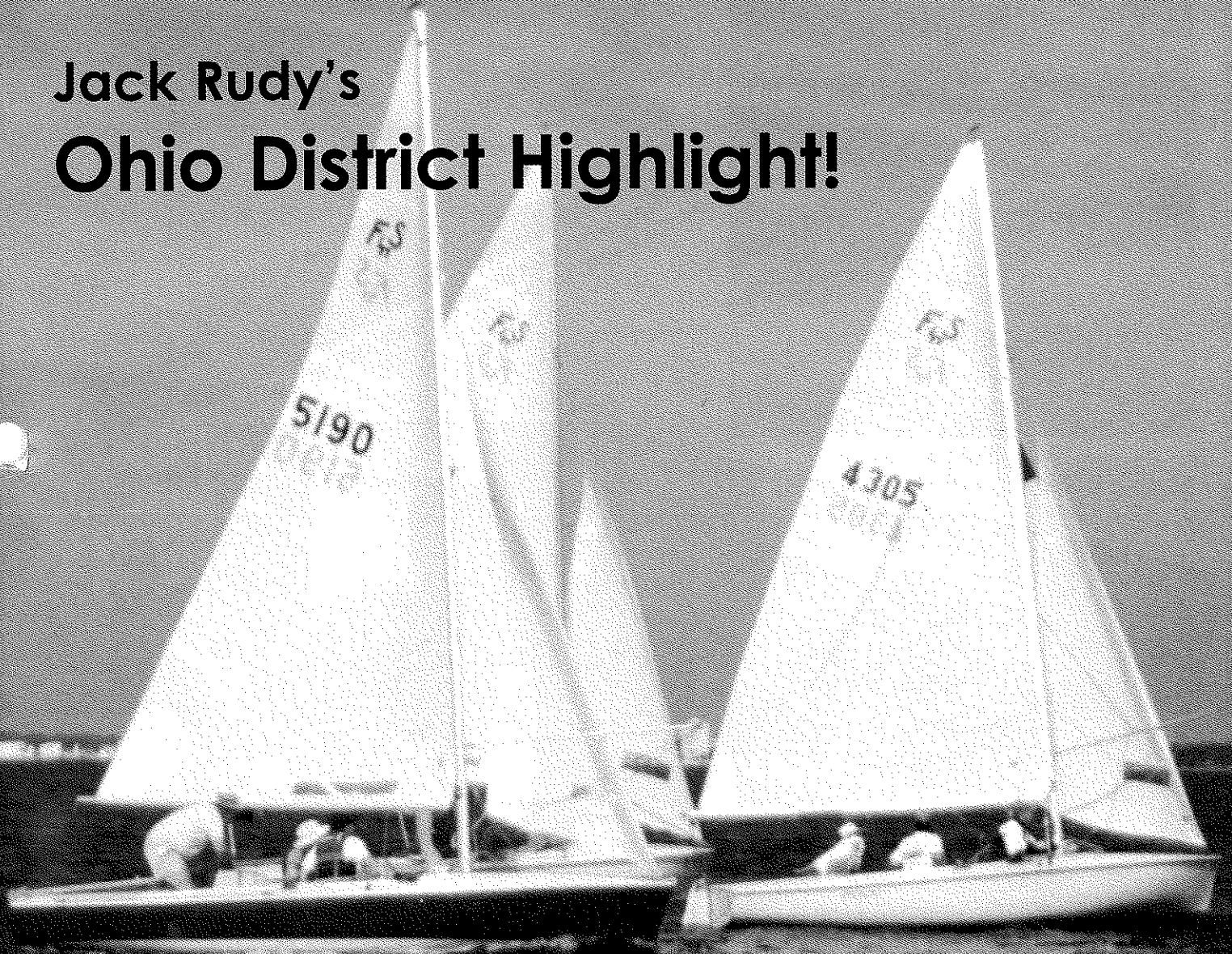


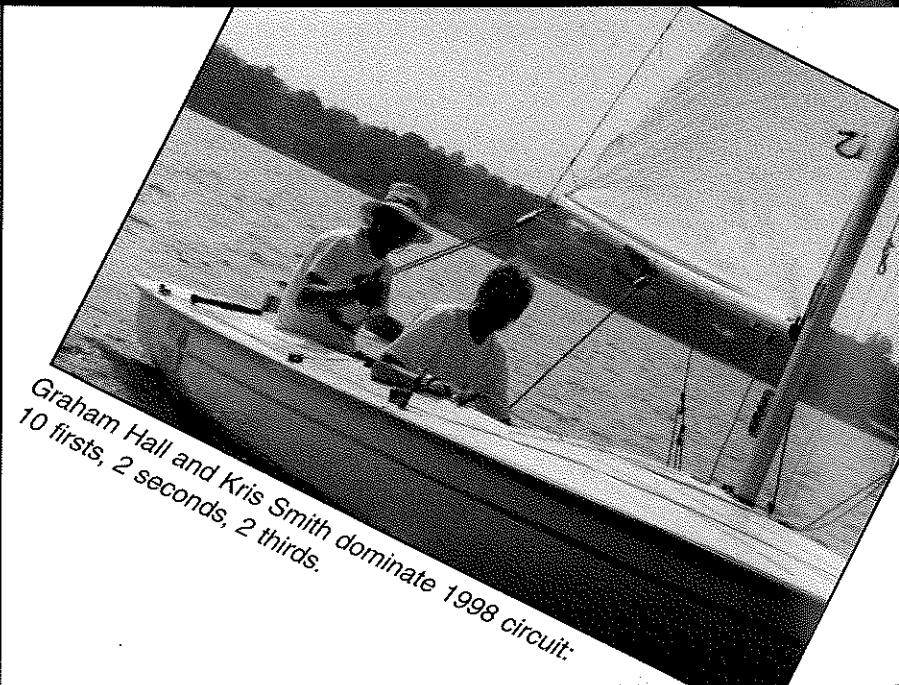
Scots 'n Water

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Jack Rudy's Ohio District Highlight!

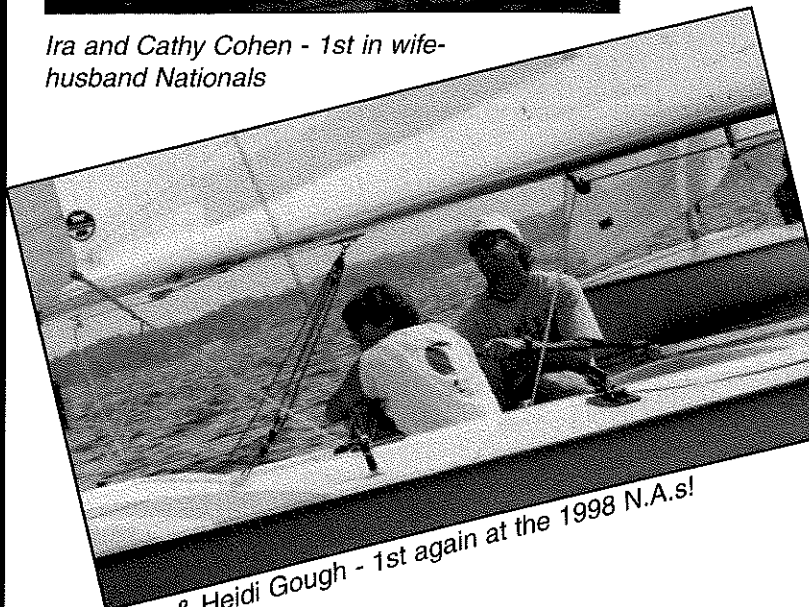


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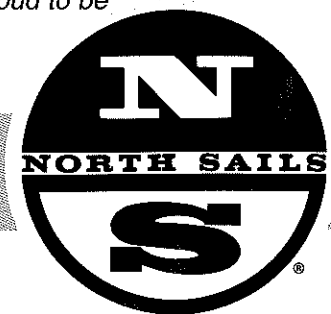


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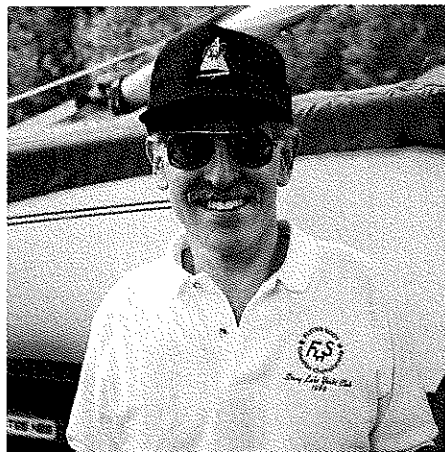
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JULY/AUGUST, 1999



From the President

by Dan Goldberg, FS 4991

OK gang, it's time to lighten up a little. Have you ever done something really stupid or funny or embarrassing while sailing? I sure have, and almost everyone in our fleet has also. In fact, our sailing club gives an annual "Vice-Commodore's Award" to the most bone-headed seamanship feat during the year. I'm proud to say I won it about five years ago when I had race committee duty and our crack race committee team of experienced sailors dropped marks with improperly set anchors. So the fleet chased moving targets, including one that ended up ashore! In my infinite wisdom, I did not abandon the race and thus won the award. (At least I later declared it a "no-race.")

I should have won it in 1998 but the Vice-Commodore never knew what I had done. Either of two feats could have won it. First, some old friends of my wife recently bought a boat and she promised

them her "expert sailor husband" would give them lessons on how to sail. The only problem is you have to get on the boat to sail it and I never made it from the dock to the boat. I slipped right off the dock into the lake! To add insult to injury, the seaweed problem was particularly bad that year so I came up covered in seaweed head to toe! I'm sure my wife's friends were wondering what they had gotten themselves into, as it was blowing kind of hard. But we did sail and they lived to tell about it.

A week later I pulled another cool move. I traditionally take a banana on the boat for a mid-day snack. That day I never got around to eating the banana and left it on the boat. The only problem was that was the day we took down the mast, covered the boat, and towed it to the winter storage building. The next day I suddenly remembered the banana and hoped the mice in the building hadn't discovered it yet! So I told my wife I needed to change our plans for that day so we could make a stop at the boat (an hour away). She asked me why, as she thought the boat was already hibernating for the winter. I sheepishly explained my need to retrieve the banana and made her

take a vow of secrecy (which she honored). Otherwise I think I would have been a strong nominee for another Vice-Commodore's Award!

Of course I have also done some really dumb things during races, some of which I described in *Scots'n Water* a few years back in "The Race from Hell", so I won't subject myself to any further public humiliation. But I would like to hear from other sailors about their misadventures in (or near) a Scot. Therefore I am announcing a contest: Submit your funniest stories to *Scots'n Water* and we will publish them. Then I will pick a winner! Here are the rules:

- 1) Previously published stories are not eligible (otherwise Sandy Eustis' classic story of losing his mast at the NAC would be a strong contender).
- 2) Stories about capsizes are not eligible (unless there was something very funny about the capsizing).

So, send your stories to the Editor. The deadline is October 31, 1999. I'll announce the grand prize winner shortly afterwards. The grand prize is your choice of merchandise from the Flying Scot Sailing Association (hat, shirt, etc.).

We look forward to hearing from you! ▲

The Ohio District

by Jack Rudy, FS 4321, Ohio District Governor

The Ohio District has seven Clubs that host annual regattas, and several other Fleets and many scattered members. Interestingly, perhaps for the geographically hyper, the District is not all in the State of Ohio, but is roughly defined by nearness to the Ohio River, from Pittsburgh to Cincinnati. But even then the definition of river nearness stretches northward to include the Lake Berlin Club and the Atwood Club, both near Akron, OH and the Hoover Reservoir near Columbus, OH; and southward to include Deep Creek in the Maryland Panhandle and the Cave Run Association near Morehead, KY. Lake Cowan near Cincinnati and Lake Arthur near Pittsburgh complete the listing of regatta hosts. Perhaps we should be called the Pond Sailors District?

These sites offer a variety of sailing generally in the small lake category. Most of the lakes are small and/or irregularly shaped so that the courses are often

more creative than simple (boring?) regular triangles common to large waters. We have "down-the-lake" courses at never-far-from-shore Atwood, and we also run the shorelines for special last races at Lake Arthur and Cave Run. Beautiful woods and green hills characterize most of the lakes. Deep Creek offers a complex shoreline with a buoy numbering system that only a Japanese mailman, or a 12-year-old with uncommitted brain cells, can figure out. To atone for this buoy numbering complexity, they offer tee shirts, on occasion, that feature a map with numbered buoy locations. If your crew will keep face to the bow, skipper has a chance to experience a moment of silence, and to shirt-read to navigate the course.

The Ohio District Championships rotate from lake to lake; this year it is to be at Deep Creek as part of their Aug 7th regatta.

All of the lakes and clubs offer good Midwestern hospitality and plenty to eat, lots of visiting time, and good competition. Regattas are scheduled from May 22nd at Hoover, to June 19th at Berlin, to June 26th at Cowan, to August 7 at Deep Creek, to September 11th at Atwood, to September 25th at Lake Arthur, and finally to a season close with fall-turning leaves and campfires in the woods on Oct 2nd at Cave Run.

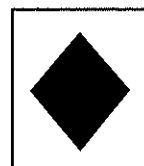
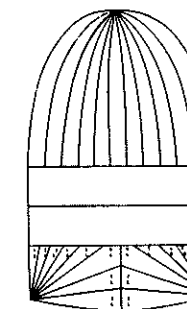
The "regatta circuit" is a great way to get to know many of the good and friendly sailors in our class. Lots of wine tasting, recipe swapping, and even some sailing pointers are indulged. We look forward to chasing more of you around our marks this year.

The Ohio District keeps a running score for the boats and people who finish ahead of the most boats in the total of these seven regattas. Come on by, and enjoy the fun. ▲

DISTRICT DEADLINES

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02/15/00	MAR/APR 2000	PACIFIC	Chuck Bencik	(619) 565-2715	cbencik1@san.rr.com
04/15/00	MAY/JUN 2000	FLORIDA	Charlie Fowler	(305) 638-8885	fowlsail@gate.net
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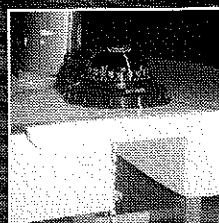
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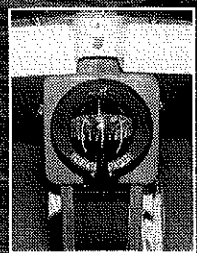


Aquameter Sailor II Compass & Mount...

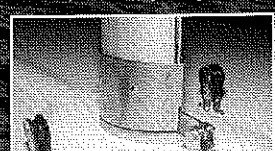
Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete. **\$70.00**

Plastimo Contest Tactical Compass and Mount...

3 5/8" card - read the horizontal surface for bearings. Read the vertical surface at the 45 degree lubber line, tack through 90 degrees and you will read the same number on the opposite tack's lubber line. Mahogany mount is held in place by shock cord for easy installation. Price complete. **\$230.00**



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Custom formed, welded and polished stainless steel to reinforce the base of the mast. Complete with screws. **\$137.90**

Rudder Lift System...

Features custom stainless bracket for lift line and shock cord to pull blade down and hold it down. Great for weed prone or shallow areas. Complete with fasteners. **\$81.00**



Swim Ladder... Telescoping, stainless steel, two-step ladder that stows flat to the transom. Stainless grab rail through bolts to deck. Low profile to reduce mainsheet snags. Easiest way to get into the boat from the water. Complete with fasteners. Ladder **\$110.00**
Grab Rail **\$21.00**

Mainsail Flotation... For added security against furling or burying the mast in the bottom. No modification to the boat or sails required for installation. Weight approx. 2 lbs. Price complete. **\$145.00**



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Motor Bracket... Two-part bracket that bolts to the transom. Stand-off part stays with the engine so that the bracket has a low profile when the engine is not installed. Yoke that bolts to the transom is painted cast aluminum and the stand-off part is stainless steel with a hardwood board for the engine clamps. Complete with fasteners and template. **\$122.00**

Ronstan Fixed X-10 Tiller Extension... 40" fixed length black anodized aluminum fluted tube with black 'Hyperlon' grip and rubber ball end. Urethane universal joint offers unlimited movement and unique fixed or snap-on/snap-off mount system. Complete with bolts. **\$34.00**
Clip to hold extension to tiller. **\$1.85**

Ronstan Telescopic X-10 Tiller Extension... 29" to 48" telescopic, same as Fixed X-10 above with twist-lock adjustment. 'Hyperlon' grip on outer tube and ball end on inner tube, and urethane universal joint. Complete with bolts. **\$57.40**
Clip to hold extension to tiller. **\$2.40**

Bow Flotation Bag Kit... Reserve buoyancy to help keep the bow of a swamped Scot up and aid in rescue. Kit comes complete with mounting blocks and hardware. Gelcoat and/or resin not included. Price complete. **\$54.10**
Replacement bag only. **\$39.70**

Transom Port 4"... Aids in rescue of swamped Scot by allowing water to drain through transom while the boat is towed. Complete with screws. Looper hole saw available. **\$9.65**

Jiffy Reefing Kit... Hardware and line for a single 36" reef reduces mainsail area by about 25%, but does not require you to remove the bottom batten. (Modification to mainsail for reef grommets not included.) **\$128.00**

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On the Road Again

by Susie Stombaugh, FS 2162, Fleet 37

I realize that Flying Scots naturally prefer to be on the water, but we seem to be making a habit of taking ours on the road. My husband, Tim, and I purchased Flying Scot #2162 in July of 1996 while living in Champaign, Illinois. After two months of club racing at Clinton Lake, a friend convinced us to take our first road trip. After hearing the "don't-be-discouraged-if-you-come-in-last-place" pep talk from our friend, we drove down to Lake Carlyle, Illinois, for the Annual Whale of a Sail Regatta. The "Whale" is a big multi-class regatta with over 100 boats sailing on three different courses. I remember sailing out of the harbor for the first race on a slalom course through the cabin boats wondering how we let ourselves be talked into racing in such a big regatta. We had a blast, and by the end of the weekend, we were hooked! I am sure our eighth place finish in the twelve-boat Scot fleet helped secure our regatta addiction.

The following year we continued our travels around the Midwest with trips to Delavan Lake, Wisconsin, Lake Springfield, Illinois, and several regattas at Lake Carlyle. In December of 1997 we moved to Columbus and found ourselves in the middle of the very active Ohio District. As

soon as the regatta dates were posted on the FSSA web site, we pulled out our calendar and started planning our summer adventures. By the end of the 1998 season we had logged over 4,700 miles, sailed on eight lakes in five different states, and met lots of Scot sailors from all over the country. Here are some of the highlights of our 1998 regatta season, mile by mile...

MILES 1 - 25: BUCKEYE REGATTA

Our first regatta of 1998 was close to home. In fact, the Buckeye Regatta was sailed at our home club on Hoover Reservoir. Since we had been sailing there for less than two months, we certainly did not feel much "home lake" advantage. The weather was beautiful, especially for mid-May. We did not sail very well, but it was fun to meet the Ohio District sailors we would sail with many times throughout the season.

MILES 25 - 810: EGYPTIAN CUP REGATTA

Since there was no Ohio District regatta scheduled for the last weekend in

May, we could not resist a trip to Lake Carlyle to sail in the Egyptian Cup. There was lots of wind for this regatta, but we were starting to feel comfortable sailing while hiked out over the edge. The highlight of the weekend came during the third race. We hoisted the spinnaker after rounding the windward mark and sailed on plane for most of the two reaching legs. That was by far our most exciting spinnaker run to date! The low-point of the weekend came on Sunday during race four. As we were approaching the leeward mark, Tim started to take the spinnaker down, but the halyard cut loose a little too fast. Suddenly the chute was in the water, and the boat stopped so abruptly that I thought we had run aground. I guess we learned how sea anchors work!

MILES 810 - 1915: WIFE-HUSBAND NATIONAL CHAMPIONSHIPS

The 1998 Wife-Husband Nationals were sailed at Toms River, New Jersey. This was our longest road trip and our first time sailing on the coast. We were a little overwhelmed by the vastness of Toms River compared to the inland lakes we were used to sailing. It was also somewhat foreign to us to sail out to the race-course in the morning and not return to shore until late afternoon. Between races we learned how to "heave-to" so we could take a break and eat lunch. We had a great time at Wife-Husbands. Since all the competitors were married couples, the regatta had a different atmosphere than other regattas we had attended. Wife-Husbands turned out to be the highlight of our season, because we sailed really well and won the Challenger Division.



Susie Stombaugh who crewed for Bill Vogler with Brett Adams being third crew accepting the fifth place trophy in the Challenger Division of the 1999 Midwinters.

Continued on page 8

Continued from page 7

**MILES 1915 - 2090:
PIG ROAST REGATTA**

Our second Ohio District Regatta was the Pig Roast at Cowan Lake. The regatta announcement invited sailors to come "challenge the magic of Cowan Lake." By the end of Saturday's races, we discovered the "magic" was that the wind comes from several different directions at the same time. The Pig Roast was the most appropriately named regatta we attended. Saturday evening dinner featured a roasted pig, and the perpetual trophies for the Hog (Championship) and Oinker (Challenger) Divisions are concrete pigs.

**MILES 2090 - 2875:
NORTH AMERICAN
CHAMPIONSHIPS**

The 1998 North Americans at Lake Carlyle was my second trip to the NACs, but my first as a skipper. Unfortunately Tim could not make the trip, so I found friends from Illinois who were willing to sail with me for the Women's Championship and the NAC. As anticipated, we enjoyed a good week of sailing and meeting people from all over the country. My crew and I had not raced together before, but after the Qualifier series, we were ready to compete in the Challenger fleet. We sailed really well at times, and really bad at others, but finished better than we expected. I learned a lot about sailing in a large fleet, especially the importance of clear air at the start. At the end of the week someone asked my crew if he had learned anything from sailing with me. He replied that he had learned the skipper is supposed to yell at the crew and not the other way around.

**MILES 2875 - 3400:
SANDY DOUGLASS
MEMORIAL REGATTA**

The weekend after I returned from Nationals, we packed up again and headed for Deep Creek, Maryland. We had visited the area earlier in the month for a family reunion, but this was our first time sailing at Deep Creek. As one would expect, the wind on this beautiful mountain lake was rather unpredictable. On several occasions the wind shifted at the

start of a race so we had a downwind start. My poor starting skills paid off since being in the second row on a downwind start has its advantages.

**MILES 3400 - 3695:
HARVEST MOON REGATTA**

The 1998 Ohio District Championships were held in conjunction with the Harvest Moon Regatta at Atwood Lake. Prior to our trip to Atwood, we were told to expect peculiar winds on the S-shaped lake. The rumors were true! Sometimes it paid off to stay along the shore, and other times we should have been in the middle. We only "caught on" enough to get lucky. This regatta featured some close competition in the Scot fleet with only one point separating second through fifth places.

**MILES 3695 - 4420:
GLOW IN THE DARK REGATTA**

Since we began sailing our Flying Scot at Clinton Lake, our season would not be complete without a trip to the Glow. The wind was really blowing on Saturday, and like many sailors, we chose to stay on shore. By Sunday the wind died down a bit, but we still could have used a third. The first race of the day was a lot of fun, especially the spinnaker runs. The second race proved to be not as fun. After we rounded the jibe mark I glanced up at the mainsail and noticed there was something very wrong. A second look showed that the outhaul had come undone. Tim managed to get it tied to the end of the boom, but without the 2:1 purchase we normally used. The jam cleat held while we were sailing downwind, but as soon as we rounded the leeward mark it was evident that 1:1 on the outhaul was not enough. Upwind sailing was a nightmare as the foot of the mainsail kept creeping toward the mast. We were thankful to round the last windward mark and set the spinnaker for a downwind finish.

**MILES 4420 - 4780:
GRAND ANNUAL REGATTA**

Our last road trip of the season took us to Cave Run Lake, Kentucky. This was probably the most beautiful lake we visited in 1998, even though it rained most of the weekend. Saturday's races were postponed in hope that the rain would quit. It did not, so we went out

anyway. Despite the rain, there was a nice breeze and the sailing was great. During the second race we suffered our second breakdown in as many regattas. We were in the lead about halfway up the first leg when we heard a loud bang. I looked up to see the forestay swinging in the breeze. We might have been able to finish the race, but decided to head for shore while the mast was still standing. We later discovered we had broken the forestay extension. It was a disappointing end to our regatta season, but we had an enjoyable weekend nonetheless. Saturday night we joined other sailors for popcorn and s'mores around a campfire.

So, there it is - 4,780 miles on the road and who knows how many miles on the water. The one thing we found in common among all the places we visited was the friendly people. Local sailors always seemed eager to assist those of us from out-of-town. They helped us launch our boat, pointed out places on the lake to avoid, and even offered us a place to stay when rain made camping uncomfortable. I am sure we are not the only Scot sailors to travel so much in a season, but hopefully the highlights of our 1998 season will encourage those of you who have never traveled to a regatta to try a road trip or two this summer. ▲

FSSA Website**www.fssa.com****FSSA E-mail****info@fssa.com**

A Fun Regatta and Other Thoughts on Preventing Early Burn-Out of new Scotting Families

by Jack Rudy, FS 4321, Ohio District Governor

Over the years we have seen many new Scot owners join our proud ranks. Some few of these new Scotters come from experience in other boats; sailors who see something in the Scot that they didn't have in their other boat — like more comfort, fewer bruises for the forward crew, excellent design control, improved marriages, etc. These experienced newcomers almost always make the transition and become active members of the mark chasing Scot bunch, with little difficulty. They require but little special attention, beyond the social norms; they become newly planted perennials.

But others, those where some or all family members are new to sailing, present a special challenge to us "Fleet Builders". Often we see those "sailing fragiles" exhibit the eager bloom of excitement; and then we watch as they suffer a few mishaps, and a lot of disappointing race results, perhaps a "sailing encounter of the scary kind"; they start to feel left out because no one is swapping sailing war stories or giving them air time to tell of their achievements. We Oldies tend to be insensitive to the truth that some of the "Newbies" might feel worse after a day of sailing than if they'd "a stood at home". Too often these "Newbies" cycle through the stages of taking eager root, blooming, but then too soon withering — the annuals, membership not renewed . . . like our friend Macho, "Boat For Sale."

We offer here some thoughts on new member retention. It's mostly about teaching, sharing experience, and having fun. One activity that has been helpful is our annual Fun Regatta, scheduled this year on August 21 and 22.

Some Events at the Cowan Lake Fun Regatta:

Racing that involves:

- sailing one leg of the course backwards;
- or firing starting guns while the participants are on shore — a Le Mans start;
- or starting while at anchor;
- or with one leg of the course under jib only, or under main only;
- or requiring boats to hit each mark with their aftward one foot of hull;
- or sprinkling the race with surprise man-overboard (thrown life jacket) exercise, sometimes required only of a leading boat;
- and of course, throwing in a few 360s, and maybe a few spinnaker jibes on command.

There are more wrinkles that you will think up, but these unusual exercises are a good start to helping new sailors gain a feel for their boat. These challenges are tackled with an experienced sailor — an Oldie — on board each boat, to explain why the boat is doing what it's doing. Practice and learning times other than the Fun Regatta are needed with an Old Hand in the boat. One of the attractions of our sport is that sailing is never the same two days in a row. So situation-reactions have to be learned for a variety of conditions. Different wind strengths. Different boat traffic densities. Different un-docking and docking challenges. As a ward heeler in Chicago says, "Early and Often"; he was talking about voting; we are talking about instruction time in the boat.

A book by an old salt named Callighan (first name forgotten) warned me back when I was a Newbie in Lake Michigan,

that (paraphrasing) "one will suffer more boat damage during the first year, than in the next 10 or 20; and further, that most of that damage will be experienced leaving or returning to the dock." A large part of mastering docking and undocking is in understanding the awkwardness of managing a boat that is not moving, or of one that is moving backwards.

How do you sail a boat that is not moving? Or one that is moving backwards? Suffice to say, here, that boat handling at zero-speed, and/or while moving backwards, involves understanding that water must move past the rudder in order for the rudder to be an effective steering device. The backwards-running leg of the Fun Regatta is a method to formalize this learning. Also, the practice of entering and leaving the dock gained as part of the race with a "LeMans Start" builds useful skills.

One of our sailors, George Leet, has gotten "so competitive" in this non-competitive Fun Regatta that he has introduced the spinnaker aft-set tactic, described elsewhere in this issue. Learning to sail backwards is obviously more pertinent to docking and undocking when done without the spinnaker, but having fun is OK too. And the rudder control lessons are exaggerated, which has served to enhance the learning experience.

Another bit of sailing instinct development, regarding boat handling, is to understand just how a sailboat turns. When a sailboat turns, it rotates around its centerboard. Since we're an automobile-trained populace we are conditioned to expect that a vehicle just

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chases after (follows) the turning front wheels. In sailboats, it's different. Center-board-as-turning-axis means that, while the bow goes in the direction of the turn (left for a turn to the left, etc.), the stern does not just follow tamely along as it does with your car. With a sailboat, the stern swings opposite (right, in the left-turn example), and only follows the bow after taking a longer path. If boats left water tracks they would show that the rear swings to the outside of the turn, rather than to the inside. To belabor, this means that if the front of your car barely missed something that you are turning away from, no worry! the back will clear this hazard by a safe margin. But with a sailboat, with the "transom track" swinging outside the bow, the hazard, instead of being avoided, comes closer as the stern moves past. This behavior, which sounds complex when just "talking about it",

becomes much easier to understand when learning to contact marks with rear portions of boats, as in the Fun Regatta. The Fun Regatta Racing Rule is the "Fun" racer MUST HIT every mark. But the contact MUST NOT BE MADE with a point on the boat that is FORWARD of the mast; contact must be made by the boat's BACK HALF. This can only be accomplished by SWINGING THE TRANSOM. By doing it (swinging) on purpose, you will be able to understand it, and with understanding comes your ability to avoid the collisions, etc., that may accrue from "uninformed swinging" (sounds like a birds'n bees lecture to a teenager). (How about a bumper sticker? "DON'T BE AN UNINFORMED STERN SWINGER!")

RACING FOR NEWBIES

Getting the new sailors out on the (sometimes frightening) race course. Viewed from afar, and particularly if your fleet has some screamers and sea lawyers about (perhaps a problem for

another discussion), racing can be intimidating. Experience on the racing waters is built into the Fun Regatta.

New sailors need some instruction in managing crossings and near misses — Having said that most of the damage to your new boat will be made near the dock, the exceptions to that rule need a few comments. The classic case is two boats crossing on different tacks, with both boats on a beat. There is generally no problem for new sailors in avoiding collisions when the impending point of contact is bow-to-bow, or more generally, front-half to bow of the other. In such approaches either one or both boats can avoid the collision by doing the instinctive thing, turning away from the other boat.

But the special case, the one requiring a counter-instinctive reaction, comes when one of the two boats is farther upwind, such that the point of contact on it (the upwind boat) will be near its stern. Here the stern-swing geometry comes

into play. If this (farther ahead) boat, sensing collision, shies away (or worse, panic-turns away) from the threatening boat, her stern, at the moment of the away-direction turn, will swing toward the threatening boat — BANG!

STARTING THE RACE

Some of the starts in the Fun Regatta are just normal, conventional starts. Having gotten Mr. & SBO (Significant Boating-Other) Newbie through the boat handling and collision avoidance crises, the next step is to empower, or embolden, the Newbies to join the racing foray. And the first and sometimes fearful step, is.....Starting. Here the instruction gets more complex; I won't attempt a complete discussion of starting tactics. Rather, I will propose that what the Newbies need is instruction and experience on how to keep out of trouble, how to avoid messing up the start for everyone else (often, a stated social pressure, by reluctant Newbies). A "Fun Regatta"

has lots of starts and starting practice. And old hands aboard each Newbie's boat should give a running commentary on the changing positions, and the resultant changing applicability of rules of right of way. Barging, starboard-port, room to keep clear, leeward, line sighting; lots of instruction to be passed. As an "Old Hand" on boats learning to start, I find that the occasion requires a continuing patter from me to them, along the lines of "You have right of way over that blue boat and here's why", etc.

LIGHT AIR — DRIFTER TACTICS

Getting away from the lessons learned in a Fun Regatta, it has been our observation that while many new sailors are a bit afraid of strong wind, they are absolutely bored and turned off by light wind. Since in Midwest pond sailing, the drifter is a more frequent occurrence than the knock-down, some instruction to make the drifter bearable is appropriate to the care and nurturing of Newbies.

On a drifting day before the start, we like to get out early and watch the wind interact with the lake shore. A good drifter-day for us is one in which we can say, at the end of the race, "We were in tune with the Wind Gods today". Before-race study is the best way to appease these Gods. We're reminded that in the Greek Islands, the fisherman lore-sage has something on the order of 25 wind patterns memorized, and each is named after a God — a mythological character of some sort. There are days when the drifter winner does seem to be the one who was merely the most-God-favored, or speaking less theologically, the luckiest So'n So on the water. But it can't be all luck because some people do seem to be consistent drift winners.

We ask rhetorical questions, on our drifter pre-race cruise, like, "Where on the lake does a new puff of wind first

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appear, and how does it proceed on the lake after this appearance?" We don't always get an answer to this rhetorical procedure but often, we do. If the race starts with no answers yet discovered, it's still not too late; observe other boats in different parts of the lake than yours; are they doing better, or worse? It's surprising how often another boat does better on a given leg's first round, and yet doesn't stay on that same successful side on the next; we try to copy his first-round success and go there, and are often surprised (and pleased) that he chose to occupy what was our slow side on his own second time around.

At the start, try not to get too far from the starting area. Also, keep the boat moving, even if it's on a beam reach. A standing-still boat has no control. If you see wind, or an opening in the line, or etc.; turning tiller to snuggle up to this

advantage won't do any good if the rudder has no water moving by.

To get moving, keep the boat heeled enough so that gravity gives shape to the sails. Keep the boat quiet (not rocking); avoid sharp turns and comings about.

Once started and on the course, look around for clues as to where the wind is existent, or stronger than where you are now. Better yet, look for signs of a puff of wind that is not in the racing fleet yet, but is coming towards an area that you may be able to reach. The boat that first spots a "breath of fresh air", and gets going toward it can reap huge benefits over the others by getting there even a mere 30 seconds sooner — 2 whole minutes sooner is like having a Wind-God in the family

So sooner or later, you're out on the course, things are "kool", and you're just sailing. Focus, to go fast. Look around to see where others are going faster. Look for new wind. Pay homage to the most

powerful Wind Gods, and one day you'll finish ahead of a boat; then maybe several, and maybe this season or the next, you'll score your first win.

AN INVITATION

If all this Fun Regatta game playing and instructor yammering sounds interesting, our Fun Regatta this year is scheduled for 8/21-22. It is low-budget, casual, no significant trophies; and we have not promoted it as an attraction for visiting boats the way our Pig Roast is presented, but if you want to attend I am sure that showing up on that day, you can join us in the pursuit of sailing smarts. Call me at 513-221-6144. or e-mail at jrudy2@juno.com to let us know you're coming. ▲

Fun Regatta – Vignette The Specialist – Running Backwards

by Jack Rudy, FS 4321, Ohio District Governor

Much has been made of the various fine points of spinnaker flying. George Leet of Lake Cowan (3830) offers his special pointers that will turn heads, regarding proper flying of the spinnaker — sailmakers 'n other experts, eat your hearts out. You may note, in the photograph, that the spinnaker seems oddly placed. This spinnaker configuration was not just another aberration of the continuing war of wills, words and actions, that goes on between skipper and crew; but George and crew Steve Yovan (3444) did this on purpose. It was a response to the excessive desire to win the backwards leg of the Fun Regatta's strange course and rules, and more importantly to have fun messing with people's minds.

How to perform the AFT SET? George explains how it's done. Please study carefully, the photo. (One can readily see that competing boats are loath to approach such run-a-muck creativity.) The quick-aft-set, not to be confused with the half-aft-set, can be perfected in no more than a dozen sessions or so of dedicated practice, if you follow these instructions.

Start by rigging the spinnaker halyard, along with the sheets, abaft the stays (the way we all do it on our first spinnaker set of each new season). The spinnaker sheet and guy must also feed through the aft spinnaker-sheet fairleads — those rings mounted on your deck behind the cockpit — taking care to run the guy (one of those guys) the long way around the hank of main sheet on its way from its "fairlead ring" to the spinnaker. Don't use those bothersome hook-fairleads next to the shroud, surplus hardware! Take a courage

pill. Now you're ready for your first aft-set.

As you approach the weather mark, most aft-setters would drop the jib, although some may prefer to let it stream out abaft, that is, abow, that is, way past the pointy end; where with a little finesse

even more attractive and exciting. For example, 14 foot spinnaker pole would be helpful, as the angle it takes in the aft-set brings the spinnaker clew in much too close. And then — with the stern tending to push up a bow wave in close imitation of a loaded Ohio River coal barge — it would be a powerful plus if one could lift the transom. This requires finding a seat for the skipper up (back?) where he can straddle-hug the mast. This in turn requires a 13 foot 8 inch tiller extension (I paced it off), with a zip-lock hinge and quick knee-lock (if you're following), that the tiller may clear the mast, on jibing. George considered dropping the mast for aft-set runs, but ran into designer's block over the problem of achieving proper loft for the spinnaker halyard turning block. Perhaps a reader can suggest a solution.



one would enjoy the obvious advantages of a mizzen (not pictured). Somewheres about this time, while in irons, hoist the spinnaker. (Warning — brace for whiplash!)

George hasn't concluded that there's anything useful to do with the main, other than drop it. A significant tactical advantage accrues therefrom. To wit, with mains'l dropped, and using the main halyard as topping lift, it is quite easy to place the boom on whatever side one wishes, thus establishing oneself as being on either starboard-, or port-tack; or swinging to achieve a "new tack", as works to advantage for purposes of the anticipated protest meeting.

A few minor suggested adjustments in rules are proposed for the good of the order, in order that this ploy might be

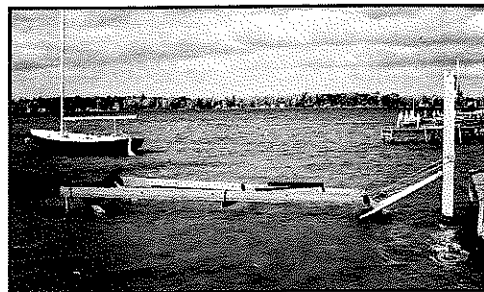
Next issue we'll cover the finer points of transitioning from aft-set to beat at the backwards-leg end, as one rounds the leeward mark — no jibing marks allowed!

Significantly, George came up with this novel stratagem in the course of one of our "Fun Regattas"; with its round-the-triangle race in which the down-wind leg must be sailed backwards, that is, the stern must be leeward of the bow for the entire down-wind leg. George has noted that the helm is not exactly neutral, no matter where he sits. As they say in other dare-devil stunt showings, "Please do not try this at home" (and certainly, not without your mother there to keep you out of trouble).

But then, I wouldn't try it away, either. ▲

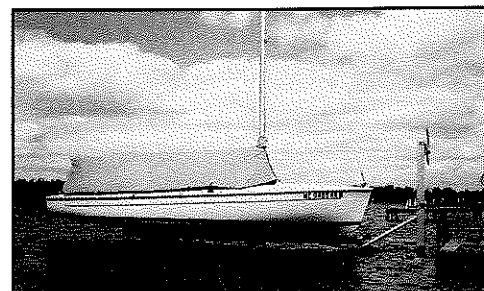
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Bottom Covers: A Review of Better Techniques for Pulling On

by Jack Rudy, FS 4321, Ohio District Governor

At a winter Pot Luck social meeting we had a spirited discussion of "Bottom Covers", installation thereof, with a sub title: "is it worth the trouble?" Nancy and I have been struggling a cover under 4321-BlastOff for several years now. We seek privacy and anonymity, but we end up doing it in parking lots. It is a hassle. People watch. We become the post-race entertainment! People wonder, out loud! We hear murmurs, "Anyone who works that hard, who wants to win that badly, must win all the time."

We do (work that hard.) We don't (win). In this full-belly, post-potluck discussion setting we allowed the Fleet to question our methods, and our sanity. We convinced them, I think, that if you're planning to trail your boat, say, up the thousand-mile-plus, groomed gravel, Alaska Highway, especially if it's just freshly oiled, you should follow the following simple procedures and pull on her drawers. If less mileage-graveled-oiled challenged, think twice. It's even more difficult than one imagines the struggling-on of some of the Levis one notices on the young lassie set.

The trick, if you're tackling this job in a parking lot, is probably simple and straight forward — for a nurse. A nurse just rolls the body onto an edge, slips the

sheet (boat-cover) under the rotated-up portion, smoothes the sheet wrinkles into a bunch as near as possible to the far-contact side; rolls the body over the wrinkle-bunch to the other edge, and continues to tug and fuss as necessary.

We have tried lifting the bow to throw the boat weight onto the stern, then struggling the cover under and aftward as far as possible, from the bow; then changing the scissors jack to the stern and pulling the cover-stuffing-roll all the way aft to the transom. In both of these steps one has to avoid the jack-point (your homework assignment for extra credit). It's not easy, but it's not dangerous or heavy lifting. It's sort of messy if you're in a puddly muddily parking lot. You do get to examine the bottom sides of your trailer frame, insides of tires, wiring, etc. It cuts into your post-regatta social time over Sunday lunch; you have to ask someone else to collect your trophies on the odd chance that that chore is on your chore list.

An easier and quicker way is to roll the boat sideways rather than fore and aft, in closer imitation of the nurse technique. (For the aeronautically inclined, roll instead of pitch.) Then stuff the cover half way (to the centerboard), roll the other way, and complete the cover spreading. The muscle parts of the roll can be done

by using the long lever arm of the mast. Wrap the spinnaker halyard around your bod, and pull outwards and sit your weight down to lift the far side of the boat. I weigh about 180 pounds, and can make this happen without tipping the boat off the trailer and onto me. But I cannot be on the rope and smoothing the cover, both. And Nancy can't handle the cover-stuffing and smoothing part alone. This procedure needs, if you're following, three folk, including at least one 180 pounder, an addition to our usual two.

A third method is to let the water do the lifting. That is, let the cover lie on the trailer as the boat is floated off, on arrival to the water; and pre-lay the cover over the trailer, on pull-out. We have used this method without difficulty for floating the boat off, but visions of soaking the cover with the lake's muddy water during pull-out have dampened our enthusiasm. So, it's back to the parking lot, and more show time.

As an afterthought, perhaps arranging several shock cords to hold the folds of the cover in some kind of drapery-bunch, high-and-dry order, outside the contact points between boat and trailer on take-out, would do the trick; maybe I'll work on that? That's probably how Harry does it. ▲



New Uses for Old Sails – Especially Appropriate for an Aging Membership

by Jack Rudy, FS 4321, Ohio District Governor

Somehow, looking at the picture, and enjoying grandkids as they sit with friend "flying" old, retired racing jibs, this romantic was reminded of Iver Johnson and his story. Mr. Johnson (now deceased) was our featured speaker at a Cowan Lake dress-up Winter Meeting, years ago. He was a wonderful man, and a famous, round-the-world, square rigger, oft-featured National Geographic sailor from somewhere in farm country. He told us the story of how he, as an eager youngster with sailing ambitions, dealt with the problem of being raised on a farm, near a small town, far far from the seas. He coped! He coped with his geographical disadvantages. He read all about sailing. And practiced in his mind — ran through the course, as the Olympic athletes say. He used his imagination to stir up a list of practical skills he would need for the day when he first shipped out. He practiced for his life's ambition, right there at home. He made do. He climbed anything and everything — most spectacularly, local telephone poles, barns He even trained himself to climb, hand over hand, up the edge of a simulated square rigged sail hung from an imaginary yard arm. He showed a photograph, during his presentation, of himself as a young lad, doing a head stand atop one of his neighborhood telephone poles.

He may have started where my young granddaughters and friend are in this picture, clinging to their gracefully lofted craft — ? — well, Kon Tikki had to start somewhere — tensing to the heel of the tree/mast, searching the endless horizon for some sign of a wheeling land bird. All of that.

Careful study of the photo will show a complexity of standing and running

rigging fit for an ocean and a half. Note the boson's chair — doll-sized — rigged to a nearby rescue craft. The spare mast lashed to the under-rigging. The tension on the faces of the pictured foredeck crew. (It's hard to hire good actors these days.) It's all there, for the imagination-unfettered.

How does this relate to we mere Scotters? Well, it's a stretch, but it does show a recycling use for blown-out sails. Such application may, someday, lead to our very own grandkids steering their very own square riggers around their very own world, in the year 2020 or so, enlivening our own rockin' chair days with the then latest issue of National Geographic.

As to the sails, the jibs (wing-and-wing?) have performed even beyond design intent. They have weathered a full season of summer's thunderstorms and winter's snow loadings; never reefed, never furled, never struck. Even Cincinnati's tornado scare of April 9 passed this craft, as nothing. One window is slightly blown out, but the rain-drip is hardly noticeable if you sit snuggled to the mast. The only shortfall, design-wise;



the jib window is insufficient for celestial navigation. Its lateral scope was too restricted for observation of the Big Dipper.

Design details available on request, a slight charge for drafting and shipping. www.camp.grampy.NOTcom/.

POST SCRIPT

At Hover this spring we saw another recycled jib a-rigged on another tree-house-craft; it's catching on. But at risk of exposing snobbish behavior, it must be pointed that their tree house wasstore bought! ▲

Family Sailing

A tale Wherein the Fates of Macho and Empatico Take Different Tacks

by Jack Rudy, FS 4321, Ohio District Governor

CHAPTER I, IN WHICH THE STAGE FOR OUR DRAMA IS SET

Macho and Empatico went out to buy their yots
They talked to Harry C, and bought a pair o' Scots.
The wives were thinkin' furnishings would soothe their female psyches
The kids were thinkin' extra bucks would go a pair o' Nikes
But Macho and Empatico keened 'at real family gain
would come of shared experience, all tucked 'twixt jib and main.

CHAPTER II, IN WHICH THE MACHOS GO SAILING

Starting out on sail day, Macho stared a cold eyed look
When Mrs. M announced, "I'll take my Romance Book"
Said he, "No time for readin', not for you nor kiddies two
We SHALL have sailing fun. I'll tell you what to do."
"I know all about this boat stuff, and been diein' for to try it,
We'll all have lots of fun. You just keep those d__ kids quiet."
"Sit where I say. Keep those ropes' neat.
Don't let those brats go fishin' with their feet!"
(Et cetera)

CHAPTER III, IN WHICH THE EMPATICOS GO FOR A SAIL

Now Empatico, on first-sail day, gathered clan to sense their feel
to ask of any interest in going down to wet a keel.
"We'll take our boat. 'Tis calm out. It won't be very tippy.
You can even drag your footzies if your toes like bein' drippy."
"And maybe take a turn on your dear Ole Daddy's lap
a-pushin' on that steerin' stick, 'ats hangin' oer the back."
"An we needn't stay out sailing the whole dang live-long day
Its beach and sand fort buildin' time, when eer you lil' folks say."
(Et Cetera)

CHAPTER IV, IN WHICH THE STORY DRAWS TO ITS AGONIZING CLOSE, AND A MORAL IS DISCOVERED

So, the sailing life of Macho, the year it came — it went.
Its life span 'twas as shortened — as was its mood — intense.
Grind we to tragic end of that critical first year
Macho's is For Sale, n the other'n's still right here.
So, one can spare the rod and beguile the wife n kids
Or play like Cap'n Ahab — and the boat goes out for bids.

Sportsmanship: Who Needs It?

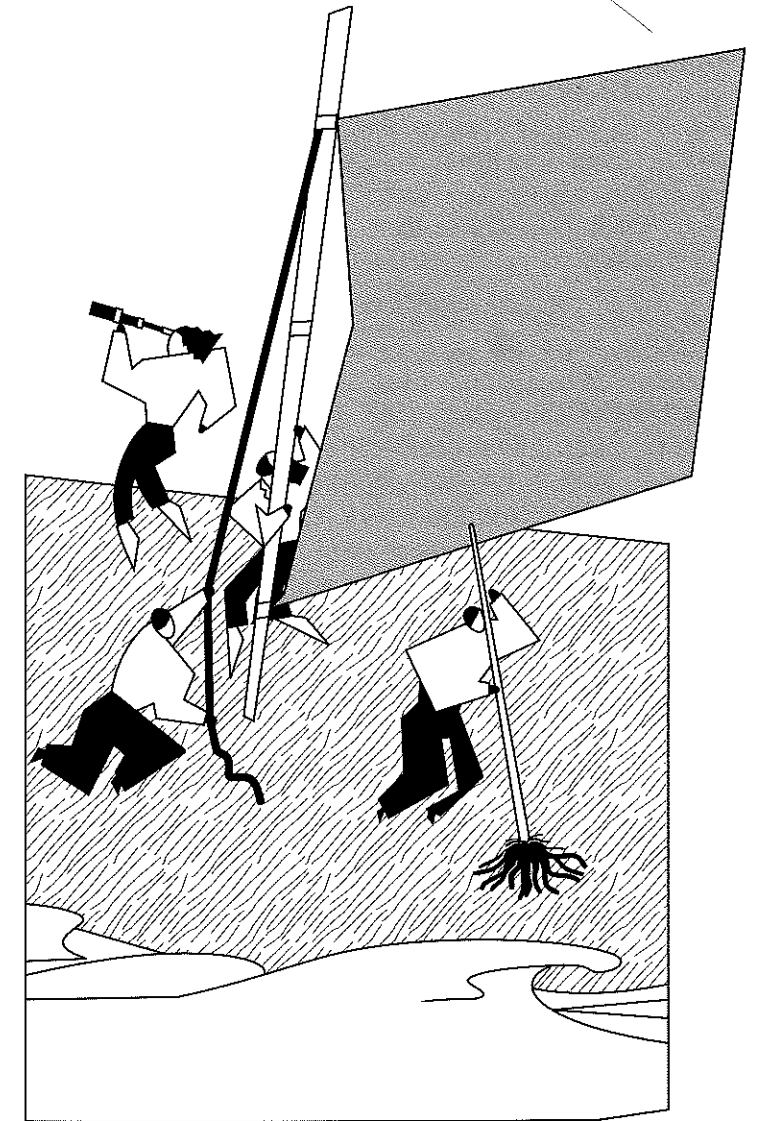
by Katie Reese as seen in *Xploits*

You've probably heard your parents, role models and instructors rattle on about sportsmanship. Who needs it? You're out there to win, and whoever gets in your way gets what they deserve. Right? Plus it says in the dictionary that a sportsman is someone who takes part in sports. Sailing is a sport, so you are already a sportsman. That was easy. But wait, isn't there something else that qualifies you to be a sportsman? Maybe it has something to do with playing fair.

You've all heard sportsmanship is necessary in sailing and in other sports. But many people don't know why being a "good sport" is important. To have a competitive race or game it needs to be played on equal ground. Everyone has the same chance of winning and losing. Of course, others can practice more, have years of experience, or just "be in the zone" that race, those are fair advantages. But on the starting line, everyone is equal. No one gets a five minute head start.

Sportsmanship is like common courtesy. If someone takes a major fall and eats pavement in front of you, most people would stop to ask if they needed help scraping themselves back up. If someone in front of you (or in back) buries the bow so deep they get thrown from the boat into the mast, most people would at least ask if they're alive. A true sportsman would ask if they needed help and make sure the human projectile isn't hurt. Then, unselfishly, if they needed it, the kind soul would drop out of the race to aid them in whatever way possible. If you needed help after being knocked unconscious by the boom in an uncontrolled jibe, you'd hope someone would think your well-being is more important than their position in the race or regatta. Fortunately, extreme, life-threatening episodes don't happen very often in the sailing world. (But when they do, we'll all be sure to be wearing our life jackets, right?)

The word sportsmanship holds meaning other than pulling a soaked sailor out of the drink. It's an attitude! Someone with a good "sporting" attitude wins the respect of everyone involved: the judges, competitors, parents, instructors and spectators. People don't mind losing to you because you don't rub it in or flaunt your victory. No one ever says behind your back, "Well, no wonder he's in the top ten. Did you see him rocking and pumping all the way downwind?" If there is an opinion floating around that you cheat, no one will have a respect for your accomplishments, talent and hard work. Always congratulate the winner and be sincere! Always thank the race committee and judges. Make sure your crew is not learning choice phrases to repeat and impress their friends. Make sure competitors cannot criticize your bad attitude or behavior that will



always get in the way of your full potential! Younger sailors look to you for advice, as a role model, and as someone who won't intimidate them on the race course. You realize that being a sportsman you make your sailing and life easier. It's hard to be the bad guy all the time!

So maybe all the babbling about sportsmanship should be listened to again, without rolling your eyes this time. Wouldn't the race course be a little more fun and inviting if everyone believed in and practiced sportsmanship? Maybe the answer to who needs sportsmanship is all of us. You can strive to be the best without stepping on others. And if you can only win with unsportsmanlike behavior or don't stay the course to be competitive, you're not really the winner, you're the loser. ▲

Starting Line

Note: Please send all Regatta Notices to the Association Office

1999 Mixed Doubles Regatta

July 24 & 25, 1999
Portage Yacht Club
Portage Lake, Pinckney, MI

This is a new regatta hosted by Fleet 20 that requires one female and one male in the boat.

For more information, contact Forest Rogers at (734) 954-0452, Forest@vibrodynamics.com or Jack White at (734) 426-6452, JWhite@erim.org.

1999 North American Championship

July 24 - July 30, 1999
Gulfport Yacht Club, Fleet 79
Gulfport, MS

Eastern Women's Invitational Regatta

July 25 & 26, 1999
Deep Creek Lake, Fleet 6
Deep Creek Lake, MD

Come one, Come all LADIES! Have a great weekend of sailing and enjoy meeting other women sailors. We have had great winds the last five years at our Regatta. We hope to see you there!

For more information, contact Geri Meehan (703) 369-5065 (h) or at Deep Creek Yacht Club on the weekends at (301) 387-7890.

Douglass Memorial Invitational Regatta and the Ohio District FS Championship

August 7 & 8, 1999
Deep Creek Lake
Deep Creek Lake, MD

Come early and visit the Flying Scot factory in nearby Deer Park. For information call Ted Rissell at (301) 387-6463 or email willriss@gcnet.net.

CONTACTS

Phone/Fax

GYC Sailing Director, Michael G. Hage, 228-864-0206

Email: GYCGYA@aol.com

Flying Scot Headquarters Andrella 800-445-8629

Email: info@fssa.com

Web site: www.fssa.com

Fleet 177 Invitational

August 7 & 8, 1999
Housatonic Boat Club
Stratford, CT

For more information, contact Dave Jacobsen at (203) 263-0796, david.p.jacobsen@worldnet.att.net or Melanie Dunham at fs2601@aol.com or Brian Hayes at brian@od.northsails.com.

Crystal Ball and 1999 Michigan - Ontario District Championship

August 14 & 15, 1999
Crystal Sailing Club Fleet 41
Carson City, MI

Crystal Sailing Club is on Crystal Lake, located about 55 miles NW of Lansing in Central Michigan.

For more information, contact Kent Davis at (517) 629-3635, kldavis@yahoo.com. After August fourth, contact Keith Hudson at khudson@remc8.k12.mi.us, phone: (616) 754-9950, or visit the Crystal Sailing Webpage at www.sailcsc.org.

NERD Championships

August 14 & 15, 1999
Saratoga Lake, NY

We will attempt to run five races in two divisions. In addition to good racing, we will feature our famous Saratoga hospitality all weekend. There is room to camp at the Sailing Club and we will arrange

housing with Club members. Come early or stay longer and catch a show and some horse racing.

For more information, contact Peter or Ann Seidman at (518) 877-8731, or email to pseidma1@nycap.rr.com

New England District Championships

August 20 - 22, 1999
Sandy Bay Yacht Club, Fleet 11
Rockport, MA

SBYC has a great Website with links to the Rockport Board of Trade, local hotels and restaurants and camping information.

Please visit it at www2.shore.net/~sbyc/

For more information please contact Margot Hintlian, (781) 334-2991 or email: Margot.Hintlian@us.pwcglobal.com.

Harvest Moon Regatta

September 10 - 12, 1999
Atwood Yacht Club, Fleet 65
Dellroy, OH

Come and join us for good sailing and good fellowship. Races are scheduled on Saturday and Sunday. Skippers meeting early Saturday morning.

For more information, contact Ed Forrest at (330) 477-6322 or George Rootring at (330) 874-4541.

Palmer Trophy

September 11 & 12, 1999
Sayville Yacht Club
Sayville, NY

For more information, contact Rob Kaiser at (516) 589-2167.

Massapoag Annual Regatta

September 18 & 19, 1999
Massapoag Yacht Club
Sharon, MA

For more information, contact Jay McNeff at (508) 543-2628, Diane Kampf at (508) 234-8047, or Jim Cavanagh at (781) 784-5088.

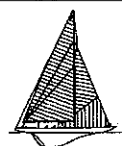
Annual Whale of a Sail Regatta

September 18 & 19, 1999
Carlyle Sailing Association
Carlyle Lake, IL

This is Carlyle Sailing Association's annual multi-class regatta featuring an array of mono-hulls, cabin boats and catamarans. Expect 100+ boats with 15-20 Scots, great race management and great food. Excellent camping facilities exist in the State Park next to the CSA harbor.

For more information, contact Bill Clark at (314) 878-3969, cclark@stlnet.com.

Continued on page 20



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Glow in the Dark

September 24, 25 & 26, 1999
Clinton Lake, IL

Many surprises! For more information, contact Steve Hartman at (217) 359-2212 or GW Hartman at (217) 386-2858. email: GW7Lynne@aol.com.

Capitol District Championships

September 25 & 26, 1999
Selby Bay Sailing Center
Edgewater, MD

For more information, contact Roger Schermerhorn at (410) 798-5106 or Bruce Pumphrey at Bpumphrey@aol.com.

Sail for the Grail Regatta

September 25 & 26, 1999
Lake Arthur
near Pittsburgh, PA

Fleet 80 invites you to a weekend of competitive sailing at Lake Arthur. We plan to have four races - three on Saturday and one bridge to bridge race on Sunday morning. We usually have 20-25 Flying Scots on the starting line. Dinner Saturday night will be something to remember for "Uncle Charley" will grill the best ribs that you have ever tasted. Camping and motels are located nearby.

For more information, please contact Bob Gelman at (412) 421-6819, rgelman@pop.pitt.edu

1999 Candlewood Invitational

September 25 & 26, 1999
Candlewood Lake, Fleet 24
New Fairfield, CT

For more information, contact Fleet Captain, Mark S. Riefenhauser at fs2516@snet.net

Founder Cup

October 2 & 3, 1999
Indian Harbor Yacht Club

For more information, contact Jim and Ann Sawyer at (203) 637-7878.

2nd Annual Fall 48

October 30 & 31, 1999
Lake Norman Yacht Club
Lake Norman, NC

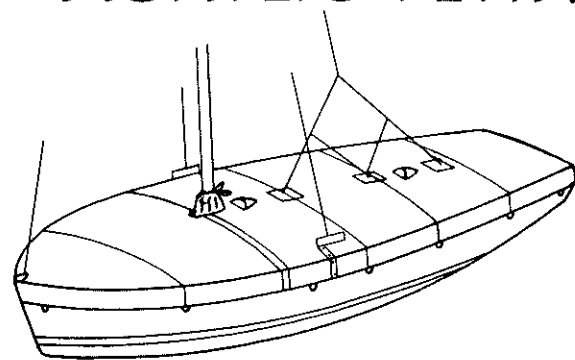
This season ending event will draw over 35 boats from New York to Florida. It is becoming an informal East Coast Championship. The leaves will be at their peak in the North Carolina Piedmont and the temperature and the winds are likely to be delightful. LNYC has 20 acres of beautiful lake front property, with bath, swimming, picnic, and camping facilities. Plan on bringing the family. This will be a three-race long course event. A Friday afternoon seminar will be conducted by Graham Hall.

For more information, contact Larry Vitez at (704) 442-1850.

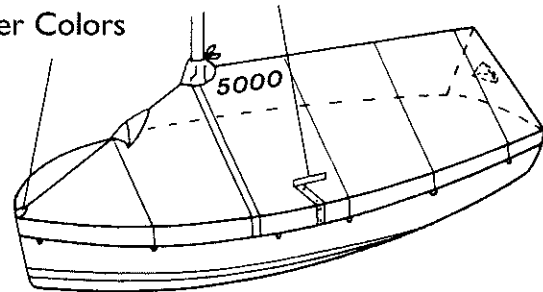
Flying Scot New Members

Fleet #	Boat #	Name	Address	City, State & Zip
Capitol District				
	5209	Steven Nagy	2059 E. Wellington Road	Newtown, PA 18940
	2922	Ryan Malmgren	311 Boyd Avenue	Takoma Park, MD 20912
	3841	Dave Childress	1996 Covington Road	Crozier, VA 23039
Carolinas District				
	4706	F. Allan Clum	PO Box 325	Ladson, SC 29456
Greater NY District				
	4575	Art Falk	10 Cyndi Court	Flemington, NJ 08822
	2713	Jim Grenfell	3 Orchard Lane	Tewsbury Township, NJ 08833
7	2295	Jason Alderman	581 Boston Post Road	Madison, CT 06443
7	0060	James R. Herm	120 Cutler Road	Greenwich, CT 06831
142	5253	David & Kathleen Flewellyn	14 Brookhill Lane	Norwalk, CT 06851
Midwestern District				
	1665	Everette L. Mills	3711 Highbank Place	West Lafayette, IN 47906
	2554	Thomas R. Scott	2617 Highcrest Road	Beloit, WI 53511
	1237	James C. Jilek	962 Grove Street	Neenah, WI 54956
	3958	Bridget Jodell	10100 South Shore Drive	Plymouth, MN 55441
	A925	Frank Guerry	37 Briargate Circle	Aurora, IL 60506
New England District				
	5221	Michael & Kathleen Caron	40 Essex Drive	Needham, MA 02492
57	2659	George Spalt	71 Hoyt Road	Harwich Port, MA 02646
Ohio District				
	2729	Jason Comstock	12020 Watkins Road	Marysville, OH 43040
	5238	Michael F. Devlin	2333 Wimbledon Park Blvd.	Toledo, OH 43617
80	5299	William M. Humes	5135 Scenic Road	Murrysville, PA 15668
Prairie District				
	A997	Clyde Eastman	2235 Ave De Mesilla	Las Cruces, NM 88005
50	3742	Daryl D. Hougnon	2798 E. Cobblemoor Lane	Sandy, UT 84093
Texas District				
	5242	Prater Monning	3652 Asbury	Dallas, TX 75205
23	A901	Jennifer Meredith	7139 Pasadena Avenue	Dallas, TX 75214
67	4696	Jim McCain	13643 Liberty Oak	San Antonio, TX 78232
Florida District				
	5239	Stephen F. Hawkins	11495 SW 109 Road, Unit D	Miami, FL 33176
90	4156	Stephen Franklin	14270 SW 73 Court	Miami, FL 33158
New Members this report				26

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- Even minor cheating is like setting back our bathroom scale or lying to our psychiatrist. It deludes us with false satisfaction and diminishes our motivation to improve. Yet only by "improving" can we feel like winners regardless of where we finish.
- Sailors who are allowed to oil their way out of penalties will continue to endanger others with maneuvers like barging, tacking too close and port/starboard crossings.
- A skipper who excuses another's infringement cheats the rest of the fleet just as the infringer does. When the unpenalized infringer continues in a position he doesn't belong in, he impedes unfairly all who must then dip his stern, eat his bad air or even yield to him at a mark. In addition, everyone he then "beats" is scored one place below where they belong. And the extra point could be important to someone later in the series.
- Besides diminishing the quality of racing for everyone else, the cheater also deprives himself of the opportunity to do what is right, which can be quite ennobling. This is especially true if no one else notices the infraction.

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For more information call Steve Bellows, your Flying Scot Sailmaker

Name _____ Phone _____ Sail # _____

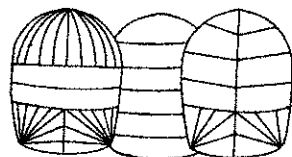
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<input type="checkbox"/> Mainsail Window	\$20	<input type="checkbox"/> Spinnaker-Triradial	\$450	<input type="checkbox"/> Centerboard Gaskets	\$20
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FS 99- Red hull with light blue deck. Two main sails, jib, spinnaker, motor-mount, cockpit cover, tilt-trailer with spare, compass, and anchor. Sailed on Lake Winnepesaukee in NH. Good condition. \$2550. Contact Jeffrey A. Scott at (508) 853-1488 or e-mail Kenneth E. Scott at easkes@aol.com.

FS 1825- Customflex, good condition, light blue hull with white deck. Two sets of sails, spinnaker, trailer. Can show in central Iowa or Chicago north suburbs. \$2900 OBO. Contact Jim or Sue Ellen Wilcox at (515) 292-9161, or email: swilcox916@aol.com.

FS 2077- Douglass light blue hull and deck with white waterline stripe. Red anti-fouling bottom main - jib - spinnaker. Cox tilt-trailer with rollers over the boom cover (new). Jiffy reefing stern ladder and grab-bar (new). Maintained each year. Located in Syracuse, NY. \$3500. Fred Lerman (315)637-4848 or fredlerman@wcbtv.net.

FS 2481- Douglass, light blue deck (easy on the eyes), white hull with red waterline stripe. Race ready equipped with many new parts: main halyard, gooseneck, pulleys, cam cleats, lines, centerboard roller (call for the rest). Sterling trailer is fully equipped and road ready. North sails in club racing condition, bottom and centerboard faired over the winter, all wood refinished last season. Excellent, fast, light and clean boat with no water damage. Call me for delivery. \$3100. Contact Mark Smith at (615) 895-2726 or email to: Mark.Smith@teledyne.com.

FS 3332- Customflex, all white with brown trim, good condition, Schurr sails plus old set, spinnaker, tent cover, tilt trailer. Located at Kentucky Lake, east of Paducah, KY. \$3500. Call Steve Strom at (573) 334-2917.

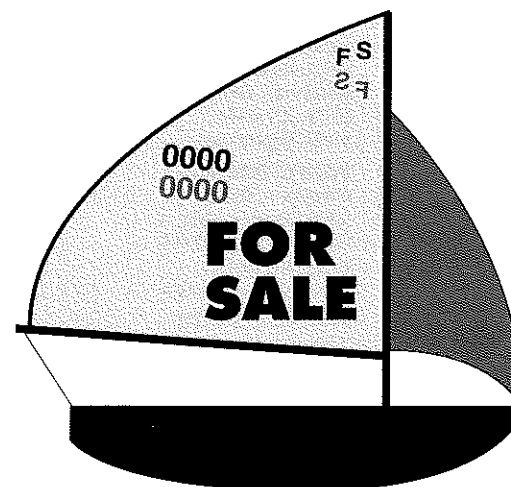
FS 4408- Douglass 1987 in great condition, white hull and deck with blue pin stripes. TeeNee trailer with new wheels and tires. Main, jib and spinnaker. Dry sailed. Motor mount plus miscellaneous parts and supplies. \$5000. Contact John Gardiner at (610) 867-5089 or email: john.gardiner@mineralstech.com

FS 4471- Douglass built 1988, white with green stripe. Main, jib, spinnaker, TeeNee trailer with canvas boat cover. Located in Toms River, NJ. \$3900 OBO. Contact Reuben Mezrich at (215) 985-4123

FS 4491- Douglass, white with green stripe, cover, trailer. Sails and boat in excellent condition. Stored inside. Located in central Wisconsin. \$6500. Contact Herbert at (715) 359-4848.

FS 4888- Douglassbuilt, white with black stripe. Schurr main, jib and new spinnaker. Trail Master trailer. Dry sailed, fresh water. Boom tent cover by Sailors Tailor. Misc. equipment. \$7100. Call Bob Martin at (330) 650-1101.

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dbatchelor@inacom.com

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