

SCOTS

n' water



VOLUME XIII NUMBER 6

JUNE 1971

REGATTAS

June 26-17.....	VISA Yacht Club Invitational Smith Mountain Lake, Virginia
July 3-4.....	Michigan-Ontario Dist. Championship Lake Fanshawe
July 17-18.....	Detroit River Yachting Assn. Round Robin Series
July 17-18.....	Edgewater Yacht Club Regatta Cleveland, Ohio
July 24-25.....	Midwestern District Championship Crab Orchard Lake, Carbondale, Ill.
July 24-25.....	Northeast District Championship Boston Harbor, Mass.
July 24-25.....	Capitol District Championship Cambridge Yacht Club Cambridge, Maryland
July 30-31-Aug. 1....	Greater New York Dist. Championship Shore Acres, New Jersey
July 31-Aug. 1.....	Gulf District Championship Pensacola, Florida
Aug. 16-20.....	North American Championship Lake St. Clair, Michigan
Sept. 11-12.....	Hoosier Hot Scot Regatta Muncie, Indiana
Sept. 18-19.....	President's Cup Regatta Washington, D. C.

Green Bay FS Boat of the Year

June 26-27.....	Marinette-Menominee Yacht Club Regatta
July 31-Aug. 1.....	Ephraim Yacht Club Regatta
Aug. 7-8.....	Sturgeon Bay Yacht Club Regatta
Aug. 28-29.....	Egg Harbor Yacht Club Regatta

DETROIT YACHT CLUB COMPLETES PLANS FOR NORTH AMERICAN CHAMPIONSHIP

The Detroit Yacht Club is looking forward to hosting the 1971 Flying Scot North American Championship on August 16 to 20. Yacht Club members are proud of their facilities and know that contestants and their families will enjoy their week at the races.

Swimming pools (indoor, outdoor, wading), handball and tennis courts, picnic areas with grills, sauna baths and a masseur for the man are all available.

Contestants' families will want to spend some time on Belle Isle — a unique recreational area. A children's zoo, aquarium, conservatory, marine museum, pony rides and golf course are all at the Yacht Club's doorstep.

There will be many opportunities for sailors to get acquainted. Tentative plans include a reception on Monday; annual meeting and dinner, Tuesday; an "ox roast" on Wednesday and the Award's dinner on Friday night. Teenagers can look forward to Junior Venetian Night on Friday when the club belongs to the teens. The bar (pop for the night) and grill are only open to the teens and outdoor dancing to music that is theirs also.

The July issue will include a map and a finalized schedule of events. There will also be information concerning towing procedures and necessary equipment.

There are no fleet quotas this year and a large number of entries is expected. The Committee urges everyone intending to participate to send in their entry blanks early.

OOPS!!!

Due to a computer program 'bug' which was not discovered until too late to halt last month's mailing of Scot N' Water, several old and new members had errors in their address labels. This problem has been corrected and Mary Doolittle will remail those copies that may be returned by the Post Office. Our apologies to anyone who did not receive his May issue.

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FROM YOUR MEASURER

E'er lived a sailor with a soul so dead as never considered the possibility of an electric motor mounted on the centerboard? You really never did? Congratulations, you are an ethical skipper.

But haven't you considered some gadget which would make your boat go faster than your competition's? I have, many times. As the first Flying Scot Skipper ever legislated against (Chicago, 1960, Annual Meeting and Nations, when the Specification was added (S-III 5.c) to make illegal my bridle mainsheet traveler and (S-III 5.d) to make illegal my change in location of the jib fairlead track from the cockpit coaming) I can understand the thinking of those who would change things. My thinking was that if I could get a "go fast" on my boat which Sandy didn't have on his boat, I could beat him.

The Measurement Policy adopted by the F. S. S. A. is best expressed in the Constitution (Article IV (Policy) Section 3), *"To promote a one-design class of Flying Class sloops in which racing shall be to determine the skill of skipper and crew."*

Development classes are primarily devoted to testing the speed of the boat. One-design classes are devoted to testing the skill of skipper and crew. While some classes attempt to crossbreed the two, the F. S. S. A. is dedicated to maintain *rigidly* the one-design features (Constitution, Article II).

I would love to make a few changes on my boat which I believe would improve its performance. If the changes did improve its performance, I know my competitors would make the same changes, and I would finish the season in the same relative position as I would have without the changes. Other skippers want to make other changes in their boats. If they were permitted to do so, and they do make the boat go faster, then I would have to make the same changes to be competitive. So, when I see in Yachting or One-Design photographs of the cockpit of some so-called one design boats with a maze of lines running to jam cleats to adjust every possible feature of the rigging, so many lines that they are sometimes color coded or labeled to keep them straight, I give thanks to that hard headed Scot I've fought with these past 13 years for keeping us truly one-design. If you want to know what I mean, just take a look at the 505 pictured on page 51 of the April, 1971, Yachting. A racing Scot could look every bit that bad if we permitted every "go fast" which has been suggested. *Horrors!*

As a word of advice from your Measurer, those changes which are primarily for your convenience in handling your boat will probably be approved, but those changes which are designed primarily to make your boat go faster than your competitor's boat will probably be disapproved.

A few comments on the recent interpretations which were published in the March, 1971, issue of Scots N' Water. Your Measurement Committee and the Governing Board have approved the enforcement of the Requirement that the jib sheets be lead *"from blocks or fairleads on the deck track"* and those skippers who have attempted to change the angle of the jib with the centerline of the boat by offsetting the jib block or fairlead away from the deck track will not be in compliance with the Specifications.

We did not attempt to set a maximum limit on the distance from the bearing surface of the block or fairlead to the cockpit coaming, so skippers would have a choice as to different manufacturers of blocks, but a warning is in order. An individual Measurer may yet rule that a particular block, by reason of its elongated shape, and/or method of attachment to the deck track, violates this Specification. If you push the Measurer to the limit, be sure to bring your original equipment along so you can convert back to the original in case the Measurer says *"NO"*.

On the other hand, the recently developing practice of using the windward jib sheet, normally slack, with some pull on it in order to pull the clew of the jib inboard, was not prohibited, so long as only the regular jib sheets are used. This is no different in principle from hand holding a jib outboard on a run. If by chance this is what Rick Tears was talking about in his first item in his letter in the same issue of Scots N' Water, there could be no objection to the practice.

The extension of the spinnaker halyard fairlead further forward than as shown on the Official Plan was interpreted to be in violation of the Specifications, but the use of a block attached to the fairlead is not prohibited.

The question of through hull automatic bailers was discussed, and, while there is serious danger of hull damage from leakage into the balsa layer of the hull, and it was the consensus of opinion that we do not favor their use, they do not, at this time, violate any of the Specifications.

The attention of all District Governors is called to the Requirements of By-Law, B-VIII, 7, which makes all sails used in sanctioned events, which includes District Championships, subject to measurement. Those Districts which have not been measuring sails for the District Championship

should consider doing so.

Whether a District Championship should be open to all Scot Skippers otherwise qualified, or should be limited to members of those Fleets composing the District and unattached members residing within the geographic area of the District, seems to be a local decision, some District Championships being open while others are closed.

The attention of all Fleet Captains is called to the recommendation that sail measuring be extended to Fleet races. What about a "Sail Measuring Day" for those Fleets which have not been measuring sails?

So, this year, let's concentrate more on sail handling and boat trim and wind direction and tactics and good starts and all the other things people say one should do to win races; and if you beat the Club Champion, then you'll know that at least in that race, you outsailed him, and that's better than crediting your win to some gadget you installed on your boat.

May the winds be right for you,
may your bottom be smooth,
may your sails be beautiful,
may your crews be great,
may your starts be perfect,
may your spinnaker never collapse,
may you each have success.

Donald C. Hott,
Measurer

Fleet 36 — Montreal, Quebec, Canada

The snow has not yet completely gone. Nevertheless, we are having trouble with the highest water levels in years due to the spring freshet. Fortunately, spring has been unusually cool, otherwise, our record snowfall (158 inches at McGill University) would surely have resulted in a flood greater than Noah's. Some of the winter's effects are just now becoming evident. Today, I saw five Flying Dutchmen, a Y Flyer, a 470, an O'Day Day Sailor and several other boats with severe structural damage due to the weight of the snow. Unfortunately, one of our Scots was also a victim. This boat was stored upside down but without adequate support. The weight of the snow distorted the hull, forcing the tabernacle down and splintering the deck. The hull should be OK, but salvage will be a major operation since a large part of the deck will have to be rebuilt. Take heart though; the Dutchmen, the Y, and the Day Sailor will have to be written off.

by J.W. Stewart Marshall

LATE NEWS

The Pinedale Boat Club, Pinedale, Wyoming announces its annual Open Invitational Fremont Lake Regatta on August 7 and 8.

For details write:

Bert Reinow
Box 277
Pinedale, Wyoming 82941

Derryberry Wins Texas Championship

The Texas District Flying Scot Regatta for 1971 was held by Fleet 69 at Lake Travis on May 8th and 9th. The hospitality was warm, the barbeque delicious and the racing hot.

With on site cabins available and fine camping facilities, a communal atmosphere immediately sprang forth. This was also beneficial for finding the persons involved in the 21 protests held on the first day of racing.

Altogether there were nearly 40 protests for the five races. Fred Tears, though sailing very well, lead the protest event by being protested out of all five races for improper jib lead extensions and extended spinnaker halyard fairlead.

The first race was light and fluky and started in intermittent showers. The second race was in increasing winds of 8-10 gusts to 12 mile/hr. and the third and final race for Saturday was in 3 mile/hr. to a final 4 mile/hr. wind at the finish.

A wind storm occurred Saturday night and Sunday we held the fourth race in 15-20 mile/hr. winds gusting to 30 and the fifth race in 25-30 gusting to 40. The spinnaker runs were fantastic!

Out of 21 starters, the first five finishers faired as follows:

Position	1st. Jerry Skipper Derryberry	2nd. Rick Tears	3rd. Don Church	4th. T. M. Spillman	5th. Jim Berry
Boat No.	634	283	1754	837	1027
1st. Race	3	4	1	9	10
2nd. Race	1	3	2	6	8
3rd. Race	2	3	4	1	8
4th. Race	1	2	3	5	6
5th. Race	1	2	7	6	3
Final Points	7½	14	16½	26½	35

*by Jerral Derryberry,
'71 Texas Dist. Governor*

Fleet 41 Invitational Date Change

The FD—FS Invitational at Crystal Lake, Michigan has been rescheduled. The new dates are July 17-18.

From the Corresponding Secretary's Mail Bag.....

From Michigan:

"We sold our Flying Scot to - - - - We are now the proud owners of a Coronado 30, but my husband says it lacks the thrills of the SCOT!"

From Michigan:

"I am pleased that the Association is thinking of me. I sold my Scot to - - - - I made him aware of the F.S.S.A. and Hope that he may see its benefits".

From Pennsylvania:

"I sold my Scot to - - - - May I add that owning the Scot and being associated with F.S.S.A. has been in all respects a most pleasing experience".

Schultz Family Wins Carolinas Championship

by William Singletary

The Flying Scots Sailing Association Carolinas District Regatta was held at Satterwhite Point, Kerr Lake Reservoir, North Carolina on May 8 and 9. Fleet 27 and Fleet Captain Sam Leager acted as hosts. All fleets in the district were represented, and several reigning and former fleet champions, as well as the 1970 Carolinas District Champion and Fleet 27 champion, Dr. A. C. (Tasso) Triantophyllou, competed. Twenty boats were registered. Conditions were ideal for testing the abilities of the skippers, crews, and boats. Under clear and sunny skies, but with a high pressure and a low pressure front competing with each other, conditions were quite variable.

Life long sailor Dick Schultz, Fleet 27, Eden, North Carolina, with his young sons, Ricky 11 and Skipper 8, sailed consistently in all races and was first in race 4 to become FSSA Carolinas District Champion in his second year in a Scot.

The first race found ideal winds between 10 and 14 knots and fairly steady out of the SW, good beats, spinnaker runs and reaches allowing occasional planing. All boats stayed closely bunched, but District Governor Bill Myatt maintained his excellent start and led all the way to take the first race, closely followed by John Herchenrider, 1970 Fleet 71 champion from Roanoke, Virginia (VPI student) and Ernest C. Myatt, Fleet 27, High Rock Yacht Club 1970 champion.

The second race found winds holding above 16 knots and gusting to 26 knots, veering and backing from SW to NW. Several prudent skippers with light weight aboard DNS or WD. Planing was the order of the day on all but the close beats. Only three attempted spinnakers with variable results. Macon Singletary, Duke freshman student, with mother, father, and brother (Maye, Bill, and Van) as crew, changed the lead several times with Myatt, Herchenrider and Dick Schultz, before finishing ahead.

The third race found conditions similar to the second race with good beats and great planing reaches. John Herchenrider, with father Dick as crew, was not to be denied this one and finished close ahead of W. Myatt, Schultz, and Triantophyllou. Thus at day's end District Governor Bill Myatt held the lead by one point over John Herchenrider. Dick Schultz was third 5½ points back.

Sunday brought North winds and overcast skies, and the fourth race in light wind, (which left the spinnakers hanging loose at times) but wind at all times, found consistent Dr. Dick Schultz with 11-year old Ricky and 8-year old Skipper, as crew, ahead at the winning gun with Herchenrider, Singletary, and Triantophyllou a short way behind.

The fifth race was a real test of very light wind sailing. Bert Allen, Fleet 48, Charlotte, North Carolina getting a perfect start and steadily increasing his lead, seeming to find air others couldn't and to use what he found to the best advantage, was first. Bert won this one with the largest lead of any of the races, and the next four skippers, Hallam Walker, Baxter Gordon, Jim Willis, and E. Myatt were far ahead of the remainder of the fleet.

This Regatta epitomized to me the great character of Scot sailors and their boat — a group of very friendly people and ex-

cellent sailors with strong emphasis on family participation and a boat for all ages. Debbie Peterson, age 16, Raleigh, North Carolina, sailing in her first major regatta, is to be commended. College students John Herchenrider, Macon Singletary, and Richard Lane, proved they could sail with and superior to many excellent and seasoned Scoters and sailed as gentlemen. Excepting for an unfortunate foul in the last race, Herchenrider might have finished first overall. Those closer to sixty than twenty also wailed in a superior fashion. (Best not name names here though).

The first five places and points were:

1	Richard Schultz Eden, North Carolina	19½
2	William Myatt Raleigh, North Carolina	24½
3	Macon Singletary Durham, North Carolina	25½
4	John Herchenrider Roanoke, Virginia	28½
5	Ernest Myatt Greensboro, North Carolina	29

A Note From Chuck Winans

Formerly from Riverside, Connecticut now of England

England is a great sailing country but the funny thing is that it is either in dinghys of a size up to 15 feet or else in ocean cruising with boats over 25 or 30 feet. Hence, there is really nothing quite comparable to the Scot which seems a shame. One small reason is that most of the cars are limited in size and can't trail too large boats. Also the motorways prohibit cars with trailers — not that there are that many motorways anyhow. Also, there are few good paved launching ramps. Because dinghy sailing is the big thing, most people launch directly from beaches by means of hand pushed trolleys. I emphasize the launching problem because tides are very extreme and good mooring spots are limited.

Please give my best to people you might see such as Bearn Smith and Bob Vance. Also Sandy.

Tears Protests

Fred Tears, Dallas, Texas, one of our better, most imaginative, and inventive skippers, has protested the Chief Measurer's ruling regarding jib and spinnaker fairleads. The ruling was published in the March issue of Scots N' Water.

Fred claims neither the Chief Measurer nor the Board of Governors had the authority to make such a ruling. The Chief Measurer's article on page 2 of this issue re-states his position. Tear's boat was disqualified in the Texas Championship in May for non-compliance with Specifications.

An Association Official has informed Scots N' Water he expects Tears will be heard from again on this subject at the Annual Meeting in August.

FLYING SCOT
THIRTEENTH NORTH AMERICAN CHAMPIONSHIPS
DETROIT YACHT CLUB

August 16-20, 1971

ENTRY FORM

NAME _____ SAIL NO. _____

STREET _____ BOAT NAME _____

CITY, STATE, ZIP _____ SPINNAKER COLOR _____

CREW NAMES _____

NUMBER IN PARTY: _____ ADULTS _____ CHILDREN

_____ Please register us as contestants. Our registration fee of \$30.00 is enclosed.

_____ I intend to charter a boat.

_____ I wish to make my own reservations.

_____ Housing Reservation Form and Deposit sent to Mr. Quinn.

_____ We intend to have our meals at the DYU.

_____ We intend to attend the AWARDS DINNER.

MAIL TO: Detroit Yacht Club
Belle Isle
Detroit, Michigan 48207

Attn: Mrs. Frank Perry
NAC Reception

"Some Ideas for Improving Performance"

by Henry White

Editor's Note: Several weeks ago Arthur D. Deckleman, a relatively new Scot sailor and member of Fleet 90, Miami, Florida, made some very good constructive criticism of Scots N' Water. Arthur says he has read all the books, he plans to race at every opportunity — but how does he practice? He wants someone who sails a Scot (not some other boat) to tell him what to do. Accordingly we invited Henry White to write an article. Henry, a member of Fleet 3, Wilmette, Illinois, is one of our best and most intelligent "students of the game". He is a former District Champion and has finished well up in the first ten in the NAC only a few years ago.

I have been asked to make suggestions for the serious-minded novice who has read all of the books and wishes to improve his sailing ability by independent practice. He asks: Is it possible to learn tactics and strategy by practice? Here are a few suggestions. (I assume every sailor reads over "Highlights of Scots N' Water" every spring.)

An instinctive knowledge of the Rules, which can be improved by serious practice with another boat, will greatly expand the scope of one's tactical ability. The rest is gymnastics and a knowledge of the behavior of one's equipment. The latter is helped by an imaginative curiosity about the way of the boat.

When first at sea, after the set of the sails and the convenient stowage of anchor and line have been checked, one usually 'balances the helm'. There are evidently two criteria for this: (1) the tiller is to be on the center-line with the necessary finger pressure to hold it there; and (2) there is to be no finger pressure and the rudder is in line with the flow of water from the lee. The first case is the traditional one and is appropriate for boats where centerboards and rudders are equally well (or poorly) streamlined: the side force is slightly distributed and the total drag probably a minimum for this arrangement. The second case should be considered for our boat; for although we have a fairly streamlined centerboard, the rudder is a flat plate which produces more drag at even a small angle to the flow than does one of aerofoil section. This second criterion could be called 'neutral lee helm'. In tacking, this plate rudder can be turned 30 degrees or more before yielding the maximum turning action, per unit of drag. This initial movement of the tiller could be made quickly, and the pressure on the fingers immediately observed. Thereafter, with the flow of water on the rudder slowing down, the finger pressure must diminish, even though the tiller angle may be increased to accommodate the flow direction of the water.

A word should be said here about compasses, which I find necessary for detecting wind variations. Ours is large, and mounted aft on the centerboard trunk. When mounted forward, information concerning wind variations, when relayed from the bow by the crew, is surely late and confused, or indistinct when sighted by the skipper. This is not to disparage our best skippers, who have better developed senses and do not need a compass at all. A compass is scarcely needed during tacking. Ours happens to be over-damped, (or should have been under-damped for this

purpose), so that the oil carries the card beyond the next bearing, encouraging the skipper to 'fall off' initially, on the new tack. However, our sheets are never cleated and are free to be adjusted as the new situation requires.

Tacking should certainly be practiced until everything works smoothly. The important tactical point is knowing when to start the tack, and where to finish it. It should go without saying that the skipper must always ask the crew if they are ready to come about, and then call the helm change. When approaching the starboard lay-line of the weather mark, one often wants to tack inside a starboard tackler with only inches to spare. Here is an exercise: Sail on a starboard beat and pay out a long line of floats. Now jibe around and approach this line on a port tack. See how close you can tack to it in any weather.

Another exercise is tacking for the weather mark. Use a deep-floating buoy with little windage, and unanchored, so that one can ignore the currents. One should not tack for it from too great a distance because that reduces one's chances of using wind-shifts. I think that the crew should ascertain the correct relative angle, of about 100 degrees, to allow for leeway and other contingencies. The skipper must be sure he is on an average beat course when asking for a bearing, neither headed nor lifted.

If beating with another boat, one should practice crossing her path. (A constant relative bearing angle proves a collision course). It is never wise to scrape by a starboard tackler's bow because this often requires pinching. One possibly loses less by going under his stern.

Now suppose that you are on Starboard, and Port squeaks by on a windy day. At the last moment it is possible that the back-wind in the lee of Port's sails will draw your boat up to strike his transom, unless you pull up on your helm and ease your sheets. Yet this is what Starboard must do in order to 'hold his course'. The rules mean 'hold course', not 'hold helm'. If Starboard merely held his helm or worse, held to the local wind, he would crash into Port and protest him unjustly. (See your Protest Committee). However, this wind lift, even though brief, can be used to some advantage when passing a boat's transom and 'pointing up' on the other side. Practice is required for skimming under a transom from a distance.

Something to watch when sailing close-hauled in calm weather is what may be called "center-board stall". We have all had our wind taken by a larger boat over-taking to windward. Especially on a quiet day, one's little speed is lost, and when the wind returns, even a clinker goes by. We are held back apparently by the following conditions:

- (a) The weight of the boat, which is light for its size and strength, giving low momentum.
- (b) The wetted surface, which is large so as to plane, but always requiring more power than other boats at low speeds. (This condition is ameliorated somewhat by heeling to leeward).
- (c) The centerboard, for the very reason that its design is efficient, generates power-consuming vortices if the leeway angle is at all excessive.

To get going again, ease sheets to reduce the transverse force on the centerboard. Pointing higher, as long as you aren't luffing, will also help in the same way.

(continued on page 9)

1971 NORTH AMERICAN CHAMPIONSHIPS

HOUSING RESERVATION FORM

NAME _____

STREET _____

CITY, STATE _____ ZIP _____

State preference of motel, date of arrival, and number and type of rooms:

Enclose deposit for one night's lodging per room. Make check payable to the Detroit Yacht Club and mail to:

W. J. Quinn
1040 Whittier
Grosse Pointe Park, Michigan
48230

Phone: 886-0597 (Area Code 313)

Deposit due by July 15, 1971.

We will make reservations only at Balmar Motel or Holiday Inn.

MEMBERSHIP AT A GLANCE

by Mary Doolittle

When the Editor asked me for information on our membership, I decided to make some studies and summarize the Fleet Activity to share with you. Please keep in mind that the figures in the Increase Column do not necessarily reflect the fleet growth in this past year. These figures include unpaid people who were listed in the respective fleets. Many have moved from the area. However, I assume they are still active with their fleet and do not eradicate them unless I receive notification from a fleet officer or from the member that he is no longer a part of such fleet.

If a Fleet Secretary disagrees with my calculations, I'll appreciate hearing from you with a list of your current members and I will remove the rest. We plan to publish another roster in two months. When you receive your copy, will you please scrutinize and send any corrections or additions to me? We may have some people listed in the unattached groups which have joined a fleet.

I am extremely pleased with the wholehearted response, the enthusiasm and the diligence of our Fleet Officers. You have done an excellent job. I trust that when the election time arrives, if you choose not to serve another term, that you will guide the nominations so that your shoes will be filled with someone equally as competent. I hope you will keep in mind the responsibility and the importance as well as the honor which accompanies the title of a Fleet Officer.

You will note from the summary that there are still some dues not in. Over 300 names have been removed from the Scots N' Water mailing list whose dues were not received by April 15. I am not mailing the missed issue when I receive the late dues unless specifically requested to do so. I must confess that I have reneged a bit. The figures in the report include dues received through May 13th. These figures change daily and I wished to give you an as up to date report as possible and still meet the Editor's deadline.

ONE YEAR AT A GLANCE

Members as of May 30, 1970 — 919

Members as of May 13, 1971 — 1,205, consisting of
1,016 Active, 164 Associate and 25 Sustaining.

INCREASE — 286

Members as of October 31, 1969 — 978

Members as of October 31, 1970 — 1,265

INCREASE — 287

You'll note that in only 6½ months of this 1971 fiscal period, which ends October 31st, we are only 60 members shy of last year's total. Many thanks! to all present members who have been so faithful in channeling new members to us. I am absolutely delighted with our progress and it has been my joy to have worked with you for one full year now.

OBSERVING OUR GROWTH

FLEET #	PAID '71 DUES 1970 PAID BY	DUES NOT PAID	NUMBER IN FLEET	INCREASE OR DECREASE	
1.	9	3	6	9	Un *
2.	R *	-	-	-	-
3.	49	42	12	54	+5
4.	12	6	7	13	+1
5.	7	3	13	16	+9
6.	62	51	22	73	+11
7.	39	42	8	50	+11
8.	10	5	5	10	Un *
9.	8	6	3	9	+1
10.	New	7	0	7	+7
11.	11	6	6	12	+1
12.	32	23	10	33	+1
13.	R *	-	-	-	-
14.	6	6	4	10	+4
15.	20	22	1	23	+3
16.	14	3	11	14	Un *
17.	New	4	0	4	+4
18.	3	2	1	3	Un *
19.	15	14	2	16	+1
20.	15	16	3	19	+4
21.	New	5	0	5	+5
22.	11	11	3	14	+3
23.	31	19	21	40	+9
24.	20	23	5	28	+8
25.	42	37	11	48	+6
26.	8	9	6	15	+7
27.	46	45	7	52	+6
28.	4	1	1	2	-2
29.	18	15	5	20	+2
30.	12	16	1	17	+5
31.	7	12	0	12	+5
32.	9	8	10	18	+9
33.	4	6	0	6	+2
34.	33	27	6	33	Un *
35.	10	12	3	15	+5
36.	15	18	9	27	+12
37.	17	23	1	24	+7

FLEET #	PAID 1970 MEMBERS	'71 DUES PAID BY APRIL 15	DUES NOT PAID APRIL 15	NUMBER IN FLEET	INCREASE OR DECREASE
38.	10	9	1	10	Un *
39.	7	7	2	9	+2
40.	10	2	16	18	+8
41.	23	20	6	26	+3
42.	20	21	5	26	+6
43.	R *	-	-	-	-
44.	29	20	14	34	+5
45.	18	17	3	20	+2
46.	19	21	5	26	+7
47.	7	1	9	10	+3
48.	15	14	3	17	+2
49.	12	10	5	15	+3
50.	4	5	4	9	+5
51.	8	7	2	9	+1
52.	3	4	0	4	+1
53.	15	7	8	15	Un *
54.	3	4	0	4	+1
55.	0	1	1	2	+2
56.	4	5	0	5	+1
57.	13	7	16	23	+10
58.	14	10	5	15	+1
59.	18	16	8	24	+6
60.	4	0	4	4	Un *
61.	2	0	3	5	+3
62.	New	7	0	7	+7
63.	14	16	4	20	+6
64.	6	3	3	6	Un *
65.	2	4	3	7	+5
66.	3	3	0	3	Un *
67.	13	11	3	14	+1
68.	2	2	5	7	+5
69.	7	11	1	12	+5
70.	8	5	8	13	+5
71.	13	15	1	16	+3
72.	8	7	1	8	Un *
73.	3	4	0	4	+1
74.	5	6	0	6	+1

FLEET #	PAID 1970 MEMBERS	'71 DUES PAID BY APRIL 15	DUES NOT PAID APRIL 15	NUMBER IN FLEET	INCREASE OR DECREASE
75.	10	14	0	14	+4
76.	5	6	0	6	+1
77.	6	7	3	10	+4
78.	5	7	0	7	+2
79.	7	2	5	7	Un *
80.	13	11	2	13	Un *
81.	11	12	0	12	+1
82.	8	10	0	10	+2
83.	8	10	1	11	+3
84.	4	6	0	6	+2
85.	6	8	0	8	+2
86.	5	6	0	6	+1
87.	7	8	0	8	+1
88.	8	7	0	7	-1
89.	5	6	0	6	+1
90.	New	5	0	5	+5

*R = Charter Revoked - *Un = Unchanged

"Improving Performance" from page 6

The second side of the course may be a Spinnaker Reach. If this unnerves your crew, then, having made each step concerned with raising the spinnaker doubly clear in your own mind, issue instructions step by step, as a reminder, not as orders. The spinnaker will usually unfold in less time than feared.

The first rule for *flying* the 'chute is that the adjusting of the sheet and the guy is the responsibility of one person, especially with three aboard, unless the crew is experienced in working together and has worked out other procedures. The second crew should see that all lines are clear, and assist only when specifically asked to do so. The other rules are found in "Highlights of Scots N' Water".

On the spinnaker leg, the skipper has the dual task to (1) keep the boat to her overall course, and (2) vary the heading intermittently so as to keep the spinnaker from luffing. When the second requirement is incompatible with the first, then a change in the guy should be recommended.

On a broad spinnaker reach, the speed is usually high, so less centerboard is needed. A close reach, particularly with a spinnaker, usually engenders a large sideways force requiring nearly full centerboard area. (See Sandy's article in "Highlights")

To learn more about downwind tacking, without recourse to instrumentation, have another boat sail straight downwind with centerboard retracted completely. Then jibe back and forth across his path at various angles. Tacking downwind is useful under two conditions: (1) In light winds, when a boat will go faster when it is pointing higher; and (2) when the tacking boat can plane.

One last word about strategy. This involves the foresight to see situations developing, and concerns approaching boats, as well as those at a distance. Keen eyesight can frequently detect a distant wind-shift affecting boats on another part of the course.

This does not perhaps answer the question entirely, but introduces some interesting points.

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March 1971

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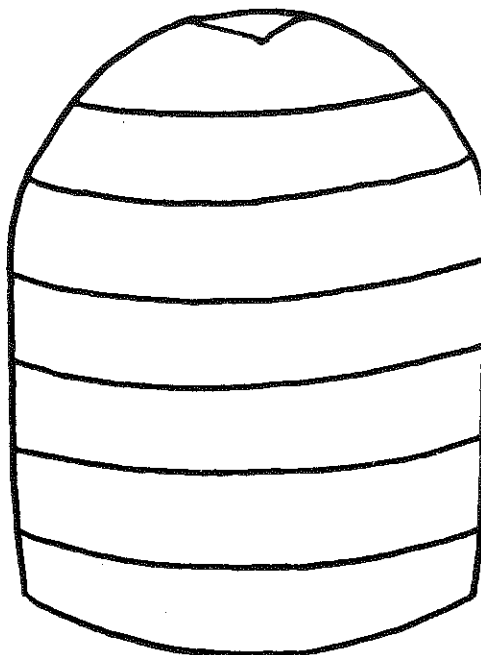
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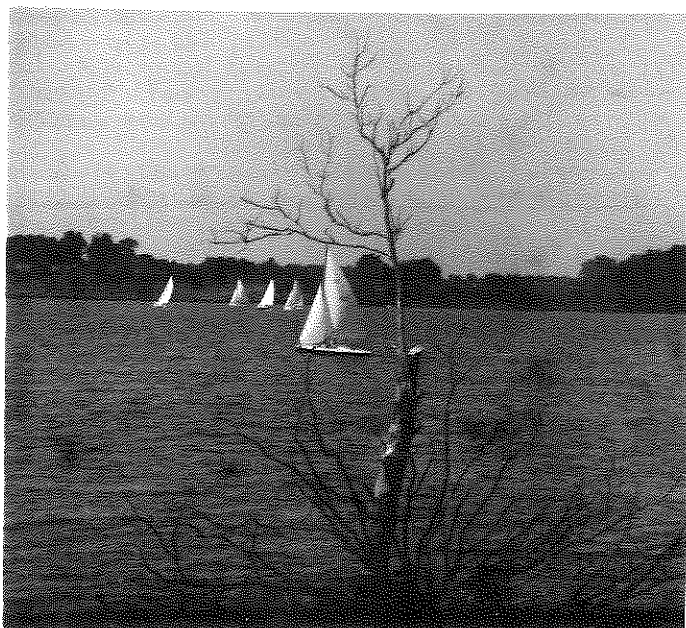
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Pick the Next North American Champion

President Bearns Smith suggested publishing the "track record" of some of our better skippers. The tabulation below is our effort to comply with that suggestion. We have listed the '61 NAC because it was sailed on Lake St. Clair, the site of this year's championship.

The numbers in the tabulation show finishing position and "N" stands for "Not entered" or "No record".

Who can pick the next champion?

	'61 NAC	'70 NAC	'71 Houston Midwinter	'71 Midwinter Warmup	'71 Midwinters	'71 Texas Championship	'71 Carolinas Championship
Paul Schreck Lillian, Ala.	N	1	N	2	1	N	N
John Laird Panama City, Fla.	N	2	N	N	3	N	N
Eaton Kelly Detroit, Mi.	2	N	N	N	N	N	N
Gordon Douglass Oakland, Md.	4	9	N	N	N	N	N
Fred Tears Dallas, Texas	N	6	4	N	N	*	N
Fred Meno Columbus, O.	N	5	N	1	4	N	N
Mike Haggerty Dallas, Texas	N	3	N	N	N	N	N
Dirk Lundquist Pensacola, Fla.	N	4	N	N	N	N	N
Jerral Derryberry Houston, Tex.	N	N	1	N	N	1	N
Richard Schultz Eden, N. C.	N	N	N	N	N	N	1

* DSQ in all races

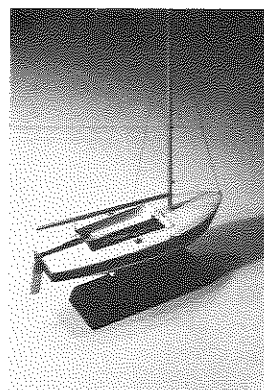
Capitol District Championship Open to All

District Governor Ed Sharp has announced that all Scot owners are welcome to participate in the Capitol District Championship to be sailed out of the Cambridge Yacht Club on July 24 and 25.

Fleet 42 will host the Championship. For information contact Ed Sharp - his address is on the back page.

District Governor Honored

Allen M. Douglas, Governor of the Gulf District has been elected Vice President of the Gulf Yachting Association.



Scot Models

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May 13, 1971

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Some years ago we came to the realization that there should be a special Flying Scot insurance policy. Flying Scots have proved to have an excellent record for lack of repairs; and current high insurance rates indicate that, lumped with other small-boat classes, we are having to pay for the losses sustained by other, more fragile, boats.

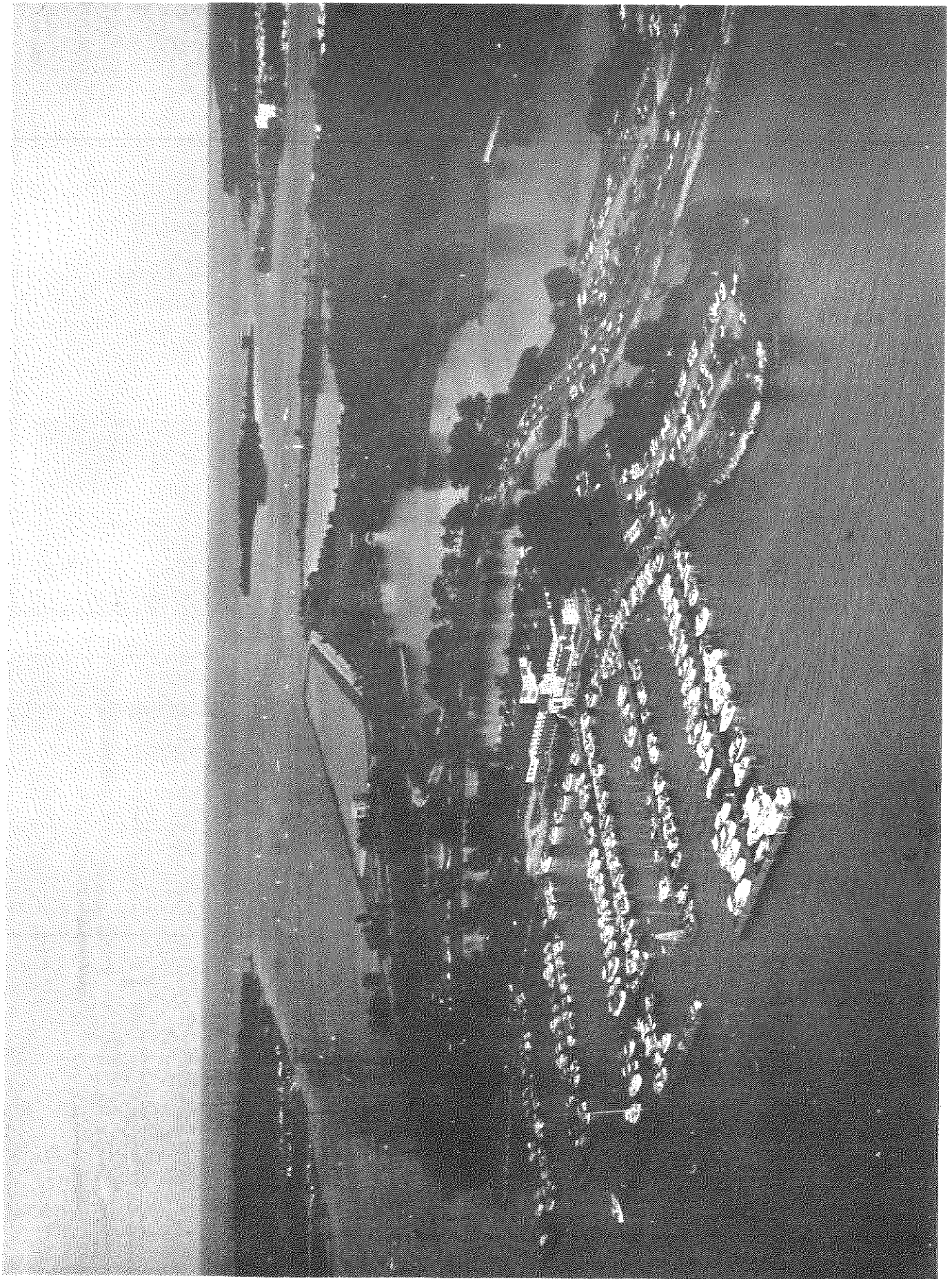
There not being such special policies available, the Gordon Douglass Boat Co. will offer a service policy, available to all Flying Scot owners, which will cover the boat all year, all risk, including racing and trailering, and at a cost in keeping with the risks involved. We are in the process of printing the necessary documents, and expect that the rate for all coverage will be at a reasonable cost for 12 months' coverage.

We will be happy to hear from those interested, and expect that by that time we will be ready to roll.

Gordon K. Douglass

NEWS FROM THE BUILDER

The Gordon Douglass Boat Co. announces the addition of two men to their staff, Morgan C. France and Y.A. "Nat" Natanzon. Both men have good backgrounds in sailing, Morgan having been in past years associated with Jack McClintock's Sailing School on Deep Creek Lake, and Nat can claim credit for establishing Fleet 90 at Miami. It was Nat who conceived the idea of the Flying Scot Service Policy and who will assume the responsibility for its handling.



Detroit Yacht Club
Site of 1971 North American Championship

SAFETY

Reprinted from the August 1970 issue, because it seems appropriate at this time.

Editor

On July 5, 1969, during the Northern California Thistle Districts, on Monterey Bay a tragic accident, claiming the lives of three people befell the Thistle Class. A strong increase in wind velocity, after the start, and poor visibility were the major contributing factors. Seven boats capsized, rescue boats worked with extreme difficulty, a crew of three experienced heavy air sailors was lost, and several others came close to losing their lives.

Jerry Ficks of the Thistle Class, has written an excellent article on safety in the Bagpipe. We believe some of the points made by Jerry are worth the thoughtful consideration of Flying Scot sailors.

First Safety is not legislatable but must become the personal concern of all participants - skippers - crew and race committee.

Second The following responsibilities are those of the skipper:

a. *Preparing the boat for survival conditions.*

Strong winds and heavy seas put tremendous pressure on rudders and rigging. The skipper owes it to his crew to make certain the boat will hold together under extreme conditions. All safety gear should be secured in the boat. Adequate boilers, anchor and tow line should be available.

b. *Preparing a plan for survival conditions.*

The skipper should make a thorough analysis of the conditions which might be encountered. The crews rescued from Monterey Bay were amazed at how quickly they lost their strength in the 50° water. The location and potential wind velocity must be considered. A race which takes one off shore requires a different approach than one sailed five yards from the Yacht Club. Sail bags or high visibility jackets will help in rescue operations.

c. *Recognize the limitations of boat - crew - and skipper.*

It is the part of wisdom to know when you are in trouble and get out.

Third The Race Committee should:

- a. Have knowledge of any potentially serious weather conditions.
- b. Make their decisions based on the potentially worst conditions inherent in any marginal racing situation.

(continued on page 15)



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GOT PROBLEMS?

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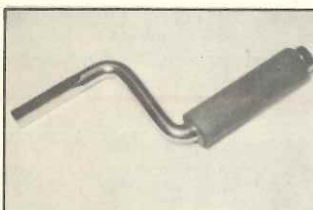
"SAFETY"... continued from page 14

- c. Consider the quality of the fleet.
- d. Acquaint all participants with the provisions made for the rescue and the procedures to be followed.
- e. Have radio communication with the shore and rescue boats.

Highlights of Scots N' Water contains several articles on safety. We can not assume we will never have a tragic accident. We should all make safety our personal concern.

PHOTOGRAPHS WANTED

Scots N' Water again appeals for photographs. The Regatta season is getting underway and good action photographs will help round out our reports. Here is what we would like - black and white - good lighting - reasonably close-up - action - people, if they can be recognized. Please give names and suggest titles. If you do use polaroid its best you send them with no preservative. Many times a good news photographer can be talked into working for a boat ride and a free meal. Scots N' Water will print credits.



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