

# Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXVI, NUMBER 6 SEPTEMBER 1984



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### Cover Photo:

FS #4000 sailed in its first NAC in  
Hamilton, Ontario, Canada.

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### Scots n' Water

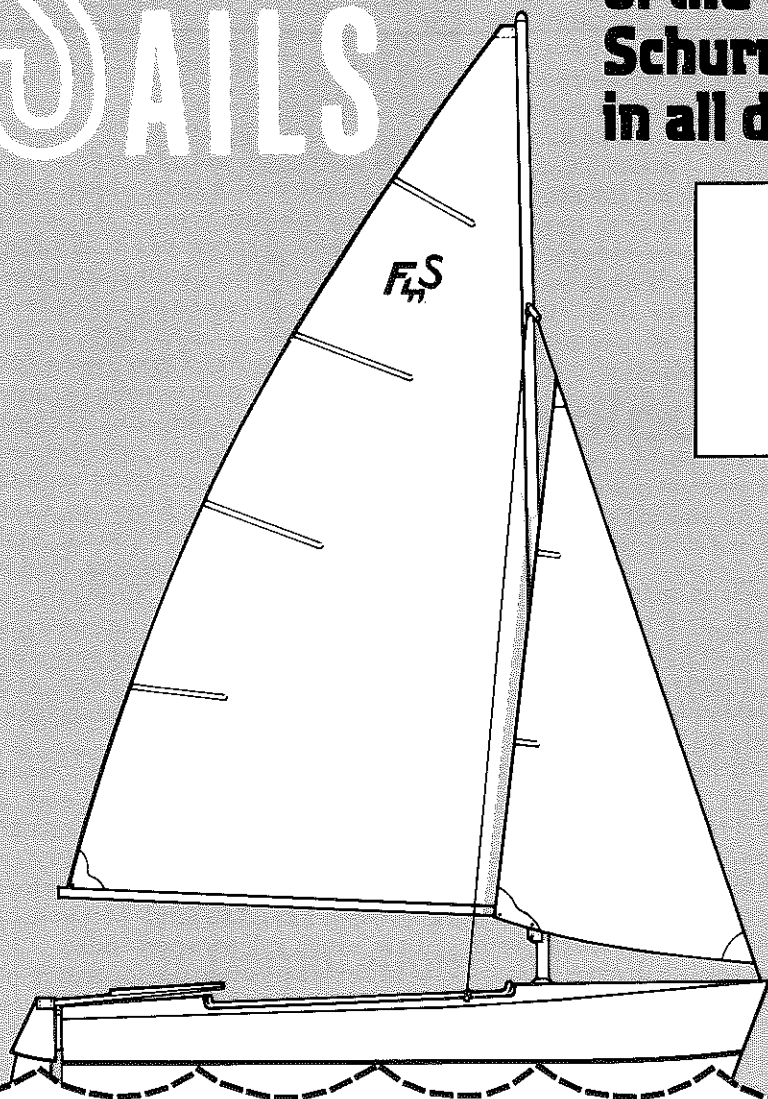
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SCOTS N' WATER

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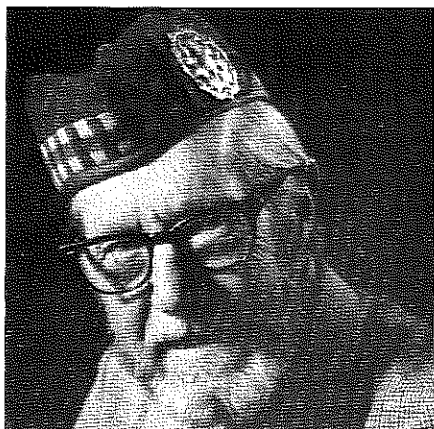
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## Officer Profile: Gordon K. 'Sandy' Douglass, Designer

*Ed. Note: In the "early days" of Flying Scot sailing, everyone knew Sandy Douglass. He built most of the boats, promoted them, even delivered them. He was highly visible at regattas throughout the country, and you could always plan to see him at Mid-Winters and the N.A.C.'s.*

*Unfortunately, though, as the Class has grown and as Sandy's time and energy for sailing has decreased with age, countless hundreds of current Scot sailors know little more about Sandy than that he created the boat we all love.*

*In all too brief form, then, let me introduce those of you who have never had the pleasure of meeting and knowing him to our designer, Sandy Douglass.*

You just know when he enters a room. Some conversations become hushed while others rush to say hello and express their happiness at seeing him. He takes it all in stride, seemingly unflappable. His erect carriage, precise movements and controlled air belie the intensity and competitive drive that make him one of this country's great sailors. This is the stuff of which legends are born.

Unlike many designers who create a boat then, at some time in the future, quietly walk away from it only to be noted as "Designer" in the official plans or on the Class stationery, Sandy has always been associated with this boat and this class. He has always considered this, his third, and final, successful class boat, as "his" boat. His allegiance to the Scot

manifests itself in many ways, from his continued attendance at major national events to his home still being only a long stone's throw from the factory in Oakland, Md.

Sandy grew up in New York City, but developed his love of the water and watercraft with long summers spent in the Thousand Islands area of New York. He graduated from the Collegiate School in New York, the oldest prep school in the country, then from Dartmouth College with a bachelor of science degree.

While he enjoyed sailing as a youth, his earliest success was in rowing. Having been runner-up in the double-blade tandem paddling class at 16, he won his first national championship at 17. With different partners, he won that class for three more years, and between 1932 and 1937 he won 13 other championships in various classes. Sandy was so good, in fact, that he went to the 1936 Olympics in Germany as a member of the Canadian Olympic Team. While he had always campaigned as a member of the Gananoque, Ontario, canoe club, he was a U.S. citizen and was disqualified from the competition.

Not wanting to waste his trip overseas, Sandy spent the summer in England racing 10-Square-Meter Canoes with the now-famous small boat designer Uffa Fox. Fox's influence would soon be seen in this country through Sandy's work in other classes of sailboats.

Sandy's earliest boat designs illustrate both his knowledge of

successful lines and his ability to define the "leading edge" of hull and rig performance. He was the sole North American builder of the one-design International 14 during the pre-war era. He was also a leading competitor in the physically-demanding International 10-Square-Meter Canoe.

His experience with these "high tech" boats of the era led to the development of a boat which, even today, remains one of the most unorthodox in appearance of all sailing craft: the Thistle. Sandy introduced the easily-recognized, undecked, plumb-bowed, 17-foot boat at the annual Put-In-Bay, Ohio, race week in 1945. Scoffed at initially because of its unusual design, the Thistle's sailing performance so overwhelmed observers at that week-long regatta that Sandy left the island in Lake Erie with orders for 30 boats! And before selling his original boat, Paukie (Scotch for "foxy" or "shrewd"), in 1956, Sandy and his outstanding crew and wife, Mary, had won five Nationals, placed second twice, and third once in 11 years of competition in this still-"hot" class.

In order to build the Thistle, Sandy joined forces with Ray McLeod, a painting contractor in Painesville, Ohio, who had just purchased a small yacht building yard, thus forming Douglass and McLeod, a firm which still prospers today.

A few years after the formation of the new company, the 24-foot Raven was introduced and sailed. In order to have a boat to compete with her, Sandy designed the Highlander. At 20 feet, and very powerfully rigged, the boat was designed to be sailed with four men or two couples. That class has been successful, as well, though with less than 1,000 boats, built and sailed primarily in the Mid-West, it has never reached the popularity of the nearly 4,000 Thistles sailed throughout the United States.

Being a very large and powerful boat, Sandy saw the limitations to her becoming enormously successful. And with the parting of ways between him and Ray McLeod, Sandy once again set out to design a new boat.

His personal philosophy being that a new boat should be introduced to the market only when it will fill a void, Sandy saw no reason to develop another boat in the size range of the Lightning until the advent of fiberglass. With its low maintenance, versus wood, and its design potential,



Sandy now saw a reason to build an attractive alternative to the popular Lightning.

The story of the actual creation of the Flying Scot is well-chronicled by Sandy himself in the first two articles of *Highlights of Scots n' Water*. The boat was designed and first sailed on Lake Erie, off Cleveland Yacht Club, in 1957. Since that time, over 4,000 Scots have been built, making it the most successful of his many popular dinghies.

Sandy's philosophy in designing and building the Scot centered on having a boat that was well-built, but exciting and able to be sailed by a wide range of people, in size, number, and skill. He has always felt that a strict one-design boat was in the best interests of all purchasers, past and future, and was the truest test of one's sailing skill. He has fought consistently to maintain that concept, often when people were convinced that changes were "necessary." He points out with pride that our Class, which has essentially supported his philosophy and the Scot itself, has continued to grow steadily at 125 boats a year while other classes, even his own Thistle and Highlander, have

not enjoyed this steady growth, a fact he believes is directly proportional to the amount of added "go-fasts" that a Class allows.

Sandy's competitive success continued in the Scot, as well, until his "retirement" from racing in the late 1970's. Until that time, it would be impossible to chronicle all his victories in the Scot, but suffice it to say that he won seven North American Championships.

While his life of 80 years has been devoted to sailing, both as a hobby and a profession, Sandy is a multifaceted individual. Those who know Sandy well know of his intense involvement in barbershop quartet singing, something that began in Ohio (with the "Mad Flatters") and continued long after his move to Maryland (with the "Mountain-eers"). Sandy became accomplished enough to become an International Judge, as well. What many people don't know about Sandy is that he also eeked out an existence as an artist during a time in the 1930's and was exhibited in the National Academy and numerous state and national shows.

No discussion of Sandy would be

complete without mentioning his wife, Mary. Talk to Sandy for any length of time and her name will always enter the conversation. Sandy is justifiably proud of her sailing ability, having crewed for him in most all his major successes in both the Thistle and the Scot. She "retired" from sailing in 1972 after a sailing injury to her knee. But, like Sandy, Mary had musical interests and expanded her work as a trained concert pianist and by teaching piano in her community.

Sandy and Mary have a son, Allan, who has apparently inherited their musical talent and appreciation for the beauty of sound. Today Allan builds musical instruments and composes music.

In all too brief a fashion, then, this is Gordon K. "Sandy" Douglass. Brilliant designer, outstanding sailor, unique and interesting individual. I hope that you all have the opportunity to introduce yourselves to him someday.

More information on Sandy is available in an article from *Sail* magazine, October 1977, entitled

(continued on page 8)

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## The President's Column

In preparation for the Annual Meeting of the FSSA, the executive secretary's office mails to fleet secretaries information on matters coming to a vote. Each year we must list the fleets subject to be voted into suspension for lack of at least three recorded FSSA members. This is an unfortunate situation, and often needlessly so.

Having written about the building of fleets, I must face up to the problem of losing them. On the suspension list are a few that have truly died. This seems inevitable, given that some small fleets fail to recruit and then lose original members. Continuity depends upon provision for a natural turnover of membership. Many fleets apparently expiring, however, are moribund only on paper, and these can be saved. With a healthy number of boats, they fail to get the required number of FSSA members.

Membership in our association is a personal matter for the Flying Scot sailor, to be sure, with application

and renewal information going to individuals. This can create a pit-fall for the fleet that simply assumes enough of its members are joining FSSA, so the fleet officers will do well to verify membership status. The fleet secretary is asked to file an annual report listing boat numbers, names, addresses, and FSSA membership.

I can hear you saying that this sounds like a real chore, so let me suggest a pleasant and efficient way to do the job. Call a mid-winter social and business meeting of your fleet, with an appealing format, such as cocktails, supper, or a film. This is the time to elect officers and plan for the coming sailing season. In an atmosphere of anticipation you have an ideal time to collect fleet dues, if you have them, and FSSA dues as well. This may sound very organized, but it is relatively painless. When the secretary can send the report, the forms, and members' checks in one neat package, the job is done in all respects.

If your fleet members want to send in dues individually, let me suggest another tactic. Require membership in FSSA for local fleet membership, as my own fleet does. Sure, this is playing "hardball," but there is every reason for getting all Scot sailors to be full supporters of their sport. (If you need reasons for joining FSSA, read Eric Ammann's introduction to the new *Highlights of Scots n' Water*.) I don't hesitate to urge membership in USYRU, as well.

The fleets with club-owned boats must assign boat numbers to members who are registered FSSA members. This makes a burden for a club or fleet officer, of course, but it is not a great one. We sometimes find that a club with a large fleet of club-owned Scots fails to maintain official FSSA fleet status, just for paper reasons.

All fleets in danger of suspension get a letter from the executive secretary, not as a threat, but as a warning flag that the process has gone wrong somewhere. Happily, in most cases, things are quickly set right.

I am glad to write about several fleets that are far from dying. My old fleet, #27, at Kerr Lake, N.C., has twice received the Fleet of the Year Award. An enthusiastic member there proposes the names of the current "fleet builders" to add to my honors list. Paul Newton and Bob Murdock indeed merit recognition. Paul is our former *Scots n' Water* editor, and present District Champion, as well.

Cathie and I went to Ohio to sail the Buckeye Regatta at Hoover Reservoir in May. Fleet 37, under the wind of Jack Huling, puts on a fine regatta for a relatively small club and lake. Nothing small about the talent at the regatta, however! Scot brass was out in force, plus top skippers for the region. See "The Fleet's In" for details on this fine regatta.

I am writing this column in Minneapolis, having just enjoyed the hospitality of Fleet 95 at Lake Minnetonka. The setting is spectacular at the Wazzata Yacht Club and at the home of Fleet Captain Bob Slocum and his wife Meg. We were joined there by Bill Gordon and Ken Heithoff. Fleet 95, with a dozen Scots,

(continued on page 8)

## IMPORTANT NEWS

### Annual Fleet Reports

As this year's sailing season is coming to an end, at least up north, please have your Fleet Secretary fill out his/her Annual Report as soon as is practicable. This report should include:

*Fleet #*

*Location*

*Body of water sailed*

*Members' names*

*addresses*

*boat numbers*

*Fleet Champion for 1984*

*Any interesting additional information*

*1985 Officers (if possible)*

This report should be sent to the office of the executive secretary as soon as possible, but before year end.

### Class Development Task Force Appointed

The July issue of *Scots n' Water*

listed the four members of the newly-created Task Force for Class Development. If you have any ideas on how we can best promote our class, both to current Scot owners and potential buyers, please let any of these members know. Particular helpful would be information on successful things other classes do and of which you are aware.

### Publication Deadlines

November/December issue October 10.

### Article Call

There is no *Scots n' Water* without YOU! Send your article ideas, questions, pictures, regatta results, and regatta notices to me. Without these, we have nothing. Don't sit back waiting to see what's in each upcoming issue; instead, send in something and wait with anticipation to read it in the future!

# ASSOCIATION SPOTLIGHT

## Scot Sailor Dies in Tragic Accident

It is with extreme regret that we inform the Class of the loss of one of its biggest supporters and most active sailors, Joan Burnside. As her District Governor Harry Carpenter said "It is the saddest thing I have ever known happen to a Scot sailor."

Joan died on Sunday, June 24, 1984. While the events surrounding her death are tragic and painful to relate, there may be some value in knowing them to her fellow sailors.

Joan sailed with Fleet 97, in Galesville, Md., about 15 miles south of Annapolis. As a member of the West River Sail Club she was headed out to the race course for a regular Sunday race. As the boats approached the sailing area, a vicious line squall approached quickly. Virtually all of the surrounding boats dropped sails immediately. Unfortunately, Joan did not. When the squall hit, her boat capsized. She and her crew immediately tried to right it, but found the mast was stuck in mud of the shallow water. Not wearing their life vests, she and her crew swam around to the other side of the boat, which was laying on its side, to put on their vests. Tragically struck when Joan somehow became entangled with the tiller. It apparently pierced her foul-weather jacket and she became caught. At

that time, the force of the wind on the boat apparently was so strong that the forestay broke, allowing the mast to slide back and the boat to complete its deadly roll to a turtle position. With the roll, and caught on the tiller, Joan was pulled under the boat and drowned.

All this took place, tragically, as her husband, John, sailing their other boat, was just yards away but could do nothing to help.

For years, John and Joan Burnside sailed together their co-owned Scot, but Joan purchased #3723 last year. From that point on, she and John often raced separately. Avid racers, they had both registered for this year's North American Championship and planned to sail their two Scots there.

Harry Carpenter relates that she was an active "fleet builder" and that she worked hard to establish the Scot in the club's Wednesday night series. She also had helped recently prepare a story for publication in a future issue of Scots n' Water.

In her memory, the Elimination Series of the 1984 N.A.C. was dedicated to Joan.

We share in her loss and extend our most sincere condolences to her family and friends.

# BOSTON 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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## BULLETIN BOARD

Congratulations to Hal and Cathie Walker on the recent birth of their first grandchild. Amy Wood was born in Minneapolis, Minnesota.

On a sadder note, we extend our condolences to Michigan-Ontario District Governor Doug Christensen whose mother passed away on June 30, 1984.

Scot owners in the Detroit/Grosse Pointe, Mich., area take note: Crescent Sail Yacht Club,

long a bastion of top-notch dinghy sailing in the Midwest, now has two club-owned Scots. With the addition of one more member, they could constitute a fleet and, given the talent existent there, a formidable one at that. If interested, contact your editor, Pat Barry. I'll put you in touch with the "fleet builder" there, Lee Greening (son of outstanding Scot sailor Bob Greening of Fleet 8, Edison Boat Club, Detroit.)

# NAC Results

In a regatta where no 'local knowledge' favored any contestant, Greg Fisher, of Columbus, Ohio, demonstrated an outstanding ability to find the favored tacks and won this year's N.A.C. The regatta, sailed at Royal Hamilton Yacht Club, Hamilton, Canada, was truly international as 73 boats, including four from Canada, participated.

Fisher's finishes of 5-2-1-2-1 dominated a star-studded group of sailors including three former N.A.C. winners and the most recent Mid-Winter's champion.

## Championship Division

1. Greg Fisher	10.50
2. Craig Leweck	16.00
3. Bubby Eagan	16.75
4. Larry Taggart	20.75
5. Andy Fox	28.75

## Challenger Division

1. Dan Kolenich	14.75
2. Brian More	25.75
3. Paul Lee	28.75
4. Dan Goldberg	32.00
5. James Cavanagh	41.00

The story, pictures, and complete results will appear next month, in the October issue.

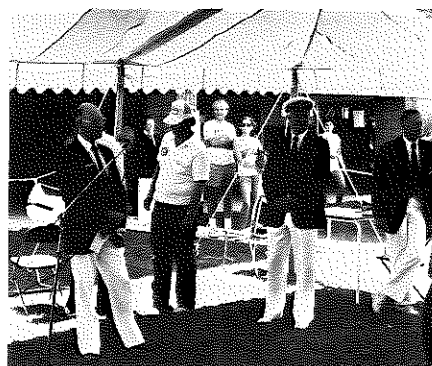
*See NAC report  
next month*



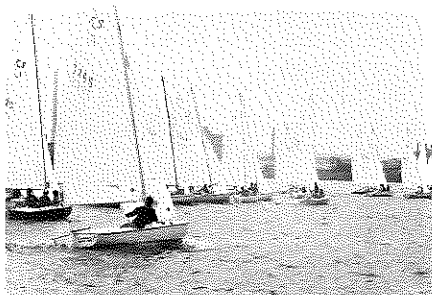
Greg Fisher and his winning Scot



Andy Fox and Larry Kline cross the finish line



IB Bentzen-Bilkvist opens NAC ceremonies



Skimming the Canadian waters

## The President's Column

is alive and well, I can testify, in spite of its appearance on the list of fleets in danger of suspension! I hope the other fleets will prove to be similarly in peril only on paper. We'd hate to lose you!

## Officer Profile

"Fox on the Water" and from *Highlights of Scots n' Water*. Both are available from the Gordon Douglass Boat Company.



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# IN 'HARMANEE' WITH ALL

*The story of the new owners of FS #4000.*

The name says it all: "Harmanee." For during their 21 years of Flying Scot sailing, Ralph and Ethel Manee have stayed in harmony with their boat, their Class, their many Scot customers, and, most importantly, themselves.

Proud owners of Scot 4000, Ralph and Ethel are certainly not new to sailing a Scot. In fact, few Scot owners can boast of having had as many, as the Manees are now on their eleventh one! Beginning with Scot #386, they have purchased a new boat about every-other year since they've been sailing a Scot — hardly enough time to acquire a few scratches!

Their reasons for staying in the class for so long are many and varied. Perhaps most important to them is the relationship they have with hundreds of other Scot owners.

"FRIENDSHIP is our biggest success in sailing a Scot. We have sailing friends at home and when we go to regattas, it is like 'old home week.'"

And while they actively race Harmanee, the importance of friendship to Ralph and Ethel transcends the success they often have.

"It is fun to win, but the icing on the cake is when your friends tell you they're happy you won! That spells 'success' for us!"

That they've been successful in all aspects of sailing their Scot is indisputable. President Hal Walker likes to talk about "fleet builders," but that term would hardly scratch the surface when describing the Manees' ability to promote the Scot. Beginning with a desire to see more Scots in the area with which to sail, Ralph and Ethel now make selling Scots their livelihood. Last year alone they sold over 30 Scots to sailors on the East coast, primarily in their sailing area. Ralph and Ethel point with pride and happiness to the fact that over the years they have introduced literally hundreds of families to both sailing and the Scot.

The Manees sail on Upper Barnegat Bay in the Tom's River and Bricktownship area of New Jersey. Their sailing conditions sound like something of which most every sailor

## From the Designer: 1984

*A Perspective on Building our 4000th Boat*

*Gordon K. 'Sandy' Douglass  
FS 3000*

Between world population pressure and 50,000 nuclear warheads, I can't help wondering how much longer we can sustain the explosive growth in this past century of most fields of endeavor. On this finite planet of ours there has to be a limit to everything.

All living things go through a cycle of birth, growth, maturity and death. Perhaps this holds true also of man's tenure on the earth? Could we now be passing through the maturity stage? Could it be that this is happening also to the sport of sailing?

My experience has encompassed most of the development of small-boat sailing. As an organized sport it had its start a hundred years ago with the founding of the American Canoe Association in 1880. The early boats and sailing rigs were primitive, and during the first 50 years there were few developments. Then, in 1932, with the introduction of the Snipe, Comet and other back

yard boats and with the building of countless flood-control dams in what had been lakeless farming states during the Depression popular small-boat sailing had its start. These boats were built by the thousands.

I have seen one-design classes develop, mature and die. In some cases the demise can be explained by the introduction of better designs with molded or fiberglass hulls. But another, perhaps stronger, force has been at work unrecognized by boat owners.

A new one-design boat is introduced, a boat well thought out in hull and rig by her builder. Orders flock in, boats are built, and owners are called to a meeting to form a one-design class organization. The new owners are enthusiastically in favor of one-design. But when they draw up the Specifications, although all favor keeping the boat one-design, some owners insist on having the privilege of rigging their boats their way. While early modifications may be minor, changes become cumulative over the years with the result that the boat gradually evolves from its start as a simply-rigged family boat into an expensive sophisticated racing machine, thereby losing the very qualities which gave it its popular appeal, which gave it its market.

"The more specialized anything becomes the fewer there will be to enjoy it." This is a truism I coined many years ago. I have been fortunate in having had the experience of competing in perhaps the most specialized of all, the International 10 Square Meter Sailing Canoe which is considered to be the

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*"The more specialized  
anything becomes the  
fewer there will be to  
enjoy it."*

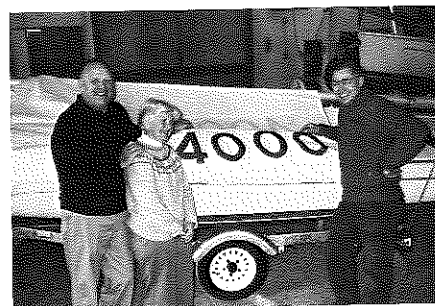
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*(continued on page 11)*

dreams. The Bay is separated from the ocean by a strip of summer residential and resort land. This provides protected, safe waters with no tide or current. The wind is light to moderate in the morning, but for those who enjoy a good heavy-air thrash, the wind predictably comes up to 15-25 mph in the afternoon. And great planing conditions exist because the protected waters prevent any great amount of wave action.

Scot sailors in the Bay area have 13 clubs from which to choose in a five mile radius. Ralph and Ethel sail out of Shore Acres Yacht Club, one of the members of the Barnegat

Bay Yacht Racing Association (BBYRA). The Association hosts formal racing every Saturday and sees 200-300 boats in various one-design classes starting during the beautiful summer months. In addition to that, their host fleet, #31, also has a spring, summer and fall series which meets on Sundays. There is certainly no lack of opportunity to race! For the first 15 years they sailed there, the Manees competed with only three to eight Scots and raced in 10 to 20 races a year. Due largely to their efforts, however, both their fleet and the number of boats has grown dramatically over the past



Ralph and Ethel Manee happily receive FS 4000 from Eric Ammann

several years. It is not uncommon to see 30 boats on a starting line now. As driving forces, the Manees and the members of Fleet 31 have done such an outstanding job promoting the Scot that their fleet was named "Fleet of the Year" in 1983.

Interestingly, Ralph and Ethel do not promote the racing aspect to new owners. When seeing people at boat shows or out on the water, they emphasize the family nature of the boat. Instead of the speed and excitement of racing, they stress the enjoyment that comes in learning how to harness the wind and master the elements. Stressing the comfort and stability of the boat, the Manees find that they can best promote the strong diversity of capability that is the Scot. And while this emphasis usually works, in at least one humorous instance, it didn't. They relate:

*"At a recent boat show a man stopped to examine the Scot. Ethel asked if she could tell him anything about this great boat? His reply was 'Yes,' so Ethel began by saying, 'Well, she is the best family daysailer/racer I know and was designed to keep women and children in the boat.' He said, 'Stop right there lady, you just lost a sale! I hate women and can't stand kids.' After he turned and left, we both roared. It was certainly a first!"*

The Manees find that emphasis on the boat's inherent sailing characteristics, quality, and value are what gets people interested (the grump notwithstanding). Once interested in sailing and having enjoyed their Scot, they are often eager to learn about racing. That's when Ralph and Ethel begin promoting the racing enjoyment of the boat.

Their success in promoting the boat is matched by their success on the race course, as well. Always sailing only with two, and usually to-

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### PERFORMANCE: Look at these results!

Buckeye - 1, 3  
Ohio Districts - 1, 3  
Midwinters - 3  
Nationals - 5  
Northeast Regionals - 3  
Maryland State Championships - 2  
President's Cup - 1, 2

Which sailmaker?  
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gether, the Manecs have been very successful in demonstrating how to sail the Scot fast. Over the years they have won most of the Shore Acre's Summer Series, a number of Districts, Regionals, and Invitationals. They have also been very successful on the national level, too, as they placed second at the 1967 North American Championships sailed in Montreal. They report that their most memorable experience of that regatta success was the awards presentation. In keeping with the ceremonial nature of the Exposition in Montreal that year, the awards presentation featured an elder statesman of Montreal sailing presenting the winners with medallions attached to ribbons. In a ceremony similar to that at the Olympics or Pan Am games, the winner had their awards placed around their necks. Finishing second and participating in that ceremony is a "most memorable" experience for Ralph and Ethel.

Ralph admits that they both enjoy competitive sports, but that Ethel does them solely for the fun and his sake. (Does that sound familiar?) Ralph tries hard to win, but feels that what happens on the course

### *From the Designer 1984*

fastest one-man mono-hull. After a hundred years of development there may be as many as two or three hundred canoes worldwide. In this country, another superb boat, the International 14, has "specialized" itself over 45 years into another class of several hundred. While I enjoyed sailing both of these delightful boats, I nevertheless was just as happy to sail the simply-rigged early Thistles and Flying Scots, in which I found the competition to be fully as keen and close.

Experience has shown me that one-design classes appear to have a natural life span. My stubborn fight against "developing" the Flying Scot resulted from my conviction that the more we could slow down the trend toward sophistication and complexity of hardware — a trend which appears to be inevitable — the longer the Flying Scot Sailing Association would remain healthy.

Boatbuilders and dealers today complain that interest in small sailboats is waning. Buyers seem more interested in such boats as wind-surfers, Sunfish and Lasers, or go to the other extreme of buying tiny — but simply-rigged — cabin boats in the 16 to 22-foot size. Most of today's buyers are new to sailing. Rightly or wrongly, the neophyte finds himself more comfortable with the simply-rigged little boats which he thinks are his size, or with the safety and ease of handling (he thinks) of the mini-cruiser. The complicated hardware and rigging of many of the larger small-boats turns him away as being beyond his ability.

The Scot's clean, uncluttered cockpit is one of her strong selling points in her appeal to the buying public, most of whom are new to the water. We cannot afford to lose it. In this regard, if in no other, the adoption of the Specifications Amendment will prove to be far more important than many Flying Scot members realized at the time of voting for it.



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## *In Harmanee*

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should be left on the course. And it is most important to be nice. "It's fun to win, but nice to be nice. Thus much more fun."

That Ethel is a good crew is measurable by any standard. Perhaps one example – to which many crew can relate – will illustrate. Ralph narrates:

*"In our early days of racing, we lost control of the spinnaker and in a desperate attempt to yank the spinnaker sheet back into control I accidentally hit Ethel with a full arm's length shot in the nose with the back of my fist. With blood running all over our new boat she was quick to lie flat and let me finish the race alone. We won! And, as all good crew do, she even had the boat cleaned up by the time we returned to shore!"*



*The name reflects the sailing philosophy that Ralph and Ethel have.*

With a story like this you can see why she won the Mary Douglass Trophy in the 1976 N.A.C. at Lake Norman. The award, given for the top boat with a female aboard, also recognized their accomplishment in sailing the boat to a seventh place finish, despite sailing with just the two of them in the heavy wind regatta.

Ralph and Ethel also enjoy other sports, as their time allows. Former avid skiers and square dancers, they left those behind to sail and do bare boat chartering. They still do have time, though, to golf and play bridge since their schedule is more flexible because Ralph has retired from his career as a professional pilot.

In harmony with the elements, both on and off the water, Ralph and Ethel have maintained their love and interest in sailing, especially on the Scot. What models they present to all who would sail, promote, and live a full life sailing a Scot in "Harmanee."

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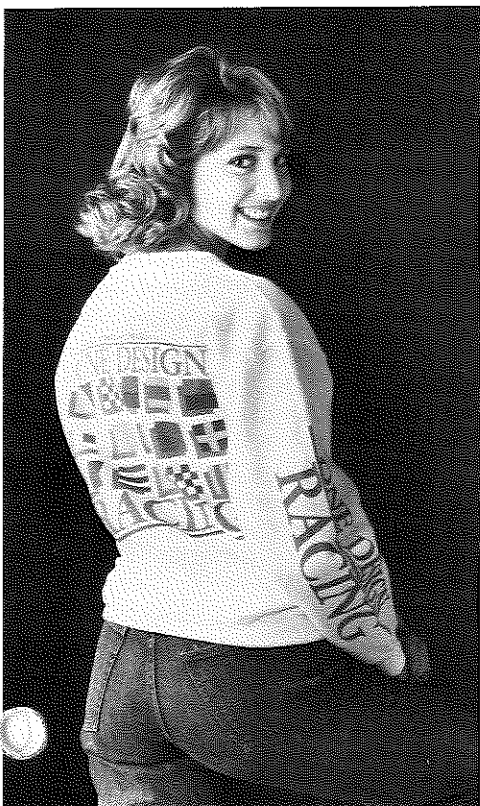
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# FUNDAMENTALLY SPEAKING

## Reading the Wind, Part II

I first learned to sail, when I was a small boy, on a large inland lake resort area. Because there was so much tourist traffic, the local marinas quickly began renting Sunfish. Being the "ideal" boat for beginners, it was touted as being incredibly easy to sail. I remember many a confident – but inexperienced – vacationer bid his family farewell and cast off for a great adventure on the "sea" (not unlike, often old whaling movies!). Minutes turned to hours. In a scene too frequently repeated, the family scanned the horizon for signs of their misguided, but well-intentioned, new sailor. Inevitably, he would be safe and would eventually be seen by looking not out into the lake, but down the shoreline where he ignominiously dragged the boat back from down the lake in knee-deep water. Embarrassed, when finally ashore he would mumble something about not being able to "find the damn wind." What he failed to recognize was that it was not lost; he just failed to know how to look for it.

Last month we examined some basic theory on how the wind works. This month we will look at ways to read both the direction and velocity of the wind.

With the boat rigged and ready to cast off from shore, the first thing

the sailor needs to know is what direction the wind is coming from. In the absence of sophisticated electronic measurement devices, there are several places to "see" that direction near the shore. You can look at the direction in which the nearby trees or flags are blowing (but remember that the wind often changes near a shoreline). You can also look at the masthead fly (windvane) on your boat or those moored nearby. Further, if you have attached pieces of yarn (about 6 inches in length) about 3 feet up your sidestay, you can look at them. If you are able to moor on a buoy temporarily, you can let the boat just swing free; the wind will blow around the boat and will point the bow in the general direction of the wind pretty quickly. Finally, the waves may provide you with a clue, as they generally will come from the direction of the wind. Be careful, though, as they may be "left-over waves" from an earlier wind direction; the new wind may not yet have caused the waves to change their direction. As you cast off, remember that the wind out on the lake may be different than your shoreline wind, so take a look at the directions boats on the lake are sailing and how they have adjusted their sails.

Once you are on the lake and

sailing, there are other clues about the wind's direction. Again, by looking at boats somewhat ahead of you or off to your port or starboard side, you can see if they are experiencing different wind directions. And again, you can look at your tell-tales on the sidestay or your masthead fly; they will always blow with the wind, thus pointing to the direction from which the wind is blowing.

It is also possible to read where there are areas of more wind. This is very valuable for a number of reasons. First, on a very light wind day you may want to sail towards areas where there is more wind. Second, on heavier air days, you may wish to avoid more wind (and their often-resulting larger waves). And even if you can't avoid the heavier wind, by knowing where it is and when it is coming, you can prepare to adjust your sails and shift your weight before the wind hits you, thus making your sail safer and more enjoyable.

The way you read areas of more wind is to look for dark patches on the water. If it is a calm day, heavier wind will cause little ripples. From a distance, they look like dark patches. As the wind gets heavier and waves start to form, the wind will travel over the tops of the waves and blow off the top, thus creating white caps. With large waves, the crests may be wide enough that they will form ripples on them, just as in the calm water. But it is a safe rule of thumb that areas of heavier wind look darker.

Knowing that, you begin by looking for these areas. Having sunglasses is really a must for this as it reduces the inherent glare on the water. Once you are able to detect the areas of wind, you can then

(continued on page 16)

Descriptive Term	MPH	Beaufort Scale		Wave Height (feet)
		On Land	On Sea	
Calm	1	Smoke rises vertically	Like a mirror	0
Light air	1-3	Smoke drifts	Ripples	1
Light breeze	4-7	Wind felt on face; leaves rustle; vanes moved by wind	Small wavelets; crests do not break	1
Gentle breeze	8-12	Leaves and twigs in constant motion; wind extends light flag	Large wavelets; crests begin to break; scattered whitecaps	1-2
Moderate breeze	13-18	Raises dust and loose paper; small branches move	Moderate waves, become longer; frequent whitecaps	2-4
Fresh breeze	19-24	Small trees begin to sway; crested wavelets form on inland waters	Moderate waves, longer form; many whitecaps, some spray	4-8
Strong breeze	25-31	Large branches in motion; whistling heard in wires and shrouds	Large waves forming; white foam crests	8-13

The Scale continues for winds up to Hurricane force.

Additional information available in the *Encyclopedia of Sailing*, Harper & Row, New York, 1971.

# Understanding the Rules:

## Tom Ehman, Sr.

*Ed. Note: In the May issue of Scots n' Water we inaugurated a new column by Tom Ehman, Sr. with a short 15 question racing rules quiz. I received a letter, directed to Tom, from member Jim Turkington, FS 3285, regarding one of the questions and its answer by Tom. The following is the original question and answer, Jim's letter, and Tom's response.*

**Question #7.** A protestor must inform the protestee of the protestor's intent to file a written protest.

**Answer.** He must try to. See Rule 68.4.

Dear Mr. Barry,

The new department on rules is great and will be a help to all of us. Mr. Ehman's presentation in the May issue was well done. While his explanations of the answers were essentially correct, in one case it could be very misleading.

Question No. 7 about a protestor hailing a protestee is answered with a reference to Rule 68.4 which says that he shall "try to." If the 720 rule is in effect, paragraph 1.1 of Appendix 3 takes over and an immediate hail is required. Appeals 222 and 241 make it very clear that the infringing yacht must be notified at once so as to be given the option of doing a 720. In both cases the Appeals Committee threw out the protests because of lack of a hail of "intent to protest" along with the identification of the yacht being hailed.

Rule 68.4 applies to all racers, but Flying Scots usually are raced with

the 720 rule in effect. That includes the Flying Scots N.A.C.'s. I feel, therefore, that the FS magazine should make this distinction clear to all of our skippers.

Tom Ehman, Sr., replies:

In answer to Jim Turkington's letter, his comment about Appendix 3 is correct, but careful review of Question 7 shows that no reference was made to hailing by a protestor, only to *filing of a written protest*. Let's review part of the protest process. If you are protesting a Part IV rule infringement, Rule 68.1 and 68.2 apply. Rule 68.1 says "can protest" which should not be confused with "must." However, incidents involving Rule 52.1(i) and 33.2(b) may demand a protest. Assuming a non-contact foul, you may elect to or not

(continued on page 20)

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Pat and I have just returned from sailing the Grenadines and recommend this area highly. We found the islands unspoiled and, for the most part, unchanged from when we first sailed down there 20 years ago.

Although charter rates are going up next season, FSSA has been able to get a special rate that is below this year's costs — eight days for the price of seven. That means the cost will be \$454.00 per person with six people on board for eight days including full provisions. Liquor and soft drinks are extra. Air fare from New York or Miami will be \$442.00 per person, round trip (or less). We have reserved the entire CSY Marina Hotel for our arrival night and CSY has promised us a two hour welcoming cocktail party.

If you are interested in making this very exciting trip, please fill out the following coupon and return it to Bob Vance at once. Because of

the success of the previous cruises, these boats are going to go fast. If you already know your complete crew of six, please include this information. If you do not have a full crew, send us the information you have, and we will team you with other compatible Flying Scot couples.

All skippers will receive a personal resume — questionnaire from CSY asking for "blue water skipper" qualifications. At least one "blue water skipper" is required on each CSY 44. However, because of so many sailing on previous FSSA cruises, there are plenty of qualified skippers available.

I have also been able to arrange for extra scuba diving days for FSSA members who are certified scuba divers (or want to become one). The

reefs off St. Vincent, Bequia, and Tobago Keys are world famous. FSSA members will get a special diving package at a rate that is not available to the general public. The exact costs have not been tied down yet, but our house plus all meals plus all diving should be very close to \$90.00 per person per day. All FSSA members participating in the diving must be certified scuba divers. If you are not certified and always wanted to be a scuba diver, now is the chance to sign up for this trip and arrange to take a course and get your certification before we leave.

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## *Reading the Wind*

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begin learning to accurately estimate how long it will take for that wind to reach you. This is a valuable thing for the crew to do because it lets the skipper concentrate on other things and it keeps the crew from being more than just a spectator. As

you see the dark patch coming towards you, simply estimate to yourself how long it will take to reach you, usually in seconds. Then start counting. If you were off — as is likely — you will have some new information about how long the puff takes to travel. Continue to do this with every dark patch. You will be surprised at how fast you become accurate at reading the new wind approaching. Your skipper and fellow crew will appreciate your forewarning and all will have a smoother, less anxious sail.

Reading the velocity of the wind is a little harder to learn as quickly. Like some things, this one takes a little longer to learn. A very good and useful guide to wind velocity and its signs is the Beaufort scale, developed years ago in England.

By learning some of the little "tricks" of accomplished sailors, you will find yourself less likely to flip unexpectedly or to have to tow-walk your boat home in knee-deep water. And, while out on the water, you will find your sailing both more rewarding and less anxious.

# THE FLEET'S IN

## Florida District Championship

Beautiful Lake Harris, near Leesburg, Fla., was the site of this year's Fleet 150 regatta. This regatta culminated a five-regatta series covering Miami, Tampa, Jacksonville, and two regattas in Orlando.

The Orlando regatta, held April 14-15, saw regatta winner Geoff Spencer and crew Jeff Hicks continue in the winning ways which earned them wins at both the Jacksonville and Orlando regattas earlier on the "circuit." They again showed consistently strong performances by winning four of the five races in the combined Annual Regatta and District Championship. Orlando's John Abby took the only other first and, by winning the last race, moved into second place overall. Paul Darling, Terry Neidel, and outgoing District Governor Clint Smith rounded out the top five finishers. Neidel finished as runner-up in the District as both Abby and Darling were non-

## District competitors.

1. Geoff Spencer	FS 2847
2. John Abby	1736
3. Paul Darling	3266
4. Terry Neidel	3068
5. Clint Smith	3510

## Great Minnow Regatta

Pleasant winds of 6-15 mph, sun, and spring temperatures marked this year's running of the Great Minnow Regatta, May 12-13, in Kentucky. Sailors faced not only good competition but an extremely high lake level caused by heavy spring rains.

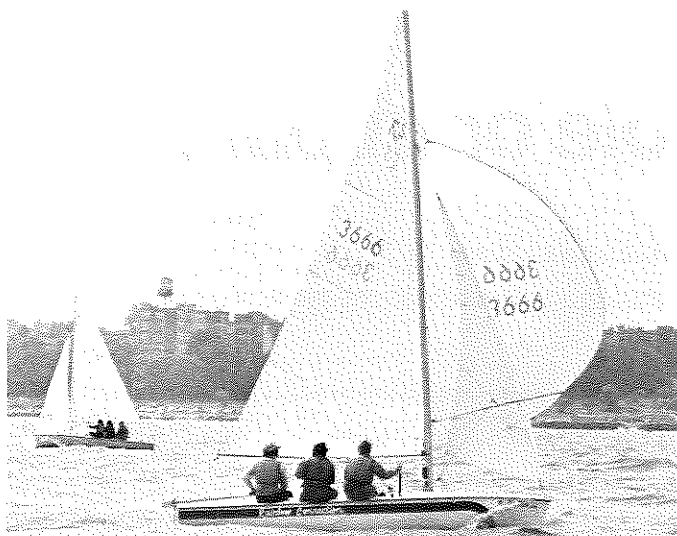
1. John Hoyle	FS 3105	Bowling Green, KY
Angie Hoyle		
2. Dale Dixon	2453	Bowling Green, KY
Susan Dixon		
3. Jack Easley	1746	Nashville, TN
Gloria Easley		

*James Morrison, FS 2898*

## Buckeye Regatta

Class newcomer Craig Leweck demonstrated his quick mastery of the intricacies of the Scot in thoroughly dominating the 1984 Buckeye Regatta, held at Hoover Yacht Club in Columbus, Ohio. Leweck, who recently crewed with Greg Fisher at the Mid-Winters, is a transplanted Californian whose most recent major regatta win was the Snipe West Coast Championship. Leweck demonstrated excellent tactics and had excellent speed in the widely varying conditions on tricky Hoover Reservoir. The 26-boat fleet also featured George Fisher, Interlake National Champion and outstanding Lightning sailor, and many of the top sailors in the Midwest. The FSSA leadership was well-represented as the president, 1st vice-president, editor,

*(continued on page 18)*



*Rick Baugher off to the races*



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## Fleet's In

and Ohio district governor attended. As always, the regatta was well-run and well-enjoyed by all present.

1. C. Leweck	Columbus, OH	1	1	1	2 ½
2. G. Fisher	Columbus, OH	2	2	2	6
3. R. Baugher	Canton, OH	3	5	3	11
4. P. Barry	Livonia, MI	4	3	6	13
5. P. Blonski	Cleveland, OH	6	8	4	18

## Berlin YC Regatta

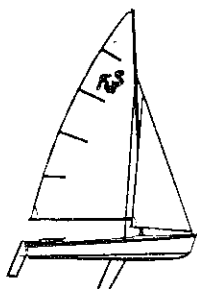
Two of the FSSA's "Best Kept Secrets", Midwestern sailors Rick and Jo Baugher, won the recent running of the popular Berlin Yacht Club annual regatta. Unable to attend the N.A.C.'s each summer, knowledge of the Baugher's sailing expertise for the past several years has been limited primarily to those who venture into the friendly waters of the Midwest. But those who do sail with Rick and Jo are impressed with their ability to minimize mistakes and take advantage of any opportunities given, just as they did in this year's regatta. Sailing in absolutely ideal conditions —

(continued on page 19)

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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 Edgehill Rd., Alexandria, VA, 22302; District Reporter John Clickener, 1632 St. Marie Ct., Virginia Beach, VA, 23464.

**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 Hehnold 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., Latie, VA.

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

## 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.

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

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

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

**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.

## GULF DISTRICT

**Oct. 20-21** — Second Annual FSSA Cajun Country Championship. Fleet 153. Lake Arthur YC, Louisiana. Bubby will be back to defend; won't you come sail with us, too? Contact Al Rees, 111 Ronald Blvd., Lafayette, LA 70503. (318) 234-6878.

**October 20-21** — Great Scot, Fleet 118, Birmingham Sailing Club, Lake Logan Martin. Contact: John Fundin, 3020 Brook Hollow Road, Birmingham, AL 35243. (205) 967-8234.

**Nov. 3-4** — Indian Summer Regatta. Eugaula Sailing Club. Flying Scots Fleet 151. Contact Andy Callaway at (205) 687-4722 or (205) 687-6288.

## 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 (Ed note: no contest!). Contact Skip Montello, 41 Virginia Lane, Newburyport, MA 01950. (617) 462-3756.

**Sept. 15-16** — 1984 Whale of a Sail Regatta. Multi-class regatta open to ALL FSSA members. Sponsored by Carlyle Sailing Association, Lake Carlyle, Carlyle, IL. Contact: Ron Berkel (314) 894-2152.

**Sept. 29-30** — Midwestern District Championship. Fleet 135, Clinton Lake, Illinois. (Central Illinois, 30 miles west of Champaign-Urbana.) Contact Jerry Hartman (217) 359-8721.

## 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 Ligoria Ave., Cincinnati, OH 45218.

**Sept. 22-23** — Lake Arthur Fall Invitational. Fleet 80. Moraine Sailing Club. Moraine State Park, PA. 6 races. Saturday night Steak Fry. Contact Dan Goldberg, 1100 Penn Center Blvd., #515, Pittsburgh, PA 15235. (412) 823-8579.

## Fleet's In

sunny skies, warm temperatures, and 10-15 mph winds — the Baughers won the 25-boat regatta with three firsts. The winners were alone among the top finishers in taking advantage of "local knowledge" as Pat Barry, from Livonia, Mich. and Paul Blonski from Cleveland, Ohio, rounded out the top three. In fact, the prized local knowledge actually worked against 12 participants in the first race of the series as they sailed through the start-finish line and were DSQ'd. Afterwards, most of the bewildered locals said "we never run races that way during the regular series!" (There's a lesson here: READ your sailing instructions!) As always, the BYC put on a fine time socially though the social highlight may have come when Jack Leiper was lampooned by having his house and boat "decorated" sometime during the wee hours of the morning. Come sail at Berlin next year! But be prepared for the Baugher's and beware of the "Midnight Beastmasters"!

1. Rick Baugher	FS 3666	1	1	1	2.25
2. Pat Barry	4010	2	4	5	11
3. Paul Blonski	2843	3	3	7	13
4. Eric Lonsdale	3907	4	7	6	17
5. Parke Boyer	3006	5	8	11	24
6. Jack Leiper	1858	26	2	4	32
7. Dale Bradshaw	138	26	5	2	33
8. John Busch	3175	7	13	13	33
9. Chuck Hoffman	2835	8	10	16	34
10. Bill Westerman	760	9	17	10	36

# NEW FSSA MEMBERS

F/S #	Dist.	Fleet	Name	Address	City	State	Zip
1078	Capitol		Howard Renzi	412 Carlton Ave.	Wyncote	PA	19095
3923	Capitol	31	Marshall P. McGowan	PO Box 25365	Wilmington	DE	19899
3998	Capitol		Dennis L. Clem	617 Berkshire Dr.	State College	PA	16803
3942	Capitol		William B. Fetsch	6535 Copa Court	Falls Church	VA	22044
3924	Capitol		Charles F. Lukvc	12314 Buchnut Ct.	Woodbridge	VA	22192
3999	Capitol	42	Donald L. Lawson, Jr.	5603 Flag Run Dr.	Springfield	VA	22151
3993	Capitol	6	Douglas B. Gregory	Rd 1 Box 82A	Boswell	PA	15531
3033	Capitol	6	Claude S. Dodd, III	1415 Coursin St.	McKeesport	PA	15132
0273	Capitol		Merrill J. Egorin	211 Bond Ave.	Reisterstown	MD	21136
3988	Capitol		Richard Watts	904 Prior Ct.	Virginia Beach	VA	23462
2453	Capitol		Dale R. Dixon	521 University Blvd.	Bowling Green	KY	42101
3913	Capitol		Anthony Petragrani	405 Palmers Ln.	Wallingford	PA	19086
3706	Capitol		John A. Bremner	2310 Lombard St.	Philadelphia	PA	19146
3901	Carolinas		Ed Eubanks	3727 Linwood Rd.	Columbia	SC	29205
1071	Carolinas	42	John R. Pinkerton	3100 S. Manchester St. #819	Falls Church	VA	22044
4002	Carolinas	027	Karl F. Bowman DVM	448 Sandwood Ct.	Raleigh	NC	26712
3973	Carolinas	027	Frederick Mayer	6701 Winding Trail	Raleigh	NC	27612
3922	Greater New York		William G. Thonack	19 A. Maple Ln.	Brielle	NJ	08730
3764	Greater New York		Charles R. Burkins	67 Overbrook Dr.	Freehold	NJ	07728
4406	Greater New York		Joseph A. Birch	PO Box 268	Summitt	NJ	07901

## Understanding the Rules

to protest. Assume you *intend* to protest.

First, you must comply with Rule 68.2, and, only if an Appendix 3 Penalty System is used or the sailing instructions so require, also hail your *intent* to protest. It would seem to be good sportsmanship always to hail, rule or not! You need not follow through with a formal protest. But suppose you do.

Rule 68.9 does not allow a written protest to be withdrawn so some action involving the parties to the incident and the jury must take place.

That is why Rule 68.4 now requires the protestor "to try" to inform the protestee the written protest will be filed so they can make themselves available to the impending "inquiry." *This requirement should not be confused with any required hail on the course!* Assume for a moment that it was a contact foul with no alternate penalty or withdrawal. Rule 33.2(b) requires a protest, so one may argue that a hail on the course satisfies Rule 68.4. But because 33.2(b) can require a protest, it doesn't mean it will happen (as we've all seen, many times).

While discussing Rule 68.9 let's examine "prior to the hearing." Previously I used "inquiry" to describe

an impending event. A protest "inquiry" consists of a pre-hearing, hearing, and post-hearing (decision). The hearing is only that part of the inquiry in which evidence is presented. Prior to the beginning of the "hearing" portion of the inquiry, one may withdraw without being DQ'd unless the sailing instructions prohibit it. Rule 33.1 requires "a yacht which realizes" to withdraw promptly or exonerate, and when realization occurs is hard to prove. Many times it doesn't happen until on shore with examination of the rule book, written protest, or observations of others. Therefore the rules provide for the honorable withdrawal vs. the stigma of a DQ.

MY ADDRESS LABEL IS NOT CORRECT

My correct name and address follows:

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

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