'n Water, but don't wait. The 12 boats will go fast.

Bob Vance
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Riverside CT 06878

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