



SCOTS



n' water



VOLUME XIV NUMBER 3

MARCH 1972

Regattas

March 3-4-5	Mid-Winters Panama City, Florida
April 29-30	Carolina's District Championship Lake Norman, North Carolina
May 6-7	Texas District Championship Dallas, Texas
May 20-21	Buckeye Regatta Hoover Reservoir, Columbus, Ohio
June 10-11	Berlin Yacht Club Regatta Canfield, Ohio
July 15-16	Edgewater Yacht Club Regatta Cleveland, Ohio
July 22-23	Ohio District Championship Cleveland, Ohio
August 21-25	North American Championship LaPorte, Texas

Notice to Regatta Chairman:

Scots n' Water wants to list all Flying Scot Regattas. Please send information to the Editor by the 15th of the month preceding publication.

Fred Tears Disqualified

Loses Round Two — Round Three Coming Up Next

In an action taken on January 13, 1972 the Panel of Judges appointed for the 1971 North American Championship has disqualified Fred Tears of Dallas, Texas for the second and third races of the championship series.

Tears had been declared North American Champion following completion of the championship held on Lake St. Clair last August. Tears had a low point score of 20 3/4 points. The second place score was 29 3/4 points. Eighth place finisher J. Richard Lundquist of Pensacola, Florida had protested Tears but the Panel of Judges did not rule on the protest. This failure to rule had the effect of holding in favor of Tears and disallowing the protest filed by Lundquist.

The disqualification of Tears in January resulted from an appeal filed by Lundquist with the Detroit River Yachting Association Appeals Committee. This Committee held that the Panel of Judges misinterpreted the intent of the FSSA. By-laws which place a time limit on Protest Committees for rendering decisions. Accordingly the Detroit River Appeals Committee instructed the Panel of Judges to reassemble and continue the hearing until they arrived at an equitable decision. The Panel of Judges upheld the Lundquist protest and disqualified Tears.

Scots n' Water has been informed by Tears that the Panel of Judges has granted him permission to appeal his disqualification. He reports that an appeal based on thirteen counts is now in preparation.

A statement by FSSA President Bears Smith and the rulings and decisions of the Detroit River Yachting Association Appeals Committee and the Panel of Judges follows:

Statement by President Smith dated February 6, 1972.

"If you will recall my letter to the Membership issued in Scots n' Water of September-October of last year, your Executive Committee held a meeting and confirmed that Fred Tears had won the series.

Dr. Lundquist was not satisfied that his protest of Mr. Tears' jib was unresolved, and so appealed to higher authority. The result of this appeal is that Mr. Tears is disqualified in race two and three.

(continued on page 3)

Fourth Annual Buckeye Regatta Set

Jack Seifrick has announced May 20 and 21 as the dates for the 4th Annual Buckeye Regatta to be sailed on Hoover Reservoir, Columbus, Ohio. Entry fee is only \$7.00 and includes two breakfasts, one lunch and a cocktail party Saturday evening.

Fred Meno is defending champion. Regatta usually draws good competition from Ohio and Indiana fleets. For details write John Gray, 541 Yaronia Drive, Columbus, Ohio.



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FSSA Operates In The Black

The Association's operations for the past year (November 1, 1970 to October 31, 1971) resulted in income of \$2,484 greater than expenses. This is some \$3,000 better than the previous year when a small loss was shown on the operating statement. The operating result is also better than was anticipated by the annual budget which forecast a surplus of only \$1,020. A refund of \$584 by the Post Office Department at the time a second class mailing permit was granted for Scots n' Water was largely responsible for this improvement over budget. It may be noted however, that actual performance was somewhat better than budget for every item of income and expense.

For the current year income is budgeted to be in excess of expense by \$1,540. Although memberships are budgeted to increase by better than 10% this smaller surplus will result because of the cost of a new Handbook and Roster.

The following tabulation shows, in the first two columns, the budget for the current year which has been approved by the Board of Governors. The middle two columns show the actual operating results for last year. The two columns on the right show the Budget for last year. Also included below is the statement of James P. Kelly, Certified Public Accountants upon completion of the audit of the Association's books.

	Budget 1/11/71 - 10/31/72	Actual Results 1/11/70 - 10/31/71	Budget 1/11/70 - 10/31/71
Income			
Dues	\$15,100	\$13,440	\$13,350
Other	5,750	6,398	5,675
Total Income	\$20,850	\$19,838	\$19,025
Expenses			
Scots n' Water	4,140	3,966	4,375
Office & Cones. Sec	9,880	8,028	8,220
Other Expenses	5,290	5,360	5,410
Total Expenses	19,310	17,354	18,005
Income over Expense	\$ 1,540	\$ 2,484	\$ 1,020
Cash			
at beginning of Period	\$ 8,701	\$ 6,217	\$ 6,217
Income over Expense	1,540	2,484	1,020
at end of Period	\$10,241	\$ 8,701	\$ 7,237

Based on the examination made, I certify that, in my opinion, the within statements correctly sets forth the cash receipts and disbursements for the period commencing November 1, 1970 and ending October 31, 1971, and the balance of cash in the bank at the close thereof.

Respectfully submitted,

JAMES P. KELLY

Certified Public Accountants

**Past
1972 Dues Are Due!**

Annual Dues for membership in FSSA were due in January. Next month the mailing lists will be adjusted if dues are not received. Checks should be mailed directly to the Corresponding Secretary in Kalamazoo, Michigan.

Fred Tears Disqualified (from page 1)

The Governing Board at its Midwinter Meeting on January 27, 1972 accepted the ruling of the Judges based on Article XIII 2. of the F. S. S. A. Constitution.

The following two letters, one from the Appeals Committee and the other from the Panel of Judges, will describe in detail their positions.

Whether or not an appeal will be lodged by Mr. Tears, and also its success, is unknown at this writing."

Bearns Smith
President

Decision of the Detroit River Yachting Association Appeals Committee dated Dec. 14, 1971:

Decision of the Appeals Committee of the Detroit River Yachting Association in the matter of the appeal by J. Richard Lundquist of the protest decision rendered by the Judges Committee during the sailing of the 1971 North American Flying Scot races Aug. 16-20, 1971.

The original protest was entered by J. Richard Lundquist on August 18, 1971 against Fred Tears (FS 553). The Judges Committee gave its decision on Aug. 20, 1971, and subsequently gave permission to the appellant to appeal their decision in accordance with provisions of Article XIII of the Constitution of the Flying Scot Sailing Association.

The Appeals Committee is constrained to consider only the decision rendered by the Judges Committee but in so doing must be guided by the need to establish equity and clarify clouded areas. Subsequent to the original protest in this case the legality of the Judges Committee appears to have been questioned with respect to its composition. However, the International Race Committee was aware of the personnel of the Judges Committee and the record shows no protests on this point at any time during or at the conclusion of the championship races and, consequently, the Appeals Committee does not regard this as a matter of its concern.

Considering only the decision rendered by the Judges Committee, — i.e. the decision to decline to rule on this protest in view of the time limitations stated in Section B IX i of the Flying Scot Sailing Association By-Laws, we believe the Judges Committee misinterpreted the intent of this rule. We interpret this rule as admonishing the Judges to act with the utmost diligence and dispatch — to avoid all unnecessary delays — but not at the risk of preventing them from arriving at a proper and equitable decision.

We hold that the Judges should not have permitted their efforts to arrive at such a decision to be curtailed, and should have remained in session, or should have declared a reasonable adjournment and resumption of hearing, in the event additional facts needed to be ascertained. In no other manner could equity be established and this appears to us to be a prime requirement.

Therefore, we return this appeal to the International Race Committee with the instruction that the Judges reassemble and continue this protest hearing until they have established all necessary facts to enable them to arrive at a proper and equitable decision.

Detroit River Yachting Association Appeals Committee

Detroit, Mich.
Dec. 14, 1971

T. A. Davenport, Jr.
L. G. Stedman, Jr.
K. R. Keydel, Chairman

Decision of the Panel of Judges dated January 13, 1972:

In the matter of the protest filed by J. Richard Lundquist, M. D. against Fred Tears for illegal jib tack fastening:

In order to avoid lengthy repetition of information previously compiled by the Judges Committee, the "History and Facts", dated November 16, 1971, as submitted to the Detroit River Yachting Association Appeals Committee is by reference incorporated and made part of this decision.

On December 14, 1971, the D. R. Y. A. Appeals Committee returned the appeal filed by Lundquist, to this Judges Committee with instructions that the Judges were to reassemble and continue this protest hearing until they had established all necessary facts to enable them to arrive at a proper and equitable decision. The ruling of the DRYA Appeals Committee is likewise incorporated and made part of this decision.

In compliance with the directions of the DRYA Appeals Committee, the Judges Committee met on January 13, 1972, and reviewed at considerable length the original protest filed by Lundquist, together with the hearings and meetings held by them on this matter.

The protest, as filed by Lundquist, protested Tears in three races as follows: the first race held on Tuesday, August 17, and the second and third races held on Wednesday, August 18. We hold that that portion relating to the first race was not timely. We hold that the protest of the second and third races was timely.

We have determined that it is not necessary to hold further hearings on this protest. We are now of the opinion that there were sufficient facts and information which, as it turns out now, were available to the judges to have enabled a decision to have been made within the time limit established by ARTICLE B-IXi of the Associations By-Laws.

We specifically determine and hold that sufficient facts were established on Thursday morning, August 19 to rule the jib used by Tears during the second and third races was an illegal jib. Investigations and inquiries made by the judges subsequent to noon of August 19 adequately affirm this decision.

The Judges have accordingly allowed the protest filed by Lundquist against Tears with reference to the second and third races only. Tears is therefore disqualified for these two races.

We feel that some comment should be made on several matters which influenced the Judges in arriving at these decisions.

We were particularly impressed with the excellent knowledge of the rules and regulations of the Flying Scot Sailing Association evidenced by Tears. We feel that he had knowledge of following regulations but purposely violated them both in fact and spirit.

a. ARTICLE II of the Association's Constitution —
"The object of the . . . Association shall be . . . to maintain rigidly the one design features of the Flying Scot Sloops, as originally designed."

b. ARTICLE IV (Constitution) 1 . . . to insist on strict observance of the rules of the . . . Association".

c. ARTICLE X (Constitution), 1 (f) "The Chief Measurer . . . shall . . . make rulings on matters not specifically covered in the Official Plan and Specifications".

d. ARTICLE S, 1. (Association's Specifications)"The intent of these Specifications is to clarify and add to what is shown in the official plan. Any questions regarding the interpretation of these specifications and Official Plans, and any questions not covered by these specifications or Plan, shall be referred to the Chief Measurer for decision . . ."

e. Particularly the "Warning" on page 60 of the (Association's Handbook) following the Association's Official Plan:

"It is impossible to foresee every conceivable innovation which may be thought of in the future or mention every suggestion that has been ruled illegal in the past. When in doubt, it must be assumed that anything in connection with the boat, sails, or rigging which is not clearly covered by the Official Plans and Specifications or published Chief Measurer's Rulings is illegal and that a ruling must be obtained from the Chief Measurer before attempting such an innovation."

We feel that the ruling made by the Chief Measurer, Donald C. Hott on Thursday morning, August 19, that Tears' "Deck Duster of Deck Sweeper" type of jib was illegal, must be upheld.

Com. Eugene C. Mathivet
Com. Stanley Puddiford
Com. Arthur Rautenberg

Fleet 10—Moriches, Long Island

New-old fleet No. 10 in Moriches Bay Long Island in its drive to move to the forefront of the FSSA believes it has another first. At a recent fleet meeting, they elected their most illustrious sailor, their Fleet Captain. This was Sis Rice, Long Islands' Great South Bay womens champion. Ten times winner of the Morgan Bowl emblematic of that honor; also five times winner of the Bermuda Cup held in Sunfish.

We believe "Sis" is the first lady Scot Fleet Captain and we feel "liberated" enough to also say it's best.

John Foley formerly of fleet No. 28 in Sheepshead Bay, was elected secretary.

This one year old fleet now has 16 Scots and is the joint endeavor of the Westhampton Yacht Squadron and the Moriches Yacht Club.

By: John Foley

Fleet 42—Washington, D. C.

Secretary, Jullie Stevens reports plans have been made for a Washington Birthday Frostbite Regatta to be followed shortly by the Spring Series. The fleet takes pride in having a former Fleet Captain; Ed Sharp serving as Secretary of the National Association.

Virgin Islands Trip Draws Crowd

Bob Vance has reported that 23 Flying Scot couples are expected to arrive at Tortola all set for a week long cruise. Eight luxurious Carib 41 boats have been reserved for the Scot families.

Bob promises a Scots n' Water report upon his return.

Board of Governors Holds Mid-Winter Meeting

Fourteen members of the Board of Governors attended a "dusk to dawn" meeting in New York City on January 27. Attendance included six District Governors — a new high. Seven members of the board were present by proxy.

A digest of the business conducted at the meeting follows.

COMMITTEE APPOINTMENTS APPROVED

Executive Committee:

Bearns Smith	Theodore G. Glass
Ernest Godshalk	Robert F. Vance
Gordon K. Douglas	Robert Cowles

Publicity Committee:

Robert B. Hanna

Measurement Committee:

Donald C. Hott	Gordon K. Douglass
John A. Bierwaltes	Paul Schreck
John Wolfshohl	James R. Smith
Vincent DiMaio	

CHIEF MEASURER'S REPORT

A revision of the specifications effecting the first four articles was discussed and approved. The membership will be informed of these changes at a later date but prior to the Annual Meeting at which time they will be presented for approval.

The Chief Measurer presented the following interpretations and rulings which were approved by the Board:

It is prohibited to attach the jib tack shackle to the jib at a point above the tack of the jib, thereby lowering the jib toward the deck.

It is prohibited to install any through hull self bailers.

The phrase "in any one year" contained in S-IV-3, relating to the addition of sails to a boat's inventory means "in any 12 month period".

SKIPPER'S CERTIFICATE

A certificate form was submitted to the Board for consideration. After some discussion it was decided some revision was necessary. Consideration is being given to the use of such a form at all sanctioned events. The sense of the certificate is to obtain the skipper's assurance that his boat and sails meet all specifications.

SPECIFICATIONS FOR LAG-UP OF F/S HULL AND DECK

Sandy Douglass submitted an outline of the steps specified in constructing the F/S Hull and Deck and pointed out that these specifications are on file in the Association office.

Discussion followed regarding control of the uniformity of the Hull and the necessity of providing Master templates for inspection purposes. President Smith appointed Robert E. Davis and Robert F. Vance as a special Measurement Sub-Committee to prepare and present a special report on this subject at the 1972 NAC Board Meeting.

OFFICIAL PLAN AUTHORIZATION

The Chief Measurer was authorized to prepare corrected tracings of the Official Plans and file them in the Association office.

YEARBOOK AND ROSTER

Ed Sharp reported work on the 1972-1973 Handbook and Roster was progressing satisfactorily. The new book should be available for distribution before the end of May, 1972.

TAX EXEMPT STATUS

President Smith will continue to seek a favorable ruling from I. R. S. Our original request was refused.

TREASURER'S REPORT

Robert Vance stated that a rebate of \$500.00 from the Postal Service in granting Scots n' Water a second class mailing permit contributed to our 1970-1971 fiscal year surplus-over-expenses of \$2,500.00. (Budget and Operating Statement on page 2).

CORRESPONDING SECRETARY'S REPORT

Mary Doolittle reported the new Dues Incentive Plan appears to have been well received by the membership. Publicity in Scots n' Water on conducting a drawing at The Annual Dinner for a new spinnaker and other prizes as incentive for early direct payment of dues has yielded a very satisfactory response to date.

Combined membership has risen steadily over the last two years:

October 1969	978 Members
October 1970	1265 Members
October 1971	1452 Members

Charters have recently been granted to fleets 93, 94, 95 and 96. During the past 18 months 22 new fleets have been added to FSSA Roster.

SANCTIONED EVENTS

President Smith announced the following sanctioned events for 1972:

North American 1972

Date: August 21-25

Location: Houston Yacht Club

Hosts: Fleet 49 Robert K. Jefferies — Chairman of the
Regatta Committee
Fleet 32 James Schornick — Ass't. Gen'l. Chair-
man for the Regatta

Mid-Winter 1972

Date: March 3-4-5

Location: St. Andrews Bay Yacht Club, Panama City

Host: Fleet 75

Request for Mid-Winter 1973 by Flt. 90 — Miami, Florida

President Smith reviewed request from Miami, Florida. Fleet 90 to host 1972 Mid-Winters. Request will be considered with decision to be made at Summer NAC Board Meeting.

1973 NAC

L. B. Pollak made presentation requesting that Pensacola, Yacht Club, Fleet 87 and GYA be considered as hosts for the 1973 NAC. Board will take petition under consideration and announce decision at Mid-Summer 1972 NAC Meeting.

GENERAL

Robert Cowles read a letter from the Detroit River Yacht Racing Association stating that after due deliberation they have

made a decision to disqualify Fred Tears for the 2nd and 3rd races of the 1971 NAC.

Discussion on Ed Sharp's suggestion that future Mid-Winter Board Meetings be held at other major city locations around the country in order that other sections of FSSA could more easily participate. No conclusion reached.

Fleet 19—Berlin Lake, Canfield, Ohio

The Annual Berlin Yacht Club Regatta will be held Saturday and Sunday, June 10th and 11th, 1972. A large contingent of Scots is expected and all Flying-Scot Skippers are cordially invited. For details write John Litty, Mahoning Bank Building, Youngstown, Ohio 44503.

The Scot fleet at Berlin now numbers 16, with boats being added each year.

The members of the Scot fleet maintain a high level of activity; in our local club, Bill Kobel is the newly elected Commodore of the Berlin Yacht Club. Allie Zeigler won the Al Fitch "Top Scot" trophy for the best over-all season record.

New Scot fleet officers are Gordon Shasteen, Captain, and John Litty, Secretary.

Welcome! New Fleets — 93, 94, 95, 96

Allen Douglas, immediate past Gulf District Governor of FSSA and presently, the President of the GYA (Gulf Yachting Association) stated last fall that the Gulf District would eventually be the largest District in FSSA. We reminded him that he would have to go some to beat the already large Midwestern District which has had several years head start. And going some they are! Buddy Pollak, the new Gulf District Governor, didn't hesitate a minute, but so capably surged forth and took over where Allen left off. Our newest fleet, Fleet 96 is Southern Yacht Club of New Orleans, Louisiana. SYC sails on Lake Pontchartrain which is a beautiful and magnificent piece of water spanned by a large Toll Causeway. Recently, we have welcomed three new fleets into FSSA from the Gulf District and GYA: Fleet 91 of Alexandria, Louisiana; Fleet 92 of Pascagoula, Mississippi and now Fleet 96.

However, FSSA is "busting out all over." We also welcome Fleet 93 of Fort Sill Oklahoma which sails from the Sunken Bridge Yacht Club on Lake Lawtonka and is part of the Prairie District. Plus, we welcome Fleet 94 which sails from Willets Point of Western Long Island Sound. Greater New York District. Plus, we salute the faithful efforts of Pam Foster for over a year now as we witness the birth of Fleet 95 which sails on Lake Minnetonka in Minneapolis, Minnesota and is part of the Midwestern District.

We have added 22 new fleets in the past 18 months. Pretty good average, Huh? Better news yet. There are several areas budding and nearly ready to blossom. Littleton — Denver, Colorado area. Tacoma — Seattle, Washington area. North Platte, Nebraska, all part of the Prairie District. Buddy says he has about 7 more fleets coming from the Gulf District. A couple more are sprouting in the Midwestern District, too, Buddy, Fairport, New York, Greater New York District. Albany, Georgia area, Gulf District and Annapolis, Maryland, Capitol District. Which all goes to say — I guess we Scot owners are in with a going thing!

By: Mary Doolittle

Membership Drive Winners



First Prize Winner

John W. Murphy • Hingham, Massachusetts

John started sailing as crew in a Snipe. He was sold on a Scot in 1966 and sailed for two years with Fleet 24 on Lake Candlewood, Connecticut before moving to Massachusetts and joining Fleet 58. The Murphy's have six children and along with nephews and nieces the crew supply is ample. Lake Winnepegaukee will be the Murphy's next home port.



Fourth Prize Winner

Paul Moore • Ballwin, Missouri

The Moores are the second members of Fleet 83 to be among the prize winners. Wife Betty, two boys and two girls started sailing in 1966 on Lake Hefner in Oklahoma. From Oklahoma the family moved to Lubbock, Texas and helped organize the White River Yacht Club and Fleet 62. The boys Paul and Barry sail a Starfish when they are not needed on the Scot. Daughters Lori Lee and Marti Sue are about ready to replace the boys as able bodied crew members.



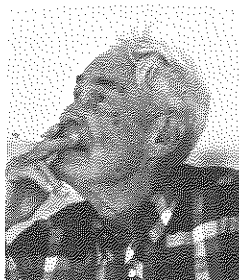
Second Prize Winner

Parks Carpenter • St. Louis, Missouri

Lawyer Carpenter, wife Marlene and two daughters are all sailors. They are members of Fleet 83 which sails on Lake Carlyle and also members of Fleet 44 which sails on Green Bay out of Ephriam, Wisconsin.

The Carpenters bought their Scot in 1967 because of her "roominess, stability, and simplicity". Their original intent was day sailing only but the racing bug hit them in 1969 and they have worked hard developing Fleet 83 which will have 11 boats next summer. They are delighted that they will have enough boats for their own Scot fleet and can do away with "large miscellaneous" and handicaps.

Parks says — "We practice together, meet regularly during the winter and have the time of our lives. Sailing has brought our own family closer together".



*Photo courtesy of
the Beachcomber*

Special Prize Winner

Francis G. Cole • Gaithersburg, Maryland

This young man of seventy-four summers so impressed Mary Doolittle and Sandy Douglass with his interest and enthusiasm that he was awarded a special prize — a Scottish bonnet. Francis sails on the Bay at Ocean City, Maryland. The following is from a letter he wrote to Mary:

"If one must have competition, impromptu racing is all that is yet available. A 5-0-5 skipper from Pennsylvania, George Danforth, who spends much time at Ocean City and is most adept, invariably comes up behind me, tries to pass, and usually succeeds. I have just enough competitive instinct to enjoy greatly those all too rare moments in which he fails and I pull away. I do think, however, that not enough effort is made to sell Scots to people who just love to sail, planing or hull down, even though no one else is around. There is a clear record of one, greater than we, who had just such joy on Sea of Galilee many years ago. And who has not found peace in casual sailing? Many times I have settled legal disputes with adversaries while sailing with them — disputes which might not otherwise have been satisfactorily solved.

In the course of a summer I pick up at Boulden's Marina many summer visitors who wander around the docks or who come to rent a sailfish and wind up on a Flying Scot. Most are unskilled, but all I need is ballast and company, and it doesn't matter, for my boat is rigged to facilitate single handling.

On the deck at each side, just forward of the skipper, there are two jam cleats for main and jib sheets. The main sheet runs forward to amidship, down to a block on the centerboard

(continued on page 10)

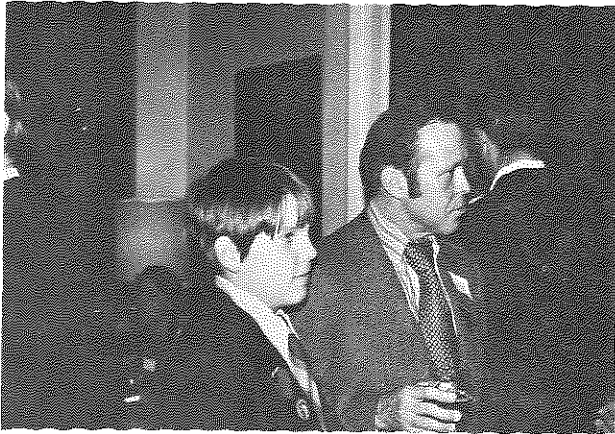
Third Prize Winner

Robert M. Sullivan • Evanston, Illinois

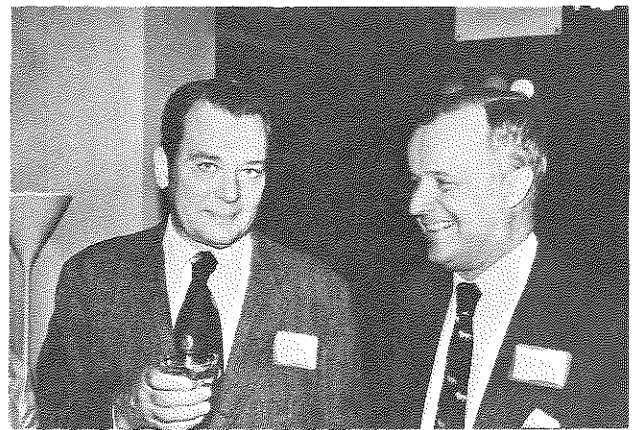
Bob is an able sailor and good competitor. As a member of Fleet 3 he has done much to help develop interest in the Flying Scot as a boat and in FSSA. His family is growing (in age that is) and finding crew is beginning to present a problem. Last summer he used fifteen different crew members ranging in age from 11 to 68. Even so he came close to being Fleet Champion.

MID-WINTER DINNER

Eighty Scoters enjoyed a dinner at the Cornell Club in New York City on Friday, January 28. David Williams and members of Fleet 7 were responsible for the arrangements. Dr. Van Ost talked on sailing in the Caribbean. Mary Doolittle drew the prize winners' names for the Dues Contest. President Bearns Smith's attractive wife Marnie deserves credit for the photos of some of the dinner guests.



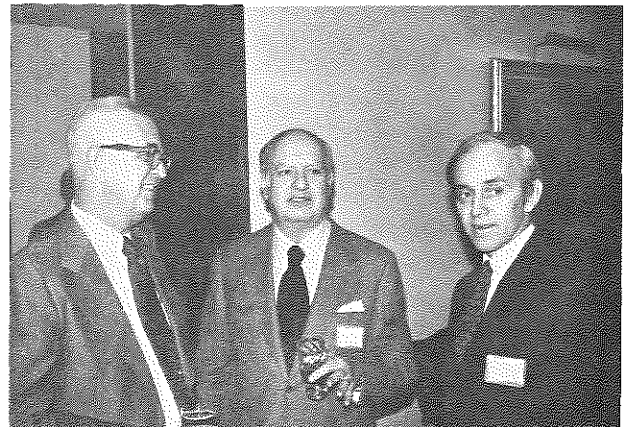
Rick and Bob Vance



Ernie Godshalk and Fred Weintz



Dr. John Van Ost and Dave Williams



Bill Singletary, Jim Hintlian and Jim Smith



Gertrude Godshalk, Bearns Smith and Florence Glass



Bob Davis, Bearns Smith and Helen Foley

Scots And How To Make Them Sail Fast

By: Robert Jefferies, Jr., Robert Jefferies, III and Michael Zuteck

HULL AND RIGGING

The Flying Scot is basically a simple boat and, as a number of people have proved, can be sailed fast and competitively as a simple boat with a minimum array of fittings and the simplest of rigging. It has been said that about 10% of boat speed is affected by the underwater surfaces and appendages and 90% on all above the water line. The Scot Association ByLaws, while leaving many loopholes, have an intent clause that is intended to cover these loopholes. The intent is to have nearly identical boats so that in competition it is the skill of the skipper that makes the difference, not the rule bender or the well-healed hardware connoisseur.

All Scot hulls are intended to be the same dimensionally as indicated by the ByLaws requirement that all hulls shall be made from molds made from the original plug mold. Molds do change with age and use and hulls removed from the mold will deform immediately unless the resin is completely cured and all support structure, such as the deck, etc., in place before removal from the mold. Deformation will also occur with age and inadequate support. Some of the strong one-design classes have realized this weakness and are now requiring measurement at a number of stations over the hull length with full templates. A tolerance in the order of 1/4 inch is permitted in many classes. The Scot hull shape or misshape as you wish to call it cannot be changed so the skipper/owner should do his best to keep the finish in as good condition as possible. There is no excuse for a dirty bottom on a boat like the Scot, so keep it clean at all times. When dings and scratches occur they should be repaired and blended to present a smooth surface. Never wax the hull below the waterline, or the centerboard, or the rudder. A new boat should have the bottom sanded with 600 wet or dry sandpaper before it is raced to remove the very slick wax surface. The reasons for this are described very well in the article "RESISTANCE" by Jim Linville in the January issue of Yacht Racing.

The centerboard is the only laminar flow surface on a Scot. Care should be taken to keep a smooth well-blended leading edge. This applies to the rudder blade also. Read Marcha's "Sailing Theory and Practice" to get more details on this subject. Some would argue the value of the time spent trying to achieve perfection in making changes to the "as delivered" board and rudder blade; class rules prohibit any changes. After reading Marcha, make your own decision. Our philosophy is to concentrate on boat handling, sail setting and tactics first, and let the refinements come later.

The running rigging of the Scot should be configured to suit the physical characteristics of the skipper and crew with consideration for the environment in which the boat will be sailed, i.e., light wind and smooth water or high wind and heavy chop. The skipper and crew should start out sailing the boat rigged as it is delivered from the factory. Each control function and method of control must be evaluated for (1) performance of the intended purpose, (2) ease of operation, and (3) reliability. The advent of the Harken Hexaratchet has been a boon to the dinghy sailor. Gordon Douglass has replaced the snubbing winches on the boats he is building with the Hexaratchet cheek

blocks. They work great, and you don't get the jib sheet wound on the winch backwards. The location of these cheek blocks should be carefully selected; the location shown in the official plan may or may not suit a specific crew. One word of caution, never put a Hexaratchet in a location which is not readily accessible, such as on the end of the boom or on the rudder head. A 180 degree turn of the sheet on the Hexaratchet gives a tremendous holding power. In puffy, gusty air or when jibing in heavy air turning the ratchet off is a must. If you don't believe it, try it. That line will not slide freely over a Hexaratchet.

Cleating of lines will occur as long as there are cleats aboard. There are believers in all types of cleats, jam, cam, clam, etc. The primary factors to be considered in selecting your cleats are: (1) will it hold without slipping when the maximum load is applied? (2) is it located in the most convenient place for the intended use? and (3) can it be set and released quickly and with minimum effort? Speed and non-fouling are important when problems arise and when racing.

The centerboard pennant should be convenient for crew operation, as very seldom will the skipper raise or lower the board. Check your procedures before you make any changes here. Be sure that the board is free and will operate smoothly when hard on the wind or reaching.

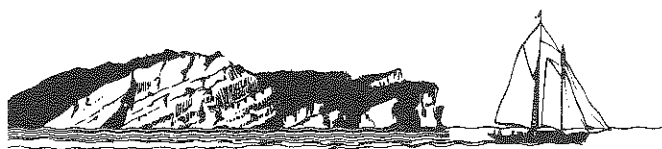
The boom vang is a sail control device. Changes in routing or mechanical advantage should be made only after the skipper and crew have determined their respective duties. Providing access for easy skipper control does have the advantage that the skipper will then have complete control over the shaping of the main sail. This control will be discussed in more detail in a later article on the sail control.

The spinnaker arrangement again is somewhat optional. Most skippers prefer to lead the sheet and guy aft and outboard as far as possible. The use of a swivel block with a 1 1/2 to 2 inch diameter sheave will reduce friction and fouling. Careful consideration should be given in the selection of these blocks and their mountings. Leading the sheet and guy forward to the spinnaker handler directly from the blocks on the stern will almost always foul the skipper. The addition turning blocks forward of the skipper in his normal sailing position will aid in keeping the lines clear and reduce the annoying distraction of these lines. Cleats for the spinnaker sheet and guy can provide that extra hand when needed.

The topping lift should never be attached at the center of a wooden spinnaker pole. A wire bridal, as may be seen on the larger cruising boats, should be used as this will allow the pole to be used in a compression mode not a bending mode. The danger of snapping a wooden pole with the topping lift attached at the center when reaching in heavy weather is great. Crew injury in this mishap could be disastrous. A piece of shock cord (heavy) attached between the center of the spinnaker pole and the center of the deck about 18" to 2 feet in front of the mast will aid greatly in keeping the pole forward when setting the spinnaker. The shock cord should have some tension when the pole is in place and against the forestay. Be sure the guy is hooked at the chain plate in heavy weather reaching or the pole can rise to a near vertical position which can result in damage to the attachment fittings. The spinnaker halyard should be easily cleated or released.

The decks of a Scot ARE sat upon. Don't clutter the decks with all kinds of blocks, cleats and what have you. When that "hot shot" arrives, look him over closely and ask questions. Often the "hot shot" is keeping up with the advances in hardware and often he has tried a number of arrangements and various types of equipment. This will save you all those mistakes, if you understand what he had done. Study his boat, and evaluate it in light of your needs and personal requirements; discuss those items in which you have interest with the owner. Most owners are proud of their boat and their rig and are happy to tell all. The Flying Scot is intended to be a one-design sailboat. Read the rules carefully, and try to understand them. Don't try to beat the rules. They are loose and allow considerable personal latitude. Besides, special go-fast hardware is not necessary to win races, just good helmsmanship, team work, the desire to win, and good sails well set.

In the next article we will discuss the most important thing on any sailboat — the power plant or as some say the sails.



North American Championship Dates Set No Limit on Entries — But No Charters Available

The 1972 North American Championship will be sailed out of the Houston Yacht Club, La Porte, Texas on August 21 to 25. Robert K. Jefferies is Chairman and Fleets 32 and 49 are the host fleets.

Facilities at the Yacht Club are adequate to handle over 200 boats. Hence no limit has been placed on the number of participants. But participants must bring their own boats — charter boats are non-existent.

The Houston Yacht Club is near the Manned Space Craft Center. A tour of this Center is a must. If you are a baseball fan, you must see indoor baseball in the Astrodome. They are playing the Expos August 25, 26, and 27 — the Phillies 29, 30 and 31 and the Mets September 1, 2, and 3. The Yacht Club is a short distance from the Gulf of Mexico and Galveston Island. There are beaches and a Marineland "Sea-A-Rama". There are many interesting tours you can make such as the San Jacinto Battlefield and Monument and the Battleship Texas.

The NAC Regatta Committee is composed of:

Robert K. Jefferies	<i>Chairman</i>
Jim L. Schornick	<i>Finance, Trophies</i>
Mrs. W. R. Lee	<i>Registration</i>
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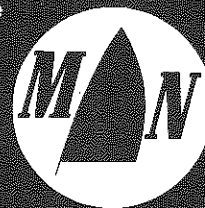
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American Youth Hostels Presents Film

In April, the Metropolitan Detroit Council of the American Youth Hostels will again bring John Biddle, yachting cinematographer, to the Ford Auditorium in Detroit. Narrating his excellent sailing film personally from the stage, John Biddle adds the personal touch through his dry and witty humor and up-dated information, entertaining thousands in his previous nine shows.

This newest 90-minute color lively film, "A SAIL FOR ALL SEASONS", covers the Milwaukee held 1971 1/2 and 1/4 ton cup championship for MORC size boats; the fabulous Canadian Pre-Olympic Regatta at Kingston, Ontario, featuring the popular Tornado Catamaran; frostbite sailing on Long Island Sound and also a sail week in Antigua, West Indies — a Caribbean "Roman Holiday" for sailors of every kind and from everywhere. A variety of sailing and scenery — enough to please the non-sailor as well as the sailing enthusiasts.

Tickets are available through the American Youth Hostels at 14335 West McNichols, Detroit 48235. \$3.00 for adults and \$2.00 for youths.

Mark these dates — April 14 and April 15 — on your calendar. 8:30 in the evening. John Biddle's newest film — A SAIL FOR ALL SEASONS — very entertaining!!

Membership Drive, A Success! Schreck Spinnaker To Murphy

By: Mary Doolittle

John W. Murphy of Hingham, Massachusetts and a member of Fleet 58 was the name drawn as winner of the 1972 Membership Contest. John selected a Schreck spinnaker, which is now on order, as his prize.

Parks Carpenter, St. Louis, Mo. and a member of Fleet 83 won second prize — a Peter Storm Foul Weather suit. Third prize of a Peter Storm Life Vest went to Robert Sullivan, Evanston, Ill. and a member of Fleet 3. A Scottish Bonnet, donated by Sandy was the fourth prize and won by Paul Moore, Ballwin, Mo., and a member of Fleet 83.

A "Special" prize, another bonnet, was won by Francis Cole, Gaithersburg, Maryland.

"First thing I ever won in my life" was the comment of three of the prize winners when notified their name had been drawn at the New York Midwinter dinner.

"It was a great idea to give prizes, but it was a let down not to see the joy on any of the winners faces." (None of the winners were present.) "Think a prize should also be given, sort of like a door prize, from the names of those in attendance at the dinner" was the comment of one of the 78 Flying Scot sailors in attendance. "Fantastic idea! Really livened up the Association" was another comment. Still another — "Good idea. Always have felt we should pay dues direct, anyway. The Fleet Secretary should assist only on the tough ones. I think most people prefer to pay their national dues direct."

It was fun, broke the monotony and lightened the dues collecting burden considerably. Over 50% responded. Guess the others were all sailing in the Bahamas. Poor souls! All the drawings, instructions, comments and even pictures received and just to witness the enthusiasm of SCOT sailors in general made it great fun to be the recipient.

Francis Cole, an attorney from Gaithersburg, Maryland, really touched my heart because he was the only one who hoped to win the 4th prize, a Scottish Bonnet, and sent a picture to prove he needed it. (Sort of like saying — Dear Lord, I'll accept the lowest seat in Heaven. Just let me get there) His name wasn't drawn but Sandy willingly accepted to donate a second Scottish Bonnet and give to Mr. Cole the SURPRISE! Prize. (If Sandy hadn't, I would have) When I called Mr. Cole, he said "I just knew I'd win that bonnet. I've told my wife so all along." (Telepathy, Eh?) Sorry, Mr. Cole, Can't promise you that you'll have a winning record like Sandy's just cause you'll be wearing a bonnet like his. Mr. Cole's wife, Esther, wrote a post script — "As you can perceive, Francis never tires of talking, or writing about his boat and as for the "bonnet", well he was floating on air after you called. He had told me again and again he surely would win one. Thanks so much.

Special Prize Winner (from page 6)

well, and aft to a jam cleat at the rear of the well. I use this cleat before coming about, transferring the main sheet to the deck cleat as the boom swings over.

A shock cord, anchored at each side of the stern deck and secured to the tiller centrally tends to keep the rudder straight

ahead when I am obliged to leave it. A line runs from the rudder up over the rear end of the tiller and forward over the tiller. It has three loops which can be hooked on a screw in one side of the tiller, the loops being so spaced that the rudder is accommodated in fully up, intermediate, or fully down positions. The intermediate position is helpful in navigating shoals and the upper position is used when moored, so that the boat swings freely.

I have removed the deck winches at each side amidship, since I found them uncomfortable to sit on. To provide a two to one leverage on the jib sheets, I use a double block jib set. Sandy would disagree with this arrangement, but it is easier for me than fooling around with the winches.

Finally, and this is contrary to the rules, I have a light line along each side of the centerboard well, with loops at intervals for footholds. This is not an acrobatic maneuver, but does give a sense of security to an unskilled crew. In Scots n' Water some years ago, I described the loss overboard of one of my sons on a sudden heel to leeward. We were on a hard plane, and didn't notice his disappearance until we had left him a half mile behind! Fortunately, he is a good swimmer.

Twice I reported to Sandy a burned main halyard during a thunderstorm. Since then I have taken the precaution, when moored, of dropping overboard a short length of light cable, weighted at one end with a sinker and secured at the other end to the mast base. I believe this discharges static which otherwise accumulates on the mast during an electrical storm, for I have not had a burned halyard for some years.

I am greatly indebted to Sandy for his design and his helpful comments on sailing and planing his boat. For one who likes a challenging boat for racing against other Scots or for one who just loves to sail — with or without competition — the Flying Scot is just about perfect!"

One Reader Has Had Enough!

After reading the current (Feb.) issue, I had to write concerning two articles. First, don't you think Sandy Douglass has had adequate space to defend his design already, over the years? I for one have read him on this subject for the last time, I hope! I think Fred Tears should get out of the Scot class and join one of the development classes where he could be happy spending money legally, and not stirring up trouble at each and every Scot National. We were warned to look out for him when we were hosts a couple of years ago and sure enough, he turned up with his rule beater jib, redesigned center board and goodness knows what else we didn't discover. I must defend him on one point though — centerboard trunks on Scots are not anywhere near uniform. In our fleet, one boat's trunk is so tight that the board is constantly jamming, while the trunk in my boat is so loose that the board goes klunk every time you tack and it is impossible to point with other Scots.

Douglass decrys any changes in the Scot on page four then at the bottom of page seven what do I find but an increase in price to cover the change to Harken ratchet blocks on the stock Scot. To be competitive, I now have to spend around \$75.00 to so equip my boat. Granted, this is a great improvement over the original rig, but it is exactly what Sandy has given everyone else Hell for doing for years. Is he prepared to replace all our snubbing winches and plain blocks so all Scots will be exactly alike? Of course free of charge!

Stuart P. Dowling, Mobile, Alabama, F/S 756, Fleet 38

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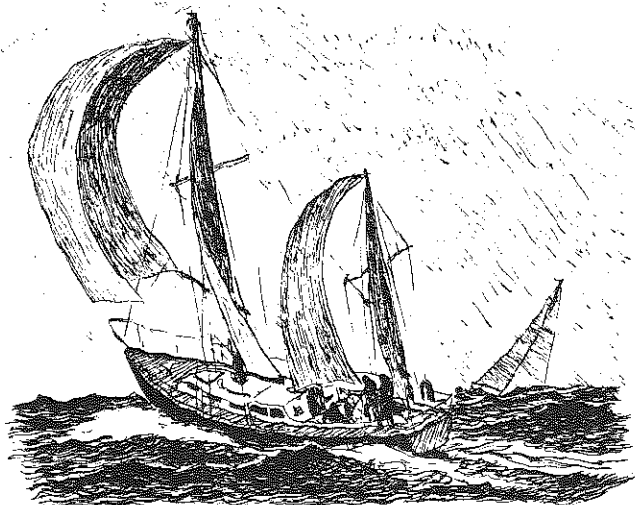
Roger H. Remaklus, Dundee, Michigan 48131. Telephone 313-529-2620 (phone week days).

FS 355—Douglass Built—Boston Main and Jib—Outboard Bracket—Running lights—Compass—All in mint condition. Price—\$1,800.

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Fleet 19 — "1971 Sailor of the Year"

Bob Haska pictured with son David.

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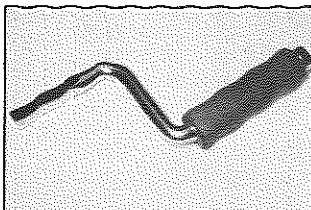
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