

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXXI NUMBER 4, JULY/AUGUST 1989



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Scots n' Water

COVER: Ira Cohen and crew on a spinnaker run at the 1989 Mid Winters. (Ed Eubanks photo)

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Scots n' Water

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FSSA FEEDBACK

Several issues back we started with the idea of participation ideas for everyone to respond to. Since then, response has been slow, but it is starting to trickle in. Hopefully, these responses and the fact that sailing season is in full swing for everyone will get more people to send in their thoughts and pictures.

Before we get into the responses, here are the topics for this issue on which we would like you to respond. "As a racing sailor, what is the one mistake you keep making over and over or the one area you need to improve most?" Remember that the boat that wins is the one that makes the fewest mistakes, not the one that does everything right. Second is a question meant for some antagonistic fun. "What is your favorite crew (for skippers) story or (for everyone who crews) what is your favorite skipper story?" We will accept anonymous submissions on this category.

I expect to fill an entire issue with responses so stop reading for ten minutes and find a piece of paper to jot down your ideas for these and other past questions.

Suzie Knight

I must say that the most memorable racing experience is when I was racing on Lake Carlyle with my dad when a small tornado popped by. Boats were capsized right and left and the sky was black. As I lowered the main the whole thing flew behind us into the water. The thing is we were a leg ahead of the pack when the darn race was called.

As far as the best regatta goes, I feel it is a toss up between the "Glow in the Dark" and the "Midwinters. I eat and am merry at both (and oh yes, there is darn good competition too). I met one of the neatest guys at this Midwinters. These are great ways to meet people and to start and renew friendships. Yet no one regatta can say it all. My philosophy is go to as many regattas as possible (not easy living in the Midwest) and have fun.

Not forgetting the boat name contest, I feel our temporary name at the Midwinters tops the cake with "Team Beer Belly". It originated with a number of items: me always eating Jelly Bellies,



John Beery graphics his sloop.

our consumption of beer that week, and our crew weight over 600 pounds. We were dad, Gerri Poali (a Carlyle lightning sailor) and me.

Editor: Suzie has sailed for years with her dad, Bernie, in all levels of competition. Last year they reversed positions on the boat as Bernie crewed for her at the Junior NAC. I am really looking forward to their responses to this issue's question. While graduating to the senior division this year, I always look forward to the enthusiasm of junior sailors like Suzie who will hopefully stay with the class and be the leaders in the years to come. From the spirit of youth in the class now hear from one of the class fathers. Ralph has been responsible for much of the East Coast growth having been the top sales people for Douglass Boats many years.

Ralph Manee

Our name, Manee is pronounced the same as you'd say harmony. Thus our boat name is "Harmanee" FS 4488. We arrived at this name because we do not yell, blame or argue as skipper or crew so it seemed both fitting and humorous to name our Scot "Harmanee".

We have sailed 13 new Scots beginning with #386 twenty-six years ago. All 13 boats have been named "Harmanee" and we have stayed in harmony with our boat, class, many Scot customers and most importantly ourselves. We have

both enjoyed a full life of sailing in "Harmanee".

John Beery

For a boat name there was no second choice. "We come on the Sloop John B., My grandfather and me. Around Nassau town we did roam." The Sloop John B also gets a good grade for graphics.

My choice for the best regatta goes to the 30th Anniversary at Cowan Lake. We went there expecting hot, humid, and light and variable. The rest is history. It was a great time, a well run regatta by Fleet One, and all the people were great.

For a boat tip, I suggest to get rid of the factory rigged "safety line" and double up with a good stern line. It's always there when you need it and you can use it for lashing down the mast when trailering.

Mark McCormack

For a boat with an interesting name, I submit number 3465, Fitzgerald. What other last name would you give to a boat with the first and middle names of Flying Scot? Puns make great boat names. Unfortunately I've been accused of sailing it like the Edmund Fitzgerald.

Keep those feedback ideas and responses coming!

IN THIS ISSUE

This month we will take a look at taming the spinnaker on the Flying Scot. This is probably the single most feared part of sailing for the beginning sailors and yet when handled right it is one of the most rewarding in performance. We'll look at ideas in rigging and Harry Carpenter will take us around the course on just how he and his wife Karen handle the spinnaker.

I received a lot of comments on Dave Solomon's article on sunglasses in the March issue and hope that everyone will read his report on the sun and your skin in this issue. If anyone else has comments along the medical and health lines in sailing I would like to hear from you. These articles seem to have an appreciative audience in Scots n' Water.

This seems to be the year for USYRU and while the SID proposal is dead, maybe the controversy breathed new life into many racing sailors as membership is up considerably. Maybe it's just the new rule book which every racing sailor should have by now. Hal Walker represented the Flying Scots at the Spring Meeting in Chicago and as a long time

activist in USYRU elaborates on their role in not only the racing fraternity but all of sailing.

As the sailing season goes on I would like to hear from every FSSA member on questions, comments or adventures of sailing the Flying Scot. This is your class and your magazine. If you don't contribute, then don't expect to get a whole lot from it. If I wanted you to read all my thoughts on sailing I'd write a book and possibly make money. I want to publish what you want to read. Support Scots n' Water by contributing.

Last month we read Al Rees' thoughts on planing hulls and displacement hulls. This brought some more thoughts and stories from Al. "Here are a couple of terms for big boats: Sea RV and dreadnought. At a regatta a year or so ago a roving TV reporter was interviewing some of the PHRF skippers and also some one-design sailors. One of the latter was asked to compare the two categories and responded that his planing hull was more like a sports car and the big "sleeps six" cruiser like a Greyhound bus. Subsequently I was asked if that was a

fair comparison. To me it seemed insulting to call them buses. I thought that it was more like racing RV's." I hope we can look forward to lots more thoughts from Al in the future.

In the last issue of Scots n' Water I talked with Eric Ammann and we discussed problems with water access and costs. In the May newsletter for Fleet 27, Bob Murdock filed an account of their annual cruise from New Bern to Oriental on the Neuse River. This fine tradition could be coming to an end because the government is trying to declare the Neuse River a practice range for flying their jets close to the water in an effort to go undetected by signals coming from 60 towers that will be built along the shores of the Neuse. The river has been declared a zero-elevation zone, meaning that jets will be allowed to fly as close to the water as they can. Also, there are plans to extend the bombing range and install a Harrier base within a few miles of Oriental.

This is in an area that Bob refers to as

(Continued on page 6)



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Continued from page 5)

"almost heaven" for sailing and where he and his wife, Beverly have annually cruised for the last nine years. If you would like more information about these plans and their effects on the Neuse and the Sound, contact Bob (he's the FSSA Measurer). There is an organized effort called "Home on the Range" to stop all this.

Finally, from Scotscripts, the fleet 118 newsletter, I found this:

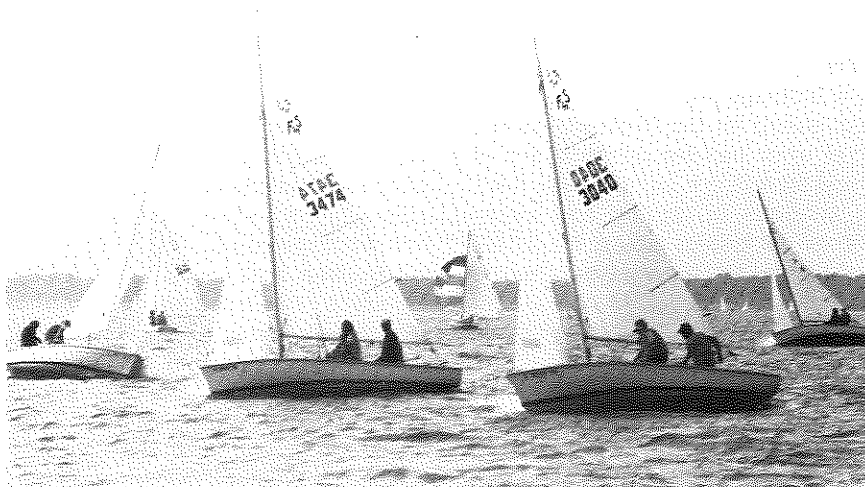
REQUIREMENTS FOR SINGLE HANDING A FLYING SCOT

1. **Skipper Weight:** about 400 pounds.
2. **Height:** tall enough to see the protest flag of an adjacent boat.
3. **Prosthetic devices:** two extra arms and legs.
4. **Intelligence:** optional.
5. **Boat rigging:** all lines must be lead to the tiller and tied together.
6. **Wind Speeds:**
 - 0-5 mph: possible
 - 5-10 mph: must have rubber neck.
 - 10-15 mph: insurance paid?
 - 15+ mph: are you crazy?

WHEN DISASTER STRIKES WILL YOU BE READY?

Every so often a disaster helps remind us that there are many dangers in sailing, and not just in small boats. Having gone overboard once in nasty conditions and sailing often with kids has taught me to respect my life jacket. I am always appalled at the failure of sailing crews to wear life jackets. For me it is the first layer I put on when things get cool or nasty.

During a large keel boat regatta occurring during the Great 48 regatta at Lake Norman this spring, several people drowned when wind gusts up to 70 mph hit the keel boat fleet just off LNYC. Fortunately the Scots were not out on the water at the time it hit but they could have been. Whenever a disaster like this occurs the best we can hope is that we will all learn a little bit from it. Take a few minutes to check that safety gear on your boat and make sure everyone knows where everything is when you go sailing. Also, remember that the first safety precaution you should take is for you and your crew to put on life jackets.



Berkel's and Gerrity's work the beat in Challenger Division.

INVITATION TO SAIL THE 1989 NORTH AMERICANS

Oswego, on Lake Ontario is the site of the 1989 NAC. Fleet 159 and the Oswego Yacht Club want to invite everyone to visit us. Make this a vacation as well as a regatta. Enjoy the local attractions and those enroute through Central New York.

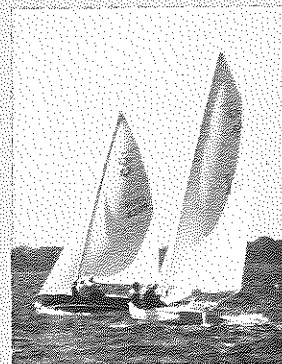
IN OSWEGO: Fort Ontario Historic Site
Niagara Mohawk Energy Center
Richardson Bates Historic Home
H. Lee White Maritime Museum

IN CENTRAL NEW YORK: Winery Tours - NYS Wine
Niagara Falls - A Natural Wonder
Thousand Island Region

89 FLYING SCOT NORTH AMERICAN CHAMPIONSHIPS

SCHEDULE OF EVENTS

Fri.	July 14	1200-1700	Junior NAC Registration and Measuring
Sat.	July 15	1200-1700	NAC and Junior NAC Registration and Measuring
Sun.	July 16	0900	Junior NAC Competitors Meeting
		1000	Junior NAC Races 1, 2 & 3
		1200-1700	NAC Registration and Measuring
		1800	Welcome Party & Junior NAC Awards - Oswego YC
Mon.	July 17	0900	NAC Competitors Meeting
		1000	NAC Qualifying Races 1 & 2
		1900	Barbeque on the Lakeshore at SUNYCO
Tues.	July 18	1000	NAC Qualifying Race 3
			Annual Meeting (directly after racing)
Wed.	July 19	0900	NAC Competitors Meeting
		1000	NAC Races 1 & 2
		1900	Annual Dinner, SUNYCO, Hewitt Union
Thur.	July 20	1000	NAC Races 3 & 4
		1900	NY Strip Steak Dinner - Oswego Yacht Club
Fri.	July 21	1000	NAC Race 5
			Lunch and Awards Party - following scoring



HOUSING

Housing has been arranged for competitors at The State University College at Oswego. Their campus is on the lake shore less than 1 mile west of our sailing facility. It is a beautiful location and is offered at very reasonable rates. The Dormitory housing facilities are convenient, comfortable and offer ideal locations for informal gatherings and the renewal of friendship. See the housing form on next page.

Motels:

The Sheldon Inn, Oswego (On Campus), Call Joanne Kraus, SUNYCO Conference Office (315) 341-4139
The Captains Quarters Hotel, Oswego - (315) 342-4040

Camping:

Sunset Trailer Park, Oswego (315) 343-9093 (no tenting)
Fair Haven State Park (20 miles) - (315) 947-5205

Charters:

A limited number of boats are available.
Contact Bill Elkins, 203 Scott Ave., Syracuse, NY 13224, (315) 446-8362

Help Us:

Please register early. Take advantage of the reduced registration fee and receive a map and details on the regatta, the accommodations, the social events and more.

Contact:

Chris Rotunno, Rd 7 Box 74A, Oswego, NY 13126, (315) 342-4376

Note: The JR NAC has been scheduled as a one day event (Sunday, July 16) to allow extra driving time for distant travelers. We hope many boats will take advantage of this schedule and include the JR NAC in their plans.

Taming The Spinnaker

ir

This month we will look at sailing with the spinnaker. This can be the most dreaded of experiences for beginner sailors yet when properly handled, the spinnaker can add a whole new perspective to enjoying a sail. One of the great thrills of racing a Flying Scot is that a husband and wife crew can handle the boat with the spinnaker. This adds both skill and thrill to the racing. It can also add frustration.

F

The spinnaker is not really quite the monster it seems to be at first. It's a sail that takes more practice in handling and getting used to. If you don't try to fly one, you'll never learn how to fly one. If you don't know the basics of handling it before you try flying it, your first attempts will not be easy.

First we'll look at the basic rigging of the sail. One of the big problems we learn right away is the use of multiple names and terminology for the same thing. The spinnaker itself may be called by several names, including chute and kite. Fortunately there is only one halyard because the lower lines go by such names as the guy, sheet and trims. Color coding the lines makes it easier, it's either the red line or the green line. Officially, the guy is the line that goes through the pole to the windward end of the sail. The sheet is the line that goes to the aft end of the sail. The confusion comes that when the sail is gybed, the guy becomes the sheet and the sheet becomes the guy. It's not really that confusing but we like to make it so.

D

The spinnaker pole serves several purposes. First it creates a fixed point for the tack (forward lower corner of the sail).



The tension between the tack and the head (top of the sail), just as in the main and jib, controls the location of draft in the sail. If you raise the pole it flattens the entry of the sail while if you lower the pole, it moves the draft forward. We'll discuss sail trim later. The second purpose of the pole is to project the sail away from the rest of the rig so it is in clean air. Two theories here are to keep it perpendicular to the mast or perpendicular to the forestay when tight reaching. The pole should always be carried perpendicular to the wind. Another way to think of it is as an extension of the boom. With these basic principles in mind lets look at some of the typical rigging techniques used on Flying Scots.

Starting with the halyard, there are several schools of thought. Sandy originally designed the Scot with a fitting or fairlead on the mast that created friction. The thought here is that it is just enough friction that it does not effect raising the sail yet coming down the sail must be pulled slightly so it does not coming running down. Some sailors like this friction and others do not. Those who do not attach a block to this fairlead for the halyard. The next decision is to use a single or

double ended halyard. A double ended halyard has an advantage in that a clip can be lead to each chainplate and then the sail can set from either side of the boat easier. This is so it can be positioned for a leeward set (from behind the jib). Many boats today seem to prefer a single halyard which comes down to the base of the mast and cleats. Another common variation is to lead the halyard through the deck and back the centerboard truck to a cleat. This is common on double handed boats where the skipper raises the spinnaker while the crew flies it.

The best rule of thumb is to never make a rigging change without consulting with the crew and possibly sailing on a boat (don't be afraid to ask) that uses the method you are interested in. What's right for someone else may not be right for you.

Another good idea is to have a swivel on the snap of the spinnaker halyard. With some luck, this will help any twists to blow out. Mark your halyard at the cleat with a marker so you know when it is all the way up. This serves two pur-

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Consistently Out Front



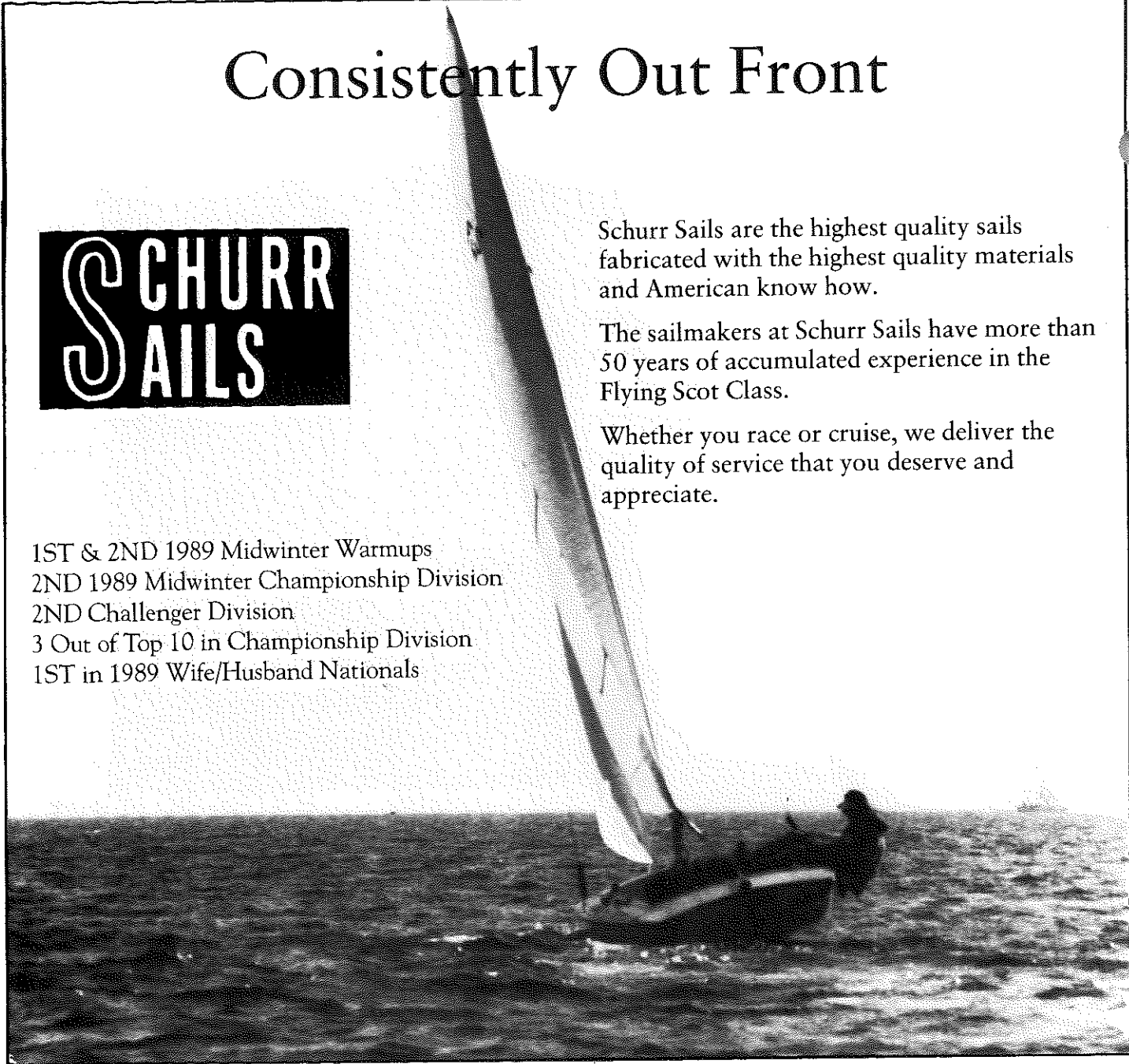
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Taming the Spinnaker

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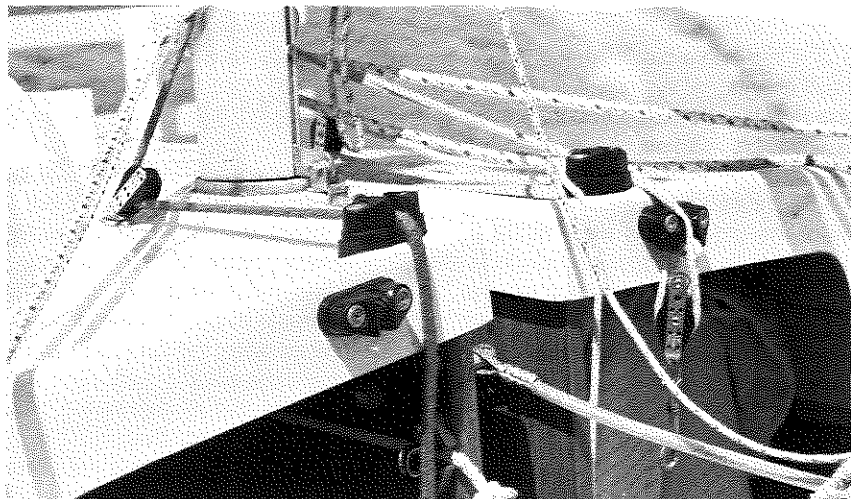
poses. First, you'll know that it went up and possibly didn't snag on something. Second once it's up, you'll want to ease it 6 to 10 inches and this is the best reference.

Always check your halyard to make sure there is no wrap around the forestay or shroud when you rig it. I have found from experience that it may not necessarily stop the sail from going up as much as from coming down.

The halyard, guy and sheet should be of a pre-stretched Dacron line. Someone looking for a go fast can buy tapered kevlar line for the sheets. You want as little stretch as possible in the line, especially in the guy. On a tight reach when the pole is close to the forestay, you can see the guy stretch even on the best Dacron lines. One way to minimize this stretch is to place a cleat behind the chainplate hook or guy hook and shorten the total length of the guy from the pole end to the cleat. The second way is to buy kevlar lines which are more expensive and wear out much easier. The wear is due mostly to two reasons, sharp turns and points of friction. A sharp turn may be defined as a 180 degree turn in a small block. Because there is so little stretch in kevlar, the difference between the inside and outside circumference of the line going around a small block can be great enough to cause damage to the line. Using big blocks and small turns helps to solve this problem. One sailor told me of wearing out a kevlar line in one race because as he trimmed the line it kept slipping out of the sheave and over the side of the block. You have to think of kevlar as being wire.

Tie your sheets to the sail for the best and lightest results. From the sail, the guy then goes down through a chainplate hook or other deck mounted hook. The standard chainplate hook works fine but a plastic retainer taped over it helps to keep lines in that you want in and lines out that you do not want in the hook. A popular alternative is a Nicro hook that mounts through the deck. Being lower to the deck, it can give you an easier lead to the forward guy cleat if you choose to use one. Otherwise, the guy is lead aft to a turning point and eventually to a cleat.

A caution for anyone thinking about the forward guy cleat, the angle of attack into the cleat is very critical to make sure it holds. Also, to use this method the forward crew must have the strength to trim



The tabernacle cleating console is a central location from which to lead Cunningham's pole lift and down haul and a spare cleat for spinnaker. Photo by Paul Nickerson

the line with no purchase or help from the skipper. If the line is lead aft, the skipper or second crew can help plus you can get 2-1 purchase by sweating the line.

The aft turning mechanism for the guy and sheet varies greatly. Standard from the factory has been a fairlead with sufficient diameter to be used direct. Alternatives include shackling a variety of blocks to this or going to an internal system at that point. One nice block system which I use is a Harken mini ratchet. At one point the only place to get these was through Douglass Boats because Harry Carpenter had them custom made with port and starboard ratchet slides. We'll discuss the internal systems in a moment.

From the turning point the guy is lead forward in another variety of ways. Most boats use some form of a mid-boat block and then a cleat. Some sailors put a ratchet block in here instead of the aft turning point. One common system is to place or tie the spinnaker block next to or behind the jib block if used on the wood mount. I don't use the jib turning block and just have the spinnaker block in its place. Harry Carpenter uses a nice system which has a pivoting Harken mini-block attached through the top of his jib block by putting the bolt through the turning post of the mini-block, then through the normal position in the jib block. This system allows the spinnaker block to pivot by being raised off the deck so you always have a proper feed through the sheave.

From this block the line is then lead

across an open cam cleat so the guy can be cleated. The sheet is the same except the line goes straight from the sail to the aft turning point. Also, the sheet should never be cleated as it is continuously played by the trimmer.

One variation I use on the sheeting system is to add a cam cleat on the aft coaming on either side of the tiller. This way when I as skipper am handling the lines, which is typically only during a gybe, I can place the guy in the cleat while I dive for another line or whatever. The angle is such that when the crew comes back after jibing the pole and takes the spinnaker sheet, it easily pops out of the aft cleat. If it's blowing hard I'll hold the guy while it's popped out because otherwise about one extra foot of line is let out which may be difficult to get back in.

One of the more popular go fasts is internal spinnaker sheeting. Actually the term "go fast" is very misleading because most go fasts do not make you go any faster, they just change the way things are handled. With internal sheeting, the aft turning point is a thru-deck block that takes the line under the deck, through a series of blocks and back out on the back of the seat or the front lip. Usually somewhere in this system is a ratchet block which can be reached (such as under the seat). There are many different systems used and again if this is what you want, try it before you buy it. I seem to see new systems every year. The

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Taming the Spinnaker

(Continued from page 9)

main advantage is it helps to clear the deck of a line and a block. If you decide to install an internal system, it is very important that you be careful about cutting away any foam flotation.

The spinnaker pole is limited in length by FSSA rules to seven feet. While many of the older poles were made of wood, today's poles are usually aluminum. The main difference you will find in poles is the type of end fittings used. These vary mostly in the speed or efficiency of getting lines and rings in and out. All poles are designed to lock the line in so it doesn't slip out accidentally. Therefore you have to trip the piston or locking system to remove the line or ring. Most modern pole ends have a spring loaded end that you can slip the line in without having to trip it open. On some of the older fittings you had to hold the piston open while you put the line in.

The pole lift is the line that supports the spinnaker pole. Some poles may have a bridle, two wire cables from either end of the pole that join at a ring in the middle. More typical on the Flying Scot is an eye strap mounted directly to the middle of the pole. We don't use a downhaul on the Flying Scot spinnaker pole so don't go to this expense if purchasing a pole kit. The pole lift can be rigged through the mast fitting like the halyard or with a block. Once down the mast it can be tied direct to a cleat or, as often seen, taken through a turning block on the deck to a cam cleat on the coaming. The fanciest system you will find on the lift is to run it through the deck and back along the centerboard trunk. Here it can be trimmed from further back in the boat which is where the crew tends to sit on spinnaker legs. Some sailors have gone to a 2-1 purchase for a finer adjustment. The easiest way to do this is to add a bullet block to the end of a shortened lift line, and then run the trim line up through the block and then dead end it to an eye-strap on the mast.

One innovation we see on more Scots every year is an elasticized downhaul system on the pole lift. I call this a downhaul but it really isn't. It is more of a preventer system. What it involves is a line that starts at the lift hook and goes down to a block on the deck. This line is then tied to shock cord which runs to a block near the bow and back to the mast or more. There are several basic purposes for this system. First, the line from the

hook through the first block is of just sufficient length to allow the pole to be trimmed in all positions. After that, it becomes a preventer to keep the pole from skying.

The shock cord is used to keep constant tension on the system without being so great that it hinders handling. This tension helps to hold the pole lift line to the mast when not in use and when the pole is set, it helps to hold the pole forward when the spinnaker is being hoisted and the guy trimmed. The secret to success of this system is the proper shockcord length and stretch.

This type of system has even taken a through deck look where the first block takes it under the deck where all the shock cord is kept out of sight. The biggest disadvantage is that it does provide some clutter and another place for

things to get tangled or snagged. Talk to a local fleet member who uses this type of system to see if you really want it. It's not for everyone and it is by no means necessary.

One last part of the spinnaker rigging is the pole ring where it attaches to the mast. Typically this ring is on a car that slides on a mast track to several positions, determined by holes in the track. The higher the winds, the higher the pole should be while keeping it perpendicular to the mast or forestay.

Remember, no matter how your spinnaker is rigged, if you don't know how to use it and you don't practice with it, adding something new and fancy won't help. Use and understand the basics and then as your skills improve, make the changes you see will work for you.

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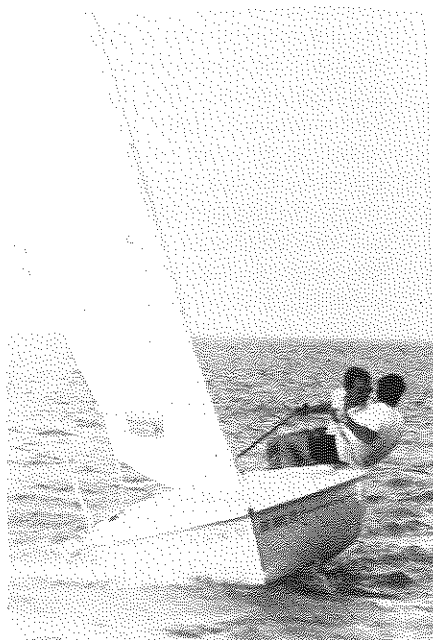
USYRU and the FSSA

Hallam Walker, FS 171

I recently represented the FSSA at the USYRU annual meeting in Chicago, voting for us at the One-Design Class Council meetings. Attendance at these meetings always reinforces my impression that the USYRU is a service organization manned basically by volunteers who make our sport function. The governing body of yacht racing is indeed the whole body of U.S. sailors who make their ideas known through their representatives. On my return I was not happy to read the letter from John Barnes to the ODCC, which appeared in Scots n' Water. I want to reply to some of John's questions and to correct some misconceptions often held about USYRU. I frankly would not want his letter to shape the stance of FSSA or its individual members toward USYRU. The Flying Scot is one of the country's largest and most successful classes, recognized as such by the ODCC and USYRU. We are leaders in the field and have some responsibility to the whole sailing community, and that and that means working through the national governing body.

John Barnes first questions the whole sail button revenue scheme, and I can report that general sentiment at the meeting was against the SID. This report was killed and it was voted to explore how to implement universal support through hull stickers by all racers who use the national rules system. The concept of universal support is accepted, but now we need to find the means of getting grass-roots support, widespread funding in small amounts from all participants who benefit from the governing body's work. USYRU solicits input on how to do this.

John's letter then asks the basic question, what's in it for me? What is the nature and role of this organization, and what is my part in it? He continues with questions about the financial efficiency of USYRU and about the current sources of funds. He asks about limiting the func-



tions of USYRU to reduce needs for funds. Answers to all these are not hard to come up with. I hope FSSA members will consider them.

First, the question about what USYRU does for the individual. Like the racing rules, the organizing body exists to make our sport safe, fair, and fun. Rules are designed first to prevent collisions; USYRU is designed to promote water safety. Standards for vessels are created and enforced, studies of rescue techniques are made, Safety at Sea Seminars are held, but at the most basic level of sailing, safety is built into beginners training. USYRU and the American Red Cross have just issued a joint training course on sailing/water safety. A board sailing book is on the way soon. The successful campaign to remove overhead wires near boat areas is spearheaded by USYRU. It is watchdog over marine gas tax funds that the current ad-

ministration want to divert from legally designated water safety programs. To make our amateur sport fair and sportsmanlike there exists the whole system of rules, race management, judges and appeals on several levels. Our enjoyment of the sport is enhanced by national competitions with local ladders, the information is excellent publications, and our vicarious thrill at Olympic medals won through USYRU organization of the team. All these things make me feel good about being part of USYRU.

The ideas of the individual member do not go unnoticed by the committees which do the leg work. I voted your will at the ODCC meeting. The Rules Committee requests and acts upon ideas from all quarters about clarification and revision of the rules. USYRU is not the blue blazer-clad monolith of the popular fancy, remote from members and issuing edicts from on high.

Is the organization lean and efficient in operation? Are its rents and salaries too high? Is its empire building? Please see Executive Director John Bonds' breakdown of the budget in the January issue of American Sailor (a publication well worth reading and part of your membership benefits). The management is tight and imaginative. Can't clubs, associations and classes carry more of the burden? The higher costs would be passed on down to the individual, so that is no quick fix. We can't let somebody else pay. Are commercial sources of funds being used? Definitely yes, as USYRU works to exploit this important area and make it profitable for companies to underwrite sailing. With this goes the problem of controlling advertising in amateur events, a problem addressed in the new Rule Book appendices. The whole question of professionalism and its relation to the Olympics is a thorny one for USYRU.

John Barnes finally envisions a simple

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USYRU & the FSSA

(Continued from page 11)

role for USYRU, with functions much like those of the original NAYRU. The organization has always done these basic things as a union of racing groups, as a promulgator of rules etc., and as an organizer of national competitions. I hope that I have shown that turning back the clock is no way to go. The phenomenal growth of water sports alone, with attendant hazards, plus commercial interest, professional sailing, etc. cannot permit shrinking roles for USYRU.

I hope I have enlarged your views of USYRU. You can feel as a sailor that you are part of the big picture, not just sailing around your pond in isolation. You can have a say in issues of importance to us all. Get your new rule book for the coming four years by becoming an individual member of USYRU. The trial membership is only \$25, and you will spend \$10 as a non-member for a rule book. Get the American Sailor, year book, and appeals decisions at a bargain rate. You will feel good in pulling your weight in the boat we are all in.

Early Morning Sailing

Lee Currin, FS 4131

In the strange time, that time between first light and real daylight, I took my sails down to the Scot. Setting sail in near dark, I sailed out the short canal into a seven knot breeze. The Gowan was calm despite the breeze. The boat heeled over and quietly made for the other shore. In the near silence the waking calls of the osprey could be heard. As the light lost its grayness and took on a warm red, the osprey took wing. As they climbed, the first white light of day catches their silver wings. Juxtaposed against the still

pink sails of the boat the birds call to the new day. Then the big red ball raised itself above the pines and eternity continued.

I have always regretted my inability to place those rare times when nature takes my soul into words. At this moment my life seemed as rich as was humanly possible. To see the physics of light playing on the richness of life, is to give one a different perspective. I only wish that all my sailing friends could have been there with me.

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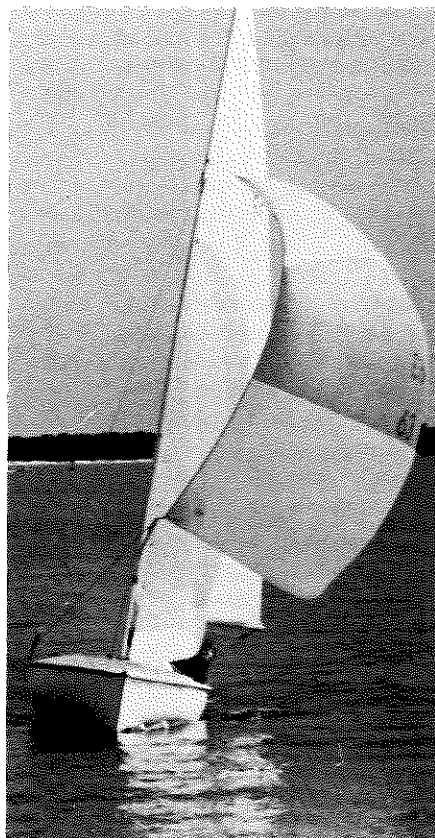
Spinnaker Handling

Not for "Blue Eyes" Only

Harry Carpenter, FS 4019

If your crew is like my wife, Karen, they probably consider the spinnaker an invention created to spoil the pleasant sport of sailing. In one of the first races Karen and I sailed together on Deep Creek, we were planing along on a broad reach under spinnaker quickly approaching the point where we had to gybe for the leeward mark. After we had gybed and were settled back on a course for the leeward mark, Karen turned and said "My mouth is so dry, I could spit sparks". At that point, I realized that what was a thrilling plane for me wasn't any fun at all for my wife. I learned that she wasn't happy about having a spinnaker and had little interest in flying it. To get around this, we developed a system that allows me to trim the spinnaker and steer the boat while she plays the main and jib and makes all the adjustments to the pole, board, vang etc. Since then, through practice and experience, Karen is more at ease with the spinnaker. She has even gone so far as to try flying it on tight reaches when I can't see it. Our system is rather unorthodox, but it may help if your crew feels the same way about the spinnaker as Karen did in the beginning.

We have the boat set up with ratchets shackled to the spinnaker fairlead and a small turning block fastened to the aft part of the jib ratchet. The ratchet helps me hold the spinnaker on the reaches because I can only trim with one hand while I steer with the other. The halyard is double ended and is extra long so that



I can hook it under the chainplate hook and then bring it into the boat and attach it to the head of the spinnaker. Pam Schurr showed me a neat trick when she crewed for me last April. She snaps the lazy end of the halyard to the top/aft cross bar in the halyard winch to keep it close to the mast. This makes it easy to get the spinnaker in on that side. We have plastic clips over the chainplate hooks to prevent the guy from unhooking and the sheet from becoming hooked inadvertently.

When we set the boat up before the start, (assuming we are sailing an Olympic course with marks to port) we have the spinnaker on the floor on the port side with the sheets and halyard attached. We pull extra slack in from the starboard sheet to aid in setting the pole while close hauled on the starboard layline. This way, if the skipper is sitting on the guy when the crew is trying to push the pole out, there is slack coming from the spinnaker end. We also set the pole before the start to be sure it is level and that the slide is at the proper height for the conditions.

I try no to get on the starboard layline more than 25 to 30 yards from the mark. Quite often I find myself near the port layline. As a result of this, we seldom get the pole up before we round. The only thing we make sure we do before we round is to ease the boom vang. This is the most important adjustment to remember. If the pole hasn't been set

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Spinnaker Handling

(Continued from page 13)

before the rounding, Karen puts it up right after we round. I pull the board and check our position in relation to the boats ahead and behind. Many times you find someone with their head in the bilge who is ripe to be passed by going up a little before you set the chute. Karen unhooks the leeward spinnaker halyard from the chainplate hook and hauls on the windward halyard to hoist. When the spinnaker is all the way up, she pushes the pole forward while I trim the guy. We generally leave 6 - 8 inches of the halyard between the head of the spinnaker and the mast. I cleat the guy and sit on the windward deck where I can see the luff of the spinnaker. Karen releases the cunningham, eases the outhaul and brings the jib sheet with her to the high side. She sits just forward of me and plays the main and jib. She also helps me adjust the guy. While flying the spinnaker, I can't be looking around much so Karen also keeps her eye on the competition and watches for puffs.

As we approach the gybe mark, I try to work my way up a little so that I can square off and sail almost dead down wind for the gybe. Karen unhooks the guy from the chainplate hook and unhooks the pole from the mast and the guy leaving it to dangle from the topping lift. I try to keep the spinnaker full and shift it toward the starboard side. As the main comes over, I give a little tug on the mainsheet to help keep the mainsheet from getting fouled on the rudder head. Karen get the new guy hooked under the port chainplate hook and brings the pole through clipping it to the new guy and then to the mast.

Quite often, we approach the gybe mark with a pack of boats and are unable to square before we gybe. If we are going to turn from a close reach on starboard to a close reach on port, we will do

everything as described above except I will let the spinnaker luff until Karen has the pole snapped onto the mast. Most crews are not strong enough to push the pole out with the spinnaker full on a reach. I mark the sheets so I can cleat the guy where the pole will almost be against the forestay and then ease the sheet to allow the spinnaker to luff. I am also watching to be sure we are sailing higher than any other boats behind us as we round. Once the pole is set, I can trim the sheet and fill the spinnaker. Karen takes her place on the weather deck and plays the jib and main sheets.

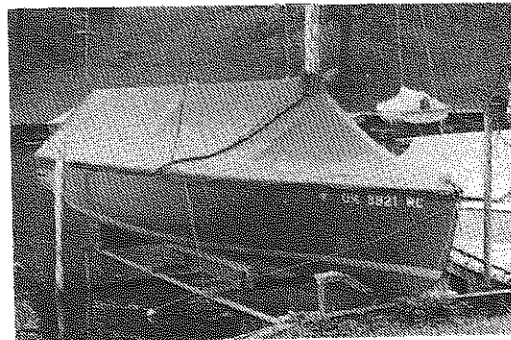
As we approach the leeward mark, Karen begins to set the boat up for the windward leg by pulling the outhaul and making any other necessary rig adjustments. I believe in getting the spinnaker down in plenty of time to be sure we are ready to round the mark and go upwind. The little distance you lose with an early take-down is easily surpassed by what you gain with a good rounding. We start the windward take-down by getting the pole in first. Then Karen pulls the guy in until she has the corner of the spinnaker and then casts off the halyard. The spinnaker will luff like a flag and fall onto the foredeck. In order to keep the spinnaker from getting fouled with the jib sheet, Karen puts the part of the jib sheet that is between the clew of the jib and the jib fairlead block behind her. She pulls the spinnaker in on the floor and hooks the halyard under the chainplate hook. She also pulls some slack in from the starboard sheet to make setting the pole at the windward mark easier. As the skipper, I stand with the tiller between my legs and help get the spinnaker around to windward where Karen can reach it. When she casts off the halyard, I pull on the sheet to keep the spinnaker or spinnaker sheet from dropping over the bow.

After the spinnaker is down on the foredeck, I feed slack into the sheet so Karen can get the sail in on the floor and pull some extra slack in the sheet. I lower the board while she is stowing the sail. We try to round wide on the near side of the mark and come up close on the far side trimming main and jib together to gain as much speed as possible.

As we approach the weather mark, I look at what kind of angle we will be sailing on the next downwind leg. If the wind has shifted, the downwind leg will be a reach. If we will have to gybe immediately after rounding, we usually do a windward set rather than a gybe set. After we have gybed, we will sail directly down wind while Karen hoists the spinnaker. I pull on the sheet to get the spinnaker around the forestay. Once the spinnaker fills, I head back up on course for the leeward mark while Karen sets the pole. This seems much easier for a two person crew than the gybe set.

The real key to success on the downwind legs is practice. You and your crew have to be working together and know what to do without thinking about it. This is especially true in breezy conditions. You need to be able to react without thinking. This only comes with experience and practice. Too many times new sailors look to expensive rigging for the solutions to problems that can only be solved through practice. You and your crew should settle on a rigging system that is comfortable for you and get to work. Start in lighter air (8-10 mph) and work your way up into the heavier winds. You should try to recognize the limitations of you and your crew and stay within them. It is much better to sail an entire race without the spinnaker and finish in a lower position than to capsize with the

(Continued on page 16)



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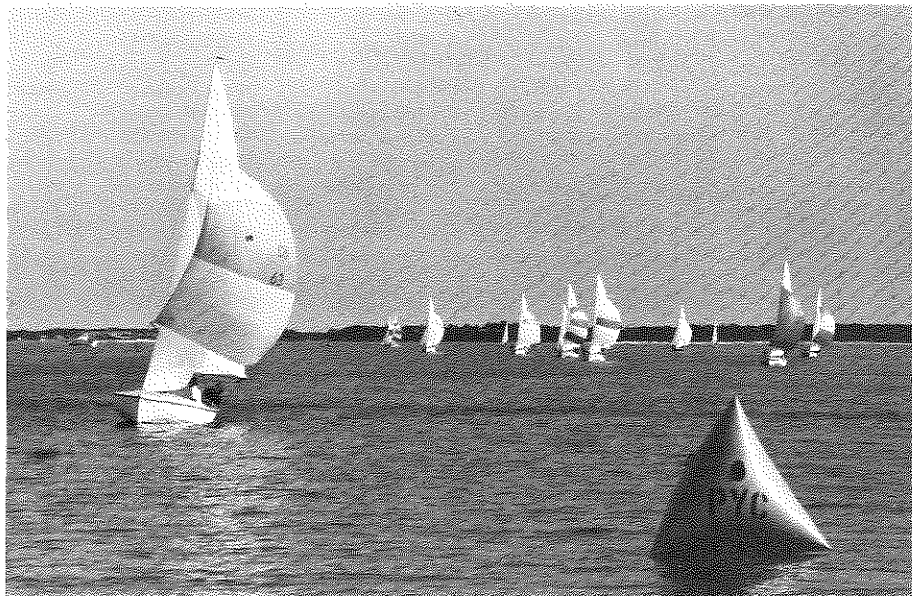


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SPINNAKER FUNDAMENTALS



We have just gone around the race course with Harry and Karen Carpenter and seen how they handle the spinnaker legs. Unless you're a national champion, you may have a lot of questions on some of the things Harry discussed. Let's now take a step back and look at the fundamentals of spinnaker handling.

The Leeward Set

This is considered by most sailors to be the simplest way to hoist the spinnaker. In the case of the Scot it goes up from inside the cockpit, behind the jib. Hence it is to leeward of the other sails and somewhat protected from premature filling. As the sail is raised with the halyard, the guy is trimmed to the lip of the pole which should be kept forward against the forestay. The pole is typically preset before hoisting and should be in its final position for height. When the halyard reaches the top, the guy is trimmed back and the sail should start to fill. The sheet is trimmed and you're off with just some fine tuning of the sails to go. It always helps to visualize the trim before you hoist so you're not fighting with the pole and trim, looking for the wind as the sail collapses.

The Windward Set

If you could get by with always doing a leeward set, sailing with the spinnaker might be too easy. Most crews will take down the spinnaker always in anticipation of doing a leeward set from the side it comes down. Repacking the spinnaker

and getting the lines around the boat can be very disruptive while sailing to windward. There are also going to be times when that perfect planning is ruined by a major shift. Therefore, in every sailor's repertoire of spinnaker moves there needs the ability to do a windward set.

As the name implies, in this case the sail goes up on the windward side of the boat. The main problem here is that it must get out and around the jib before it can fill and sail properly. If it gets wrapped in the jib, you could have problems.

There are two basic types of windward sets. The first involves the crew carefully carrying the spinnaker up to the bow and throwing it out around the forestay while the halyard is quickly hoisted. Remember that you do not want your crew on the bow for long so everything should be preset before the throw. This is where it helps to mark the sheets for certain points of sail. The guy should be set so the sheet can be trimmed and with any luck the spinnaker may start to fill with air while the crew scrambles back in the cockpit and attaches the pole.

With a lot of practice you can do a windward set without sending the crew to the bow. The secret here is to have the foot of the sail packed loose so that you can pull the sheet around the forestay before the hoist to help avoid the wrap inside the jib.

Both of these maneuvers require precise teamwork and accurate trimming to get the sail around the rig and out of trou-

ble. They are also done best on a run.

Successful spinnaker legs require planning before the spinnaker is hoisted. Which tack do you want to sail first on the run? Should you sail high or low on the reach. If you are going to sail high, can you carry the spinnaker early or are you going to sail high early so you can set the spinnaker later in the leg? What about those days where a big shift has ruined the philosophy behind an Olympic course? The only way to get past the pack ahead of you is to be the first to gybe and get into clean air while they battle each other with leeward sets.

The Gybe Set

Contrary to some resentful protests, it is legal to sail your spinnaker without a pole as long as an attempt is made to set the pole as soon as possible provided your maneuvering situation. What you are trying to do here is to set the spinnaker as quick as possible while getting on the preferred tack as soon as possible. As you approach the windward mark, ready for the classic leeward set on starboard tack, you suddenly realize that port tack will be heavily favored. In this case what you want to do is get the spinnaker up while gybing to port. Get the spinnaker hoisted with both sheets trimmed so the sail has no wraps while you are gybing. Once the boom is across the crew attaches the pole to the guy, the sail should start drawing. It sounds simple but with all the lines and sails flying around during

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Spinnaker Handling

(Continued from page 14)

spinnaker in conditions that are beyond your limitations.

The only condition we have found where our system breaks down is in big waves. This requires radical adjustment to the sheet and gut as well as a large amount of steering. We sailed the Ohio Districts on Lake Erie a few years ago and had a problem with this, but that is the only regatta where it has been a problem in the ten years Karen and I have sailed together. We usually try to pick up a third who is a good spinnaker trimmer for the Midwinters of the NAC if we expect big chop. If you sail on smaller bodies of water with a crew who would rather not fly the spinnaker, you may want to give it a try. You may be able to eventually get your crew to feel comfortable enough to try trimming it themselves. But if you are like me, you may grow to like flying it while you steer the boat to the point where you are happy to keep all of the fun to yourself.

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Spinnaker Fundamentals

(Continued from page 15)

the gybe it is easy to wrap something. With some slow step by step practice learning how to do this maneuver can pay big dividends. There will also come a time with this and all handling maneuvers where you will have to do it.

Spinnaker Takedowns

Some of my first spinnaker handling came on bigger boats where every takedown was to leeward. Trip the guy, let it fly and drag it down the hatch. I started sailing the Scot thinking leeward takedowns were the norm. Some people will argue that leeward takedowns are the easiest and therefore the best. The fact is that you must know every maneuver to be able to take advantage of whatever tactical situation arises. Besides, I have since heard a lot of top sailors and crew say they prefer a windward takedown whenever possible. One of the main reasons for selecting a takedown is to position the spinnaker for the next hoisting, preferably a leeward set.

The Leeward Takedown

Typically the reason for any spinnaker handling to leeward is so that it is in the shelter of the main and jib. To start the leeward takedown, the crew takes the sheet and pulls it in while at the same time the guy is released. The sail is now luffing from its leech or back edge. The sail is pulled in along the foot and then the halyard is eased as the sail is packed or stuffed. The biggest problems with takedowns is making sure everything comes under the jib sheet so it does not get wrapped and the jib can't be trimmed. The pole is typically left until later or taken down by the third crew. If you are coming off a run, it may be best to take the pole down first, and then the spinnaker.

Problems often encountered when taking down to leeward on the tight reach include problems reaching for the spinnaker sheet and then working it up under the jib sheet. Also, in heavy air the crew is to leeward, or on the undesirable side of the boat. Another thing that you must be careful of is getting the guy under the bow of the boat if it is allowed to flap too much. Of course all of this is just part of the fun of handling the spinnaker with just two or three people. Remember big boats have the same basic rig except it may be a crew of seven doing the same as our crew of two or three.



A not-so-perfect gybe.

The Windward Takedown

Often thought to be undesirable by beginners because the sail is exposed to the wind, the windward takedown has some clear advantages not seen at first. The windward takedown starts by removing the pole. The guy is then grabbed and pulled by the crew while the sheet is released. The foot is pulled in and the halyard is released while the sail is stored. The crew must make sure to bring it in under the windward jib sheet, which is slack and not in use at this time. The biggest disadvantage to the windward takedown is on a tight reach it can take a lot of pulling on the sail to get it around.

The advantages include keeping the crew on the windward side of the boat and having the pole stashed first. There is less disturbance on the jib so it can be sailed more effectively during this time. The crew has a much better work space to get things packed instead of bringing things under the jib. Also, on an Olympic triangle after the second reach, it puts the sail in position for a leeward set on starboard tack at the windward mark.

When the basics of these takedowns are mastered you may want to throw in some gybing takedowns which can be useful at the leeward mark when coming in on starboard tack. Approaching on

starboard a couple of boatlengths outside the mark, take the pole down, then gybe the boom and jib and the spinnaker is left for a windward takedown on port. You'll want several boat lengths on port before rounding the mark to get the sail down.

Gybing

Gybing the spinnaker requires perfect timing and crew coordination. When sailing with just two, I have found the helmsman tends to do the most screaming, yet he is probably the one causing the most problems by improper trimming while the crew is getting the pole across.

Gybes are always best executed slow and deliberate, even going reach to reach. If you sail into situations where the sail handling is going to be too tight and fast for a good gybe, you must be ready to deal with the mess. Attempt to approach the gybe mark in a position where you will have several boat lengths to square to the wind and execute the gybe in a step by step sequence.

The first step is to get the lines in the hands of the person flying the spinnaker through the gybe. As you turn the boat downwind you must trim the guy and ease the sheet while the crew removes the guy from the pole and hook. Greg and Charlotte Fisher got a lot of people

(Continued on page 18)

Spinnaker Fundamentals

(Continued from page 17)

also removing the pole from the mast at this point so it hangs free from the lift. The crew should not have to leave the cockpit for any of this.

With the spinnaker flying free with out the pole the crew steps back and gybes the boom quickly. If this is done properly and the sheets on the spinnaker have not been overtrimmed the spinnaker can still be flying on the new tack. The trickiest part now comes if you have to head up to a tight reach and how quickly, the slower the better. I prefer to have the new guy in the hook as soon as possible while other sailors say to leave it for last. Try it both ways and see what works best for you.

The crew now gets the pole and reattaches the guy first and then the pole to the mast. In heavy air it helps if the pole lift is eased a few inches and sail trimming is critical as the crew fights to get the pole into the ring. The trimmer must keep his eyes on the crew to see any problems as well as on boats around him when racing. Having the new guy a little forward or a quick luff of the sheet will help the crew immensely at this point.

In a racing situation, it is just as important to get on the new course at full speed as fast as possible as to have a perfect gybe. The major problems you have to avoid are wrapping the spinnaker inside the jib and letting it get away. This is probably the point at which most crew relationships are tested the most.

Remember that you will never master any of these skills without practicing. Have a fleet drill day where you set up some windward leeward courses. Have one boat designated leader and every time the skipper blows a whistle everyone has to gybe. Two blows and they have to take down the spinnaker. You may hate the drill but if it makes you better sailors in the long run you'll be thankful for it.

If you tack ten times on a beat playing the shifts then consider gybing ten times on the run playing the shifts. At least be ready to play the major shifts because the runs are a great time to pick up distance and boats. For the daysailer the run is the slowest point of sail and with a the spinnaker up you can make better time and sharpen your sailing skills.

FLEET REVIEW

NEW KID ON THE BLOCK, FLEET 165

Bob Summerfeldt, FS 264

Flying Scot Fleet 165, one of the FSSA's newest Fleets, is proud to be the Ohio District's new southern extremity. The history of this fleet has been long in the making and very circuitous. It occupies a good deal of the history of Cave Run Lake which is itself now just 20 years old.

The lake itself was built for flood control purposes on the Licking River in rural eastern Kentucky. During one memorable, very wet spring, in the late 1970's, it fulfilled its purpose as the lake rose to within 5 feet of the spillway level; about 30 feet above normal summer pool! The lake's location within the Daniel Boone National Forest carries both pluses and minuses. No lakeside commercial development is permitted, thus retaining the rugged natural setting. The Forest Service has developed two major campgrounds containing hundreds of campsites, 11 launching ramps and the marina concession, which now operates in two locations. Over the years the lake has attracted over 300 sailboats, some up to 30 feet, and a host of avid fishermen, power boaters and house boaters. At 8,720 acres, there's still plenty of room for everyone.

The Cave Run Sailing Association officially came into being in 1977 with racing activities commencing the following spring. Early racing was a mixed bag to say the least; more like a dog from every town! Since we could seldom, if ever, get two boats of the same design out at the same time, we were always sailing against the clock and the Portsmouth Yardstick. These conditions resulted in some truly memorable face-offs, such as Puffer vs. E-Scow, Sunfish vs. Soling and more recently, an aging Tornado catamaran which has yet to find a worthy opponent.

Charter member and early commodore Duncan Gardiner pioneered Scots at the lake with #1728, followed in later years by Charlie Holbrook and George Leet. Growth of the club was slow, due principally to the hour plus drive of I-64 neces-

sary from Lexington or the West Virginia border. Now the club has grown to 120 families and, within the last few years, has become home of a Thistle fleet pushing 10 boats and, very recently, a Hobie 16 fleet. Further fleet spawnings are possible with such boats as the Coronado 15, Hunter 22 and Catalina 22. With members spread out over 250 miles of real estate, covering the territory from Charleston, WV in the east to Midway, KY and further west, and including some members from southern Ohio, we have had to develop a schedule of race events both Saturday and Sunday with a social event Saturday evening. The schedule begins in mid-April and continues through mid-October.

Fleet 165 finally got off the ground in the summer of 1988 when Steve Branner bought FS 4348 to join Jim Sprow (3190), a transplant from Fleet 1, and myself. Since then we have added Darrel Hayden (3700) and there are two or more good prospects for the near future. Already we have helped each other tremendously with boatspeed and rigging techniques, sail evaluation and much, much more. We had two boats at the 1988 NAC's and will be represented at numerous Ohio District events, the Husband-Wife Championships and the NAC's for 1989. We cordially invite any and all Flying Scot owners to join us for any of our events this year, especially the Grand Annual Fall Regatta, October 21-22. This is always a good one, including some round-the-bouys races on Saturday and a down-the-lake race on Sunday. Please come join us and enjoy the most beautiful sailing lake in Eastern Kentucky.

Editor's note: I would love to help promote every fleet. If your fleet has an unusual activity or special program please send me your story with any pictures. We are seeing the development of many new fleets and the resurgence of some old fleets so let me know what is happening in your area. I would also like to receive any Fleet Newsletters which are published.

Fleets In

Atlanta Yacht Club Invitational

by Kent Hassell

This was the second AYC Invitational for Flying Scots and we pulled together 12 boats from 5 states. Many thanks go to Harry Carpenter, Steve Bellows, and Carolina District Governor, Larry Lewis for making it a great success.

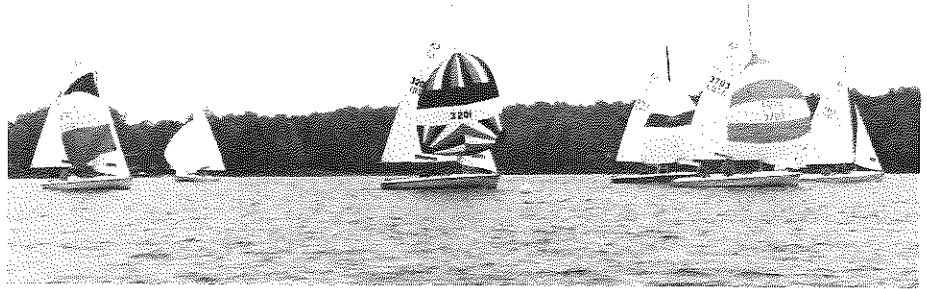
The forecast was for stormy weather but fortunately the storms peaked Friday night and left clearing skies and blustery winds at 12 to 15 knots on Saturday. A sail trim and tuning clinic by Steve Callison of Fisher Sails helped all the classes get in gear. While boat speed was necessary, playing the puffs and shifts was all important.

In the first race Steve and Blair Bellows had the boat speed and played the shifts perfectly. Larry Lewis and Harry Carpenter were close behind as they escaped from the pack and enjoyed some fast reaches. The Bellows held on for the victory while Bill Ross and Berkeley Merrill, with his New Orleans ringer Peter Gambel as crew, closed in for 4th and 5th.

The winds held and so did the Bellows, Lewis and Carpenter trio in a duplication of the first race. They had to fight from behind as a 45 degree shift favored a couple of port tack gamblers after the start. The winds stiffened and keeping the boats flat on the beat was the key to success.

Lots of happy feet enjoyed the Saturday evening party with a live band and great dinner. A total of 65 boats participated in five classes including Snipes, Y-Flyers, Thistles and Lasers.

By Sunday morning the winds were all used up. Just a few light streaks appeared for the race along with a 180 degree shift that turned the first beat into a run. Finally the course was shortened to end the misery. Larry Lewis played the shore line streak to lead for two legs, but as everyone ran out of gas and the breeze was a coin toss, Bellows took off after some clear air to reach in for his 3rd



The winds finally fill in at the Lake of the Woods for a fine spinnaker leg. (Photo by John Beery)

bullet. All 5 classes were intermixed at the finish with the first three Scots in the middle of the Thistle and Y-Flyer fleets who had started ten minutes earlier.

Trophies for walls and bumpers capped a great regatta as everyone had a great time. Special thanks go to Regatta Chairman Spike Wilson and Race Committee Howard Mead and Bill Fricker for their excellent work. Make plans to attend next year, typically the third weekend in April.

FINAL RESULTS	Race 1	2	3	Total
1. Steve Bellows & Blair Bellows	1	1	1	2.25
2. Larry Lewis Brad Frazier	2	2	2	6
3. Harry Carpenter Pam Schurr	3	3	5	11
4. Berkeley Merrill Peter Gambel	5	4	4	13
5. Kent Hassell Elizabeth Hassell	8	5	3	16
6. Bill Ross Dianne Ross	4	6	6	16
7. Lundy Pearson & Scott Pearson	6	7	7	20
8. Burl Murphey Judi Murphey	7	8	11	26
9. Marshall Hartley Lee Walker	9	9	9	27
10. Mark McCormack Holly Elmendorph	12	10	8	30

Fleet 150 Regatta

by Chuck Smith, FS 2636

The 8th annual Fleet 150 regatta was held on Lake Dora at the home of George and Jean Spencer. The winds on Saturday were 10 - 15 and shifty causing George and son Geoff to capsize before race number one. But they did recover quite nicely to win the first race on

their home waters in their 32 year old Flying Scot number 24.

The excellent winds held all day and the Spencers traded places with Ed Wynn and crew Steve who won the second race after a second in the first race. trading first and seconds continued through race three while the rest of the fleet mixed things up in a real battle for third.

After the racing, everyone tied up at the Spencer's dock for a fine fleet dinner and party.

Sunday's races were not quite as fine as the wind diminished to a few zephyrs. Ed Wynn came back to win race four with the Spencers again second and the rest of the fleet tied for third. It was a close regatta with everyone in the battle going into the last race.

However, the winds were not cooperating and died even more. The race committee of Clint Smith and Ray Renfro did an excellent job and shortened the course. Chuck Smith eased across the line just 15 seconds under the time limit to make the race official and capturing third for the weekend. The Spencers captured the overall victory with a third while Ed Wynn had enough of the light air insanity and dropped out laughing after practicing sailing backwards, not by choice. He still held on to second overall.

A great time was had by all and special thanks go to the Spencers for their hospitality.

(Continued on page 20)

Fleets In

(Continued from page 19)

FINAL RESULTS	Race 1	2	3	4	5	Total
1. George Spencer	1	2	1	2	3	8.5
2. Ed Wynn	2	1	2	1	dnf	13.5
3. Chuck Smith	3	4	4	6	1	17.75
4. Gus Chennells	5	3	3	4	5	20
5. Cal Hudson	4	5	5	5	4	23
6. Pete Smith	7	6	6	7	2	28
7. Fats Jenkins	6	7	7	3	6	29

Lake of the Woods Invitational

by John Beery, FS 4257

We only have one day a year that our facilities can be opened to the outside world. So unlike most other yacht clubs that host a few events over a season, all our cumulative efforts are focused on this one day. In some respects we like it this way, for we spare no expense in putting on our best face, making this truly a showcase event. What we lack in some areas, we make up for in others. For instance, our lake can't offer the wide open expanse of say the Chesapeake, but as for challenging - I dare say it's right up there with best (or worst). The time of the year for our regatta, the end of April, has always provided the best chance for good winds, mild temperatures, few power-boats and of course the Blue

Ridges in all its splendor. To say we closely watch the long range weather forecast is an understatement. Anyway, what was supposed to be (back on Tuesday) warm, fair weather for the weekend turned out to be wet and cool with morning and afternoon thunderstorms thrown in for pleasure. But the show must go on! At least the winds would be southwest at 10-15, all the weathermen agreed. The way our lake is situated, we can really race in that. We didn't deserve the East at 0-4 that arrived, delaying the start while the race committee attempted to set a decent course.

During the first race, John Clickener had just enough of a lead on the second triangle to escape the dead zone that met the rest of the fleet at the A mark. I watched as my second place turned into fifth. The wind returned for the final leg with Tony Chagrin in second, Bob Post third and Richard Dinkhoff fourth.

Between races the winds totally died again. Finally, half an hour later, a gentle breeze reemerged out of the northeast. The mark boat hurriedly set the course for a windward/leeward course and the sequence began. At the start, the wind

died once more and we began our drift towards A mark being pulled along, some speculated, by the current generated by the water going over the dam!

The winds finally filled in slightly, but with big shifts. First the left side was favored and then the right side. Then it began to rain in earnest, and as we passed the committee boat thunder was heard from ahead. It was so dark and overcast you couldn't see the lightning. Another clap of thunder and the course was shortened.

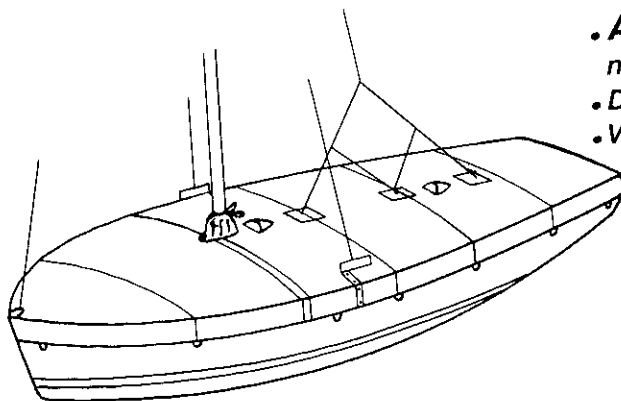
At this time the finish line was on the way to the marina so with spinnakers up and the rain pouring down the fleet headed in, finishing the race on the way. Bob Post held on to win the race and regatta, while Tony Chargin passed me just 20 yards from the finish for second in both the race and regatta.

Our clubhouse manager got a big laugh when we called from the marina requesting the awards dinner be moved indoors. A wedding and several other events were in progress but he still found room for some soaked sailors.

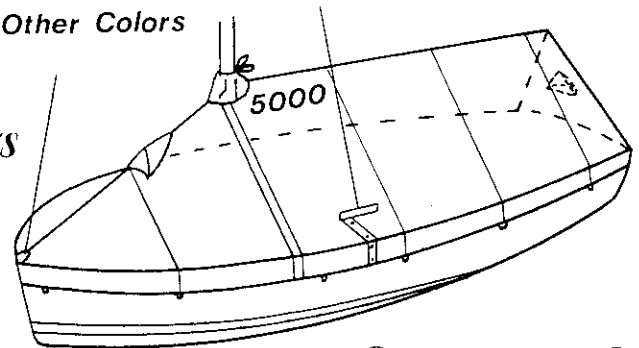
Bill Naylor (FS 4334), Bob Scatchard

(Continued on page 21)

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Tent Full Side	299 ⁰⁰	315 ⁰⁰	330 ⁰⁰
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Fleets In

(Continued from page 20)

and Bryan Clickener did a superb job on race committee under the circumstances. Bill, who unfortunately for us is moving to Florida, graciously took blame for the weather.

FINAL RESULTS	FS #	Total
1. Bob and Gail Post	3201	3.75
2. Tony Chargin/Dave Kashy	893	4
3. John and Joan Clickener	3930	6.75
4. John and Yvonne Beery	4257	8
5. Andy Gillis/Dick Rhodes	3815	11
6. Dick and Doris Smith	2721	11

Great 48 Regatta

by John Slatter, FS 2048

Heavy weather was the story at this year's Great 48 Regatta, held May 6-7 at Lake Norman Yacht Club. Thirty-six boats turned out for the event, but winds above 25 knots kept the Scot sailors ashore on Saturday.

A brief but very intense storm with 70 knot gusts struck a fleet of more than 100 keelboats competing in a regatta sponsored by another club on the lake, leaving two boats aground and two sailors drowned.

By Sunday morning, the wind had moderated somewhat, but was still blowing 18-20 knots, gusting higher. Nine of the boats registered for the regatta chose not to compete while the remaining 27 Scots were able to get in two races on Sunday.

A number of top sailors who were expected to do well were hurt by premature starts, which opened up scoring opportunities for others. Steve Bellows and Larry Lewis were over early in the first race to effectively eliminate themselves from competition. Harry Carpenter took first in the first race, but was eliminated for a premature start in the second race.

Meanwhile, Steve Callison was able to avoid a costly mistake and with a second and a first, won the regatta. Breaking a three-way tie, Don Sweet took second followed by Tom Hohler and Peter Salmon-Cox.

Great food and good (cool) camping helped make for a complete weekend which the competitors will long remember. Special thanks are also due to Curtis Torrance, Regatta Chairman and to Art Menke, RC Chairman. It was a very trying weekend but still a successful regatta.

FINAL RESULTS	Race 1	2	Total
1. Steve Callison	742	2	1 2.75
2. Don Sweet	2070	3	6 9
3. Tom Hohler	3883	4	5 9
4. Peter Salmon-Cox	3524	5	4 9

5. Dave Alkire	596	6	7	13
6. Dick Schultz	1855	8	8	16
7. Reiner Zeppenfeld	4428	9	9	18
8. Lee Currin	4131	10	11	21
9. Bill Reinke	142	12	10	22
10. John Berry	4257	13	14	27

Florida Finale

by Cal Hudson, FS 1736

The Florida District wrapped up its first championship series with the Florida Finale held at Melbourne. The series was a hard fought one with points counting double towards the championship and excellent winds. Great starts, good boat handling and outstanding boat speed was exhibited by all contestants. During one race, five boats rounded the last leeward mark abreast for the sprint to the finish line.

The winds started at 10-15 knots and diminished gradually during the races to about 5 knots. Charlie Fowler suffered a breakdown in the first race and had to drop his mast on the water. After that Ed Wynn and Charlie lead the tight pack around the course. Ed and Charlie were tied for points in the Florida Series so the excitement was high. With each race counting double, almost half of the points could be accounted for at this final regatta.

When it was all over Ed was the Florida District Champion. Charlie, Nancy and Jim took second place honors with Bob and Chris Sandifer in third. Plans are now being formulated for next year's series and we look forward to a lot more participation as the Florida District comes to life.

FLORIDA SERIES FINAL RESULTS

	Florida Finale	Final Points
1. Ed Wynn Jr.	3676	9.5 11
2. Charlie Fowler	2068	19 20.5
3. Bob Sandifer	3529	20 27
4. Gus Chennells	3059	24 30
5. Chuck Smith	2636364	43
6. Fats Jenkins	3914	34 45
7. Pete Smith	715	34 46
8. John Henry	2495	38 48
9. Cal Hudson	1736	DNE 61
10. Jay Kurtz	311	DNE 65

Buckeye Regatta

by Paul Nickerson, FS 3911

Amidst the wettest May in Ohio history, twenty Flying Scots gathered at Hoover Reservoir for the 21st Buckeye Regatta. The weather was rainy and the predictions were for the worst yet to come as we headed for Columbus from Cleveland early Saturday. Halfway there the rain stopped although the skies remained

threatening. Rigging the boats at Hoover there was much discussion about poor attendance (typically over thirty boats) but the winds were holding steady around 10 knots so if the storms held off it looked like it would be some fine racing.

In the first race Steve Callison got off to a great start with Mike Stacy and Lynn Goodwin staying right on his stern. While this group was able to stay out front, back in the pack there was a good battle with constant position changes as skill on tight reaching with a spinnaker paid off and some heavier puffs went through the course.

Callison again took command from the start in the second race followed by Paul Blonski, Jack Stewart and Mike Stacy as the winds held steady for the day. It was a great day of racing followed by some excellent hors d'oeuvres and the famous "walk on water" punch.

Sunday dawned with a mild southwestern blowing, which is always a pleasant surprise for a morning race. The first leg was a short beat across the lake in shifty winds and again Steve Callison and crew Joey Hunt picked just the right shifts to take the lead at the first mark followed by Paul Nickerson. The ensuing tight reach down the lake was critical to protect the wind and the shoreline, while not sailing too tight with the spinnaker. The second time around the boats from behind got a little better wind to tighten things up for a last short beat to the finish.

Callison went on to win it all and Paul Blonski with two seconds lead the rest of the pack.

In about ten years of traveling to this regatta, it was the best conditions I can remember. On the trip back home we ran into more rain and found out it had stormed all weekend in Cleveland, just 120 miles away.

FINAL RESULTS	RACE 1	2	3	TOTAL
1. Steve Callison	1	1	1	2.25
2. Paul Blonski	5	2	2	9
3. Jack Stewart	4	3	4	11
4. Mike Stacy	2	4	7	13
5. Paul Nickerson	6	7	3	16
6. Lynn Goodwin	3	8	6	17
7. John Gottwald	8	11	5	24
8. Jack Huling	7	10	8	25
9. Jay Huling	10	6	9	25
10. George Morrison	9	5	19	33

STARTING LINE

WARWICK YACHT AND COUNTRY CLUB, July 22-23

Contact: Andy Gillis, 104 Loxley La., Williamsburg, VA 23185 (804)253-1263

MINNESOTA AQUATENNIAL REGATTA, July 22-23

Fleet 95, Lake Minnetonka; Minneapolis, MN.

A four race series held in conjunction with the Twin Cities Aquatennial celebration on Lake Minnetonka, a large and beautiful lake in the western Minneapolis suburbs. This is a first class event.

Contact: Mac McCullough, 16235 18th Ave. N., Plymouth, MN 55447 (612) 476-4503

EPHRAIM YC REGATTA, July 29-30

Fleet 44, Ephraim YC; Ephraim, WI

A great weekend of racing with a Saturday night Brat Fest.

Contact: Charles Sauter, 28 Bellaire Ct., Appleton, WI 54911 (414) 34-6797.

SHERIDAN SHORE YC RACE WEEKEND, July 28-30

Sailed on an Olympic triangle in Lake Michigan.

Contact: Dennis Dugan, 243 Linden Ave., Wilmette, IL 60091 (312) 256-8786

MILES RIVER YC ANNUAL REGATTA, August 5-6

Fleet 97, St. Michael's, MD

Contact: Bob Neff, 1032 Old Turkey Point Rd., Edgewater, MD 21037 (301) 798-4146

GREATER NEW YORK DISTRICTS, August 4-6

Fleet 46, Middle Bay; Island Park, NY

Enjoy sailing in the ocean breeze on the well protected Middle Bay on South Long Island. Great sailing and fun with the Greater New District's finest sailors. Limited RV facilities at Club.

Contact: Eric Feldman, 21 Dalton St., Long Beach, NY 11561 (516)889-6822

CAPITOL DISTRICT CHAMPIONSHIP, August 12-13

Fishing Bay YC Annual Regatta, Deltaville, VA

Contact: John Barnes, 7710 Chatham Road, Chevy Chase, MD 20815 (301) 652-0667

GYA JR LIPTON CUP, August 12 - 13

Southern YC; Ne Orleans, LA

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

NEW ENGLAND DISTRICTS, August 18-20

Fleet 57, Nantucket Sound; Harwichport, MA

Contact: Charles Winans, 15 Rolling Lane, Dover, MA 02030

KNOST REGATTA, August 19 - 20

Pass Christan YC, Pass Christan, MS

The GYA women's championship with the best of the female crews from all the GYA clubs.

Contact: John Oerting, (904) 932-5692

LONG DISTANCE RACE and REGATTA, Sept. 1-3

Fleet 97, West River SC; Galesville, MD

Tune up with the "Long distance Race" race on Saturday followed by the annual regatta on Sunday and Monday.

Contact: Bob Neff, 1032 Old Turkey Point Rd., Edgewater, MD 21037 (301) 798-4146

70th LIPTON CUP REGATTA, September 2 - 4

Bay Waveland YC; Bay St. Louis, MS

The annual club championship of the GYA is settled every year at the Lipton Cup attracting the best sailors of the GYA sailing for their club team.

Contact: John Oerting, (904) 932-5692

DIXIE SC LABOR DAY REGATTA, September 2-3

Fleet 85, Lake Martin; Montgomery, AL

Join the large DSC fleet for some freshwater (freshest water in the south) fun in the Gulf District.

Contact: Burl Murphy, 3318 Lexington Rd., Montgomery, AL 36106 (205) 834-2983

WALTER COLLIER REGATTA, September 9-10

Fleet 42, National YC; Potomac River SA

Contact: Tom Niedbala, 2508 Fairview Dr., Alexandria, VA 22306 (703) 765-5833

HARVEST MOON REGATTA, September 9-10

Fleet 65, Atwood Yacht Club; Canton OH

A great multiclass regatta on the ever challenging Atwood Lake. Great socials Friday and Saturday.

Contact: Don Hartzell, 1500 Farber St. SE, E. Sparta, OH 44626 (216)673-6404

FLEET 161 ANNUAL REGATTA, September 9-10

Fleet 161, Saratoga Lake SC; Saratoga Lake, NY

Like a fine wine this regatta gets better every year. So does the wine! Serious sailing and a great social.

Contact: Peter Seidman, 33 Huckleberry Ln., Ballston Lake, NY 12019 (518) 877-8731

GULF DISTRICT CHAMPIONSHIPS, September 9 -10

Fairhope Yacht Club; Mobile, AL

The ever challenging Mobile Bay will be the location for the 1989 Gulf Districts.

Contact: Terry Dees-Kolenich, 4 Navy Lane, Spanish Fort, AL 36527 (205) 626-7175

MAYOR'S CUP, September 9-10

Fleet 126, Lake Townsend; Greensboro, NC

A great way to start the fall series in the Carolinas District. Centrally located and always well attended.

Contact: Fields Gunsett, 103 Monticello Street, Greensboro, NC 27410 (919) 299-2341

WHISKEY SOUR REGATTA, September 16-17

Fleet 80, Lake Arthur; Pittsburgh PA

Five race series with a Whiskey Sour and Steak Fry Saturday evening.

Contact: Dan Goldberg, 1100 Penn Center #515, Pittsburgh, PA 15235 (412)823-8579

PRESIDENT'S CUP, September 16-17

Fleet 42, Potomac River SA

CBYRA sanctioned event.

Contact: Tom Niedbala, 2508 Fairview Dr., Alexandria, VA 22306 (703) 765-5833

GLIMMERGLASS REGATTA, September 16-17

Fleet 109, Ostego SC; Cooperstown, NY

A great New York lakes tradition everyone should plan to attend.

Contact: Doug Krum, Box 200 West Hill, Sherbourne, NY 13460 (607) 674-4789

**SOUTH CAROLINA CHAMPIONSHIP,
September 16-17**

Fleet 134, Calibogue Sound;
Hilton Head Island, SC

Sail on Beautiful Calibogue Sound with good wind, strong current, and real porpoises. A Great family sailing, beach vacation. Scots only.

Contact: Jim Vaughn, 24 Townhouse III Shipyard Rd., Hilton Head, SC 29928 (803) 842-2087

**HOT SCOT REGATTA,
September 16-17**

Fleet 20, Portage Lake; Pickney, MI

A five race series with a great Dinner-Social on Saturday night.

Contact: Dave Swinton, 48633 Chambury Ct., Plymouth, MI 48170 (313) 453-4168

**OPEN HOUSE REGATTA,
September 24-25**

Fleet 23, White Rock Lake; Dallas, TX

A great regatta which includes a Texas Barbecue. Some charter boats may be available.

Contact: Juris Laivins, 8363 San Leandro Dr., Dallas, TX 75218 (214) 320-1777

**CAROLINAS DISTRICT
CHAMPIONSHIP, September 24-25**

Fleet 126, Lake Townsend;
Greensboro, NC

Sail with many of Carolina's best Scot sailors at this centrally located lake.

Contact: Larry Lewis, 1314 Kensington Dr., High Point, NC 27260 (919) 884-0518

**YORKTOWN DAY REGATTA,
September 24**

Fleet 137, Virginia Sailing Assn.

Contact: Andy Gillis, 104 Loxley La., Williamsburg, VA 23185 (804) 253-1263

**WEST RIVER FALL REGATTA,
Sept. 30-Oct. 1**

Fleet 97, Galesville, MD

CBYRA sanctioned event.

Contact: Bob Neff, 1032 Old Turkey Point Rd., Edgewater, MD 21037 (301) 798-4146

**CYPRE MORT YC FALL REGATTA,
Sept. 30-Oct. 1**

Fleet 153, Cypremort YC; Lafayette, LA

Part of the Fleet 153 Fall Series open to all Flying Scots.

Contact: Al Rees, 111 Ronald Blvd., Lafayette, LA 70503 (318) 233-2745

V.I.S.A. OPEN REGATTA, October 7-8

Fleet 71, Smith Mountain Lake;
Roanoke, VA

This popular regatta now draws many Capitol District sailors and is growing every year.

Contact: Willie Robertson, 631 Dogwood Dr., Salem, VA 24153 (703) 389-8480

PIG ROAST REGATTA, October 7-8

Fleet 1, Cowan Lake SA; Wilmington, OH

Two fleets challenge Cowan Lake in this classic event. Camping at the club.

Contact: Don Mates, 6435 Marshall Rd., Centerville, OH 45459 (513) 436-4504

CAVE RUN REGATTA, October 21-22

Fleet 165, Cave Run Lake;
Moorehead KY

Come pioneer picturesque Cave Run Lake in the midst of Daniel Boone National Forest. Camping is available at the park.

Contact: Bob Summerfeldt, 1320 12 St. Apt B-7, Huntington, WV 25701

**PUMKIN PATCH REGATTA,
October 21-22**

Fleet 97, West River SC, Galesville, MD

The final CBYRA sanctioned event for the High Point Competition.

Contact: Bob Neff, 1032 Old Turkey Point Rd., Edgewater, MD 21037 (301) 798-4146

**SCOTALINA TU-TU REGATTA,
October 21-22**

Fleet 85, Lake Martin

Kowaliga Beach, Montgomery, AL

Contact: Burl Murphy, 3318 Lexington Rd., Montgomery, AL 36106 (205) 834-2983

**CAJUN COUNTRY CHAMPIONSHIPS,
Nov. 18-19**

Fleet 153, Cypremort YC; Lafayette LA

The climax of the 1989 sailing season in the GYA. Fleet 153 invites everyone to join in for some Cajun fun.

Contact: Gary Painton, 204 Shekel Dr., Lafayette, LA 70508 (318) 988-4331

**SUGAR BOWL REGATTA,
December 30 - 31**

New Orleans YC; New Orleans, LA

Come celebrate the new year with this multi-class regatta which is just part of the Sugar Bowl festivities.

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

**ATTENTION ALL
1989 FLEET CAPTAINS**

We would like your 1989 regatta dates as soon as possible to assure timely publication in **Scots n' Water**. Please include regatta name, fleet number, location, dates, regatta chairman, and a brief line or two to summarize your regatta.



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FS 5 – For Sale: Still sailing, Shreck sails, spinnaker w/trailer, misc. accessories. \$1,000 or best offer. (913) 749-3178. 1517 Rhode Island, Lawrence, KS 66044.

FS 1909 – Customflex, Sails, Spinnaker, Trailer, \$3250.00. (616) 868-7283. Donald or Patricia Botting, 7756 Thornapple Bayou Dr., S.E., Grand Rapids, MI 49503.

FS 2223 – "Solitude" . . . Nice name for a Flying Scot. Winning sails. She's in Poughkeepsie, NY, I'm in Seattle. Ouch. She wants to get out on the water again. Please fill her sails, tug tiller and sheet and start her planing again. Call my son, Chris, in NY at (914) 462-7414.

FS 2549 – Customflex, yellow hull, white deck, 2 mains, 2 jibs, spinnaker, reefing, Harken fittings, lifting bridle, mooring cover, 3-1/2 hp. British Seagull OB, trailer, safety gear. Good condition. Bought new boat. \$3500. Call David Majni, Mentor, OH. (216) 352-6974.

FS 2626 – Douglass, white hull and light blue deck in very good overall condition, sailed in fresh water only, winter storage under roof, mostly Harken rigged, 2 sets of sails, spinnaker, tilt trailer with new

tires, lifting bridle, \$3800.00. Ed Hannum, 1202 Berwyn Drive, Sherrodsville, OH 44675. (216) 735-2026.

FS 2631 – Customflex white, with main and jib, cover and trailer. Dry-sailed, stored inside, used very little. Sails by Schreck, boat and sails excellent. \$4,000. Could deliver part-way. Jerry Griffith, P.O. Box 58, Hoisington, KS 67544, (316) 653-4343.

FS 3019 – Customflex, 1977, regatta blue hull, white deck. Dry sailed, excellent condition. Two suits sails, one like new. Motor mount. Pamco tilt-up trailer. Full-sided mast-up cover, regatta cover. Race Read. Call Dan Brown, (312) 349-4739 (H) or (312) 349-3300 (W). Chicago area. \$4500 firm.

FS 3385 – 1979 Douglas, white hull, \$1800. — Includes one set of sails. Call Bob Cowles, (313) 393-6102, Detroit.

FS 3672 – Douglass, white hull, orange stripe, in excellent condition. Schurr sails with spinnaker, outboard bracket, compass, other extras. Tee-Nee galvanized trailer. \$5,700. Frank Middleton, Albany, GA, (912) 883-3166 (H) or (912) 883-7010 (W).

FS 3787 – Douglass (March 1983) ivory hull + deck, blue trim. Schurr main jib + spinnaker, new condition. ALWAYS dry sailed and covered. Tee-nee trailer. THIS boat has been in the water twice! Sad but true. All extras included, \$6,000. Daniel Blankstein, Jacksonville, FL (904) 350-9521 or (904) 268-9942.

FSSA 3903 – 1983 Douglass, ivory hull and deck excellent condition, never raced, Schurr main and jib, tee nee trailer, cockpit and boomtent covers, lifting bridle, Harken vang, Waco 360, jiffy reefing, outboard bracket, mast hinge. Boat in Miami, \$5,500. Maria Jorge, (305) 378-1960 (Home), (305) 470-2914 (Work).

FS 4275 – Basically new 1987 Douglass; used (3) hours, fresh water in 1987; stored inside since 1987; white with blue Trim hull and Schurr Sails; cockpit cover; new galvanized trailer; \$7,727.00. Bill Monroe, 820 Walnut St., Three Rivers, MI 49093; (616) 278-7575 after 5:30; 278-1715 during day.

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(407) 725-3008

GULF DISTRICT

Terry Dees
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Pittsburg, PA 15235
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