

SCOTS

n' water .....



VOLUME XV NUMBER 2

JANUARY-FEBRUARY, 1973

## The President is Honored



*Theodore Glass, national FSSA president, recently received the coveted "Yachtsman of the Year Award" from the Crab Orchard Lake Sailing Club. The award is only given when a member distinguishes himself and is not necessarily given annually. Ted is past commodore of the Crab Orchard club and a member of FS Fleet 30. He is pictured here with his wife, Florence.*



### Attention Regatta Chairman

Scots n' Water is anxious to publish schedules and news about 1973 Regattas. Informing our readers early in the year promotes participation and permits better planning. Our readers like to know the results of regattas and see a few pictures.

We can only publish those schedules and results which are reported. We still don't know who won the Hoosier Hot Scot Regatta last fall.

## Two Florida Regattas in February

### The Mid-Winter Warm-Up

The Mid-Winters Warm-Up Regatta is scheduled for February 17 and 18 in Pensacola, Florida. The Mid-Winters Championship is scheduled for February 23, 24 and 25 in Panama City, Florida.

Buddy Pollak has announced three races for the Warm-Up Regatta. Two races will be held Saturday afternoon and one Sunday morning. Trophies will be presented for the first five places. Buddy says boats may be left in Pensacola between regattas. The skippers meeting will be at noon on Saturday and a buffet dinner and dance will be held Saturday evening.

### The Mid-Winter Championship

The Mid-Winter Championship will consist of five races over a three day period. The first two races will be elimination races to permit a division of the fleet into championship and challenger divisions. All points earned in the first two races will be dropped and scoring will start anew for the final three races. Skipper and crew prizes will be awarded for the first five places in each division.

Registration begins Thursday morning February 22 and the skippers meeting will be held at noon on Friday. A meeting of the Board of Governors will be held Wednesday evening February 21. Sightseeing boats will be available for spectators.

Last year 46 Scots participated in the Mid-Winter Championship which was won by Paul Schreck, the sailmaker from Lillian, Alabama, for the third straight year. Woody Stieffel of Bay, St. Louis was second and Vince DiMaio won the challenger division. Doug Sansom of Pensacola won the Warm-Up Regatta and Vince DiMaio was second.

### CORRECTION

In the last issue we listed a "Semi-Annual Flying Scot Meeting" for Wednesday, February 21 in Panama City, Florida. This was in error — there will be no semi-annual meeting. There will however, be a meeting of the Board of Governors on Wednesday, February 21 in Panama City.

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## From the Log of a Flying Scot

*Editor's Note: The following article is part of an article written by Beaumont Cooley of Littleton, Colorado and owner of Flying Scot 923. This part of the article was published in Roundup, one of the house organs published by Chevron Oil Company. Cooley is a senior geologist with Chevron, Earl Jones also a Scot owner and also a Chevron geologist accompanied Cooley on the cruise.*

*Earl and Beaumont plan another trip in May and would like to hear from any Scot owners who would like to join them. Cooley's address is: 5275 West Portland Drive Littleton, Colorado 80123*

The walls continued to narrow and seemed to increase in height as we continued up Llewellyn Gulch. The lake, with waters lapping against the vertical sides of the canyon, was perhaps 125 ft. wide—certainly no landing place here. Sailing was idyllic with the boat ghosting along in the three to five knot wind under jib and mainsail. Roy fished from the back deck. Just after Roy caught and landed a 15-inch crappie and we rounded a 90-degree turn, the wind abruptly changed direction from up-the-canyon to down-the-canyon and increased in strength to about 45 knots. We were caught in the one thing that had concerned us the most in planning this trip—wind from a sudden desert thunderstorm.

Luckily, we were able to control the boat during that five to ten second critical time of the wind shift. The winds were absolutely ferocious (much like, I imagine, being in a butter churn) seemingly coming from all directions without pattern and changing velocity abruptly. A cardinal rule in boat sailing is to keep the boat moving and this became our major concern once the initial onslaught of the wind shift passed. But the force and gustiness of the wind made even this difficult.

Unfortunately, we had run our outboard dry, cruising in the no wind condition earlier in the day so we had no choice but to continue to sail. Of course, in this deep and narrow canyon, turning and running with the wind was out of the question so we took the only other course open, a beat to windward. (A beat is sailing 45 degrees toward the wind and then tacking or changing heading to 45 degrees on the other side of the wind.)

Sailing is thought of as a quiet sport, but not so today. The wind was roaring down through the canyon, sounding much like there was a drag racer coming. Added to this sound was the wild flapping of the main and jib sails as we were forced to spill wind from the sails to keep from capsizing. Voice communication was by shouting only.

After our first tack, it was obvious that we must get the mainsail down. I shouted to Roy to standby to lower the main and then headed the boat to windward. I must say that Roy set a record in lowering a main as we got it down and stowed before the boat lost steerage. Now the task at hand became beating to windward on the jib not a particularly easy task in a *Flying Scot* sailboat. The wind continued with its ferocity and it took us about 25 minutes to move up canyon about 100 yards. Once around the next bend we were out of the chute and things let up some. It continued to be difficult but we did make progress.

As you could gather by now, I am a sailboat enthusiast and the prospect of cruising Lake Powell has intrigued me for a long time. I own a *Flying Scot*, a 19-foot centerboard sloop. When Earl Jones, who also owns a *Flying Scot*, was transferred from Gainesville, the idea of sailing Lake Powell began to take form.

Lake Powell backs up above Glen Canyon Dam on the Colorado River into Arizona and Utah for about 186 miles. The lake is in deeply incised canyon country and has over 1,900 miles of shoreline and will contain over 27 million acre feet when filled. For sheer spectacle there is no other like it on earth. The lake has five floating marinas none of which are closer than 50 miles from one another. Because there are few inhabitants in the vast region of Lake Powell, these marinas are the only connection with civilization while on the lake. Almost all the boating on Lake Powell is power boating, sailing is virtually nonexistent.

Both Earl and I realized the difficulty of sailing a desert lake because of locally strong, gusty winds and the ever present danger of being caught out on the water during a sudden storm. Placing the lake 500 to 800 feet down into a narrow canyon

serves only to compound the hazard. Before the go ahead decision was made, we spent almost a year of research on weather records and planning, climaxed by extensive conversation with a sailboater who sails out of Wahweap Marina near Page, Arizona. Winter and fall sailing was ruled out because of lack of wind; spring was eliminated because of prolonged strong west winds and summer, of course, because of the heat and severity of the summer storms. But there was a month or so between the spring winds and the onset of full summer where conditions seem favorable.

Earl and I interested two other Chevron employees who were also sailboaters in the project. Roy Zilik who owns a *Baragat Bay Sneakbox* sailboat and Ken Williamson who sails a *Starfish* sailboat.

Early June was decided on as the best time for this adventure so the four of us, along with two *Flying Scots* and supplies for a week, arrived at Bullfrog Marina, 140 miles southwest of Green River, Utah, on Saturday, June 3. Because the *Flying Scot* is strictly a day sailer type boat, (i.e., no cabin or sleeping area aboard) each man brought sleeping bag and mattress for sleeping ashore. Ken brought a tarp-like shelter which was used when the weather threatened. Cooking was done on a stove, but only at breakfast and supper. Lunch was meat sandwiches at first and later peanut butter and jelly. Each boat had a small auxiliary outboard motor to be used in emergencies and when there was no wind.

After the first two days on the water, we sailed under mainsail, jib and spinnaker in 10 knot winds to Rainbow Marina Canyon. Rainbow Marina is in Forbidden Canyon about 50 miles from Bullfrog and access to this floating marina is only from the lake. There are no roads or trails of any kind. Chevron fuels this depot as they do all the marinas on Lake Powell. The lady who runs the marina store told us that on the previous weekend (Memorial Day) they had sold 40,000 gallons of gasoline per day for four days running and finally ran out of fuel temporarily on the afternoon of the fourth day.

Forbidden Canyon is a narrow and tortuous side canyon that leads to within about one mile from the Rainbow Bridge National Monument. The Bridge, perhaps the most famous feature on Lake Powell, is a giant natural archway shaped in hard sandstone to symmetrical perfection. It is 309 feet high, 278 feet wide and its arch is 42 feet thick. Access to this awe-inspiring sight is practically impossible except from Lake Powell. The viewing of Rainbow Bridge was the high point of this sailing adventure.

The group camped in the area of Rainbow Bridge for two days, fishing, hiking and sailing. The return trip was started Thursday morning. A side trip was taken up the Escalante Arm to Davis Gulch where the first night of the return trip was spent. The second night was spent camping on the shore of the main canyon opposite Iceberg Canyon with arrival back at Bullfrog Marina about 2 P. M. on Saturday, June 10.

This trip was more than just a sailing undertaking. All four of us by schooling are geologists and a visit to this great and beautiful lake with its geologically fascinating land forms was indeed an adventure of a lifetime.

## Another New Fleet, 108 Southmont, North Carolina — High Rock Lake

By: Dick Schultz

Ten years ago Bill Myatt promoted and helped to establish Flying Scot Fleet No. 27 on Kerr Lake, Henderson, North Carolina. Fleet No. 27 served the Northcentral area of North Carolina until five years ago when High Rock Lake was established. High Rock Yacht Club was formed and had two members with Flying Scots. These members were Dr. Hal Green, No. 147 and Ernie Myatt, No. 775. Ernie and his wife who also crews brought the word of High Rock to those Scotters at Kerr Lake.

This past year a number of Fleet No. 27 members sailed with the Carolina Sailing Club and the High Rock Club. During August the possibility of a fleet for High Rock was discussed with Dr. Bill Singletary No. 2110, our District Governor. Dr. Hal Green, No. 147, opened his house on High Rock Lake to the Flying Scot Fleet after the September regatta. During the September meeting Dr. Hal Green was elected Fleet Captain and Dr. Richard Schultz was elected Fleet Measurer and Secretary. A fleet roster was prepared and a request for a fleet charter was forwarded to Mary Doolittle, the Flying Scot Association Secretary. In December, 1972, the High Rock Flying Scot Fleet was granted charter No. 108.

Although our charter has nine Flying Scots listed, Dr. Bill Singletary No. 2110, Debbie Peterson No. 1849 and Dr. James Leggette No. 1518, sailed with us on a regular basis. Fleet No. 108 ended the 1972 season on a winning note as Ernie Myatt No. 775 won the Fleet Championship. Dick Schultz No. 1885 was the Champion of Fleet No. 27 on Kerr Lake.

We are planning on a monthly newsletter and will be sailing in such regattas as the District Championships, Lake Norman Invitational, North Carolina Governors Cup, Morehead City Shanghai Regatta, Oriental Sailing Social, High Rock Invitational, and Smith Mountain Lake Invitational. We hope to have representation in the North Americans in 1973.

## Erickson Wins At Jackson

By: James Reeves

The 1972 Hospitality Regatta has come and gone and we feel that once again it was a highly successful event. The three ingredients necessary to make an outstanding regatta were all here: fair breezes, excellent sailors, and wonderful visitors.

The Flying Scots furnished the largest class on the starting line with 35 boats answering the starter's gun.

The members of Flying Scot Fleet 45, along with the Jackson Yacht Club wish to express our heartfelt thanks for the wonderful turnout at our regatta and we are hopeful that next year we can look forward to seeing these 35 skippers and crews back with us again along with many others, including you and yours.

1. C. Erickson, New Orleans, Louisiana
2. T. Stitt, Lillian, Alabama
3. F. J. Meno, Columbus, Ohio
4. J. Batte, Jackson, Mississippi
5. V. DiMaio, Toledo, Ohio

## NAC Dates Set — August 21, 24

The fifteenth annual Flying Scot North American Championship will be sailed on Long Island Sound off Riverside Yacht Club August 21 through August 24.

Fleet 7 will be the host fleet and David Griffin has been appointed NAC Chairman. Fleet Captain David Williams is Registration Chairman and Wayne Jostrand is Publicity Chairman.

Registration and measurement will begin on Saturday August 18 and continue through noon on Tuesday. A tune-up race is scheduled for Monday afternoon with the first official race of the championship Tuesday afternoon. Two races are scheduled on Wednesday with a box lunch served on the water. The fourth race will be held Thursday and the fifth and final race Friday morning. The annual meeting of FSSA is set for Tuesday evening following an informal cook-out.

The 1973 Championship will be the third held at Riverside and hosted by Fleet 7. The first was held in 1962 and won by Sandy Douglass. The championship returned to Riverside in 1968 and was won by Franklin Bloomer of the host fleet over Sandy Douglass by the narrow margin of  $\frac{3}{4}$  of a point. Going into the last race of that series, Bloomer led Douglas by three points. To win, Sandy needed to put two boats between him and Bloomer. He missed by one. Sandy won the final race and Bloomer held on to third place thereby making him the overall winner.

Fred Weintz, the FSSA President in 1968, wrote in Scots n' Water that the "... tenth annual championship took place under four consecutive days of clear skies, unlimited visibility and fresh shifting northerly winds, perhaps the best sailing conditions in the history of the championship."

## Dr. Seguin Is Canadian Champion

Dr. Gillis Seguin of Roucherville, Quebec, Canada won the Canadian Flying Scot Championship sailed on Lake of Two Mountains, September 23 and 24.

Two races were sailed on Saturday in moderate winds over a modified olympic course. The third race scheduled for Sunday was cancelled due to extremely high winds. The Lake of Two Mountains Yacht Club hosted the championship.

Stewart Swan finished second and Marcel Boulanger won third place. All three top winners are members of Fleet 36, Montreal.

## Northeastern Regional Championship

Spray Beach Yacht Club of Long Beach Island, New Jersey will be the site of the Northeastern Regional Championship on June 22 and 24. The governors of the greater New York, Northeast and Capitol Districts have requested the FSSA Board of Governors to make this a "sanctioned" event.

In a letter to President Ted Glass the three District Governors; Robert Rich, Clarence Ross and Robert Davis suggest that such a championship regatta would be an excellent way to ready the members of these three districts for the North American Championship which will be held at Riverside, Connecticut in August.

# The Rules We Sail By

By: Robert Hanna

## Rule 52 "Touching A Mark"

### Rule 45 "Yachts Re-rounding After Touching A Mark"

These two related rules, instituted in 1969, provide a sensible relaxing of the "disqualification" penalty in force prior to that time. Before the 1969 change in the rules, a yacht which touched a mark was required to "retire immediately". This seems to be a severe penalty particularly since the infringement, in almost all cases, would not impede the progress of another yacht. The provision permitting a yacht to correct her error by re-rounding is now consistent with that of an "early starter" who is permitted to correct by re-starting. Rule 45 requires a yacht which is re-rounding to "... keep clear of all other yachts which are about to round..." This is substantially the same as Rule 44 concerning yachts returning to start.

The rule (52) appears to be quite clear and it would seem little question should be raised about its application. But the NAYRU Appeals Committee has entertained and ruled on six cases where Rule 52 was involved. Two of these cases are discussed in this article. The complete text of Rule 52 follows:

1. A yacht which either:—
  - (a) touches:—
    - (i) a starting mark before starting;
    - (ii) a mark which begins, bounds or ends the leg of the course on which she is sailing;or
  - (iii) a finishing mark after finishing, or
- (b) causes a mark vessel to shift to avoid being touched,

shall retire immediately, unless she claims that she was wrongfully compelled to touch it by another yacht, in which case she shall protest. However, unless otherwise prescribed in the sailing instructions, when the mark is surrounded by navigable water, a yacht may correct her error by making one complete rounding of the mark, leaving it on the required side without touching it, in addition to rounding or passing it as required to sail the course. In the case of a mark at the starboard end of the starting or finishing line, such complete rounding shall be clockwise, and at the port end of a starting or finishing line anti-clockwise.

2. For the purposes of rule 52.1: Every ordinary part of a mark ranks as part of it, including a flag, flagpole, boom or hoisted boat, but excluding ground tackle and any object either accidentally or temporarily attached to it.

## Appeal No. 59

Last summer Joe Moore, a young friend of ours and a real comer, was disqualified in the last race of a three race regatta. Had he not been disqualified Joe would have finished among the prize winners. Naturally he returned home a disappointed young man.

Joe explained that the mooring line for the weather mark had an exceptional amount of scope and as he rounded the mark his centerboard touched the ground tackle. What Joe did not observe was that the action of his centerboard against

the ground tackle pulled the mark into the side of his boat. Joe was protested. The protest was allowed and Joe was out.

We remembered reading something about this and consulted the NAYRU Appeals Committee Decisions. We found that the Committee in Appeal No. 59 had ruled on a very similar case in 1954. In that case the committee stated, "In our opinion, it is the clear intent of Rule 52 that a yacht which touches a mark through no fault of her own should be held blameless. A mooring line is part of a mark's "ground tackle" and the latter does not count as part of a mark (Rule 52.2). Consequently, there is no penalty for touching it, and we hold that a yacht that touches a mark because she has drawn it against her side by fouling its mooring line is not subject to disqualification."

We urged our young friend to file an appeal and used the occasion to deliver a lecture on the advantage of being thoroughly familiar with the rules and the appeals.

When we started to prepare this article we rechecked the rule and the appeals. Only this time we were amazed and confused to find that in Appeal No. 59 the Committee ruled completely opposite to the ruling stated above. We had made a mistake. Last summer we consulted the 1965 edition of the decisions and in the current or 1970 edition the decision had been reversed. The lesson here is to be sure you are working with the current or latest edition of the decisions. NAYRU headquarters has told us that they do not plan a new edition of the decisions in 1973.

In the current decision on Appeal No. 59, the committee calls attention to the hazard caused by ground tackle and states "... observation and discretion is required in allowing for its presence." The Committee goes on to say that ground tackle is not a part of a mark and then adds "If, however, fouling its ground tackle causes the mark to be drawn against the yacht, the mark has been touched and the yacht involved must, in accordance with Rule 52.1, retire immediately, or protest another yacht she claims wrongfully compelled her to touch it, or correct her error in the manner prescribed by making a complete rounding of the mark in addition to rounding or passing it as required to sail the course.

#### Appeal No. 149

Fred Tears of Dallas Texas is a controversial figure in our Flying Scot Association. But, even Fred's detractors must acknowledge that he knows full well how to sail a boat and his thorough understanding of the rules is matched by few.

Fred, sailing FS No. 553, touched a mark when jibing. He tacked so soon and so quickly to take the re-rounding penalty that the boat stayed in contact with the mark until the tack was completed. Fred then cleared the mark and completed the re-rounding to a proper course to the next mark. Fred was protested on the grounds that he had touched the mark while rounding and should have re-rounded a second time.

Fred was disqualified for "not having made one complete rounding of the mark without touching it." He appealed on the grounds that while FS 553 "remained in contact with about a quarter of the periphery of the mark as she tacked, contact with the mark closed before she reached a line through

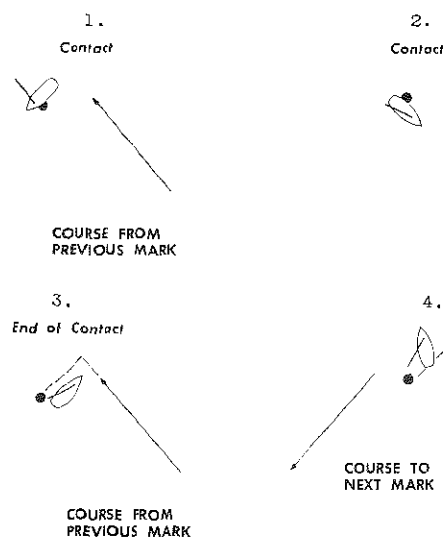
the mark perpendicular to the course from the previous mark . . ." The Gulf Yachting Association District No. 1 Appeals Committee sustained the original decision and held that Tears was disqualified. The Committee said FS 553 failed to meet the requirement of Rule 52.1 "by making one complete rounding of the mark, leaving it on the required side without touching it in addition to rounding or passing it as required to sail the course".

Fred Tears is no quitter — he appealed again. This time he won. The NAYRU Appeals Committee decision follows:

The pertinent part of Rule 52.1, Touching a Mark, reads: "a yacht may correct her error by making one complete rounding of the mark, leaving it on the required side without touching it, in addition to rounding or passing it as required to sail the course." The phrase "without touching it" modified "leaving it on the required side" and not "by making one complete rounding of the mark." Attention is called to Case 42, Interpretations of the Yacht Racing Rules, published by the International Yacht Racing Union, from which case the following paragraph is pertinent:

"The rule says that a yacht which touches a mark may correct her error 'by making one complete rounding of the mark, leaving it on the required side without touching it . . .' Does this require a rounding of 360 degrees without touching? It does require a 360 degree rounding, but not a full 360 degrees after touching because such a requirement would be impracticable to administer, since even the yacht herself would find it almost impossible to determine either the exact spot on the mark where contact ceased or when, in rounding the mark without touching it, she had returned to a point opposite that spot. Also the rule requires that the final rounding or passing be made without touching the mark, just as it should have been rounded or passed the first time."

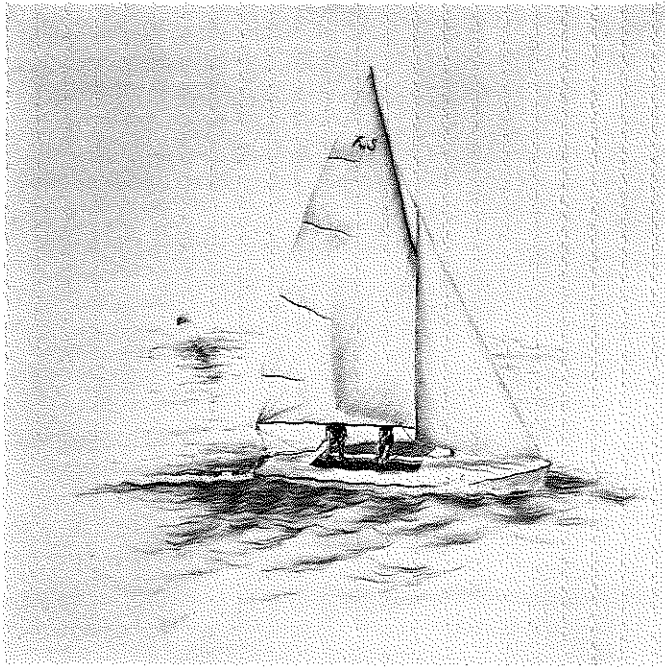
The evidence shows that No. 553 made one extra rounding of the mark in addition to what was required to sail the course and that even though she was in touch with the mark for about 180 degrees around it, she was clear of it while making her second rounding, and that she therefore properly fulfilled the requirements of Rule 52.1.



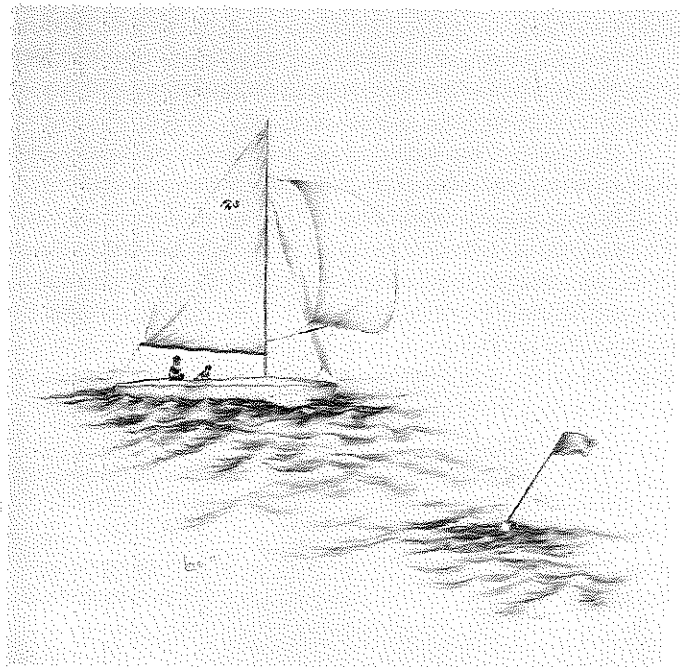
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**FIGURE ONE**



**FIGURE TWO**

**Flying Scot Description Order Form**

Description Details:

- |   |                                  |
|---|----------------------------------|
| 1. Sail numbers _____   | Name _____                       |
| 2. Chevrons, if any _____   | Street _____                     |
| 3. Type of jib and window, if any _____                                   | City _____ State _____ Zip _____ |
| 4. Stripes or designs on hull or sails _____                              |                                  |
| 5. The name, date and location (yacht club) of your best regatta _____    |                                  |
| 6. Number of prints you would like      Figure One _____ Figure Two _____ |                                  |
| 7. Other distinguishing characteristics _____                             |                                  |

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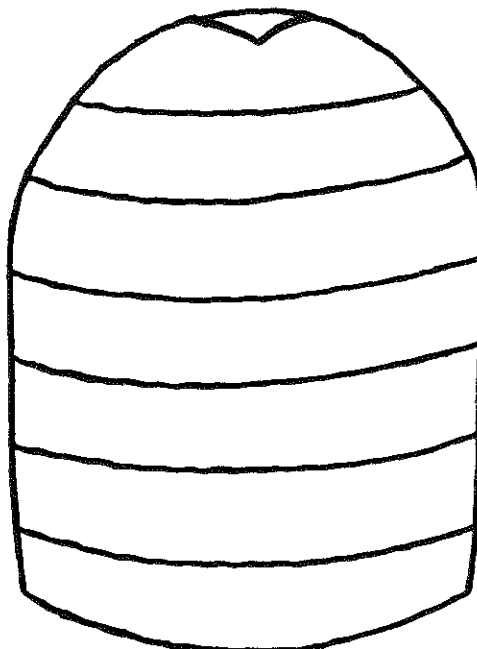
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You will pay freight.

I am enclosing 50%, and references; and  
will pay balance in ten days.

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- Jib - 5 oz. Dacron - 95.00\*
- Main - 5 oz. Dacron - 200.00\*
- Spinnaker - 3/4 oz. - 130.00\*
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## Dinghies and Centerboarders

*Editor's Note: From time to time Scots 'n Water publishes a few paragraphs from a book which we believe is a worthwhile addition to a sailor's bookshelf. The following paragraphs were taken from Race Your Boat Right by Arthur Knapp, Jr. and published by D. Van Nostrand Company, Inc.*

Most sailing experts will, if you give them half a chance, stand up and declaim at length on the many virtues of the centerboard boat as the ideal boat in which to learn to sail. They will point out that the centerboard will teach you to balance your boat, and the importance of balancing your boat. They will tell you that a centerboard boat is capsizable, that therefore you will learn to have the proper respect for your boat, especially after one or two dunkings. They will end up by saying that the centerboarder is safer for the beginner because in practically every case it will float while a keel boat is apt to sink. I agree with the experts entirely, but I wish to put further emphasis on the thought that centerboarders will teach you how to balance a boat so as to get the most out of it and how great a part this balance plays in successful boat racing.

In 1928, fresh from Princeton, fresh from winning the first "Big Three" Intercollegiate Sailing Championship, and fresh from a number of years of sailing keel boats (though my first boat was a centerboarder), I took a friend, Tom Childs, who knew very little about sailing, to Mystic, Connecticut to a little yard to rent a boat for a couple of hours. The owner of the yard put us aboard a twenty-foot centerboard catboat, upon our assurance that we knew all about sailing. We lowered the board, hoisted the gaff-rigged main and cast off, but nothing happened. Every time the mainsail filled the boat ran up into the wind and we couldn't get under way at all. We drifted off to leeward while all this was taking place, but no matter what I did, we just couldn't get that catboat to sail. Finally in desperation, I lowered the mainsail and paddled back upwind (fortunately it was light air). I told the owner what had happened and he offered to get us a ten-year-old boy who'd take us out. I thanked him and said something to the effect that I could sail well enough myself, but the boat wouldn't sail. It ended by his giving us our money back and our sheepishly making tracks away from there.

Do you know it was quite a long time before I realized what a donkey I had been? If I had only raised the centerboard a little, the balance of the boat would have changed and we'd have had a lovely sail. I had completely forgotten over my years of keel-boat sailing how really important a centerboard and its balance can be. I am sure the ten-year-old boy would have immediately recognized the problem and corrected it, but I was much too stuffy at that point to take any advice from a mere child. Twenty-eight years of winter dinghy racing have helped to replenish my knowledge of centerboarders and also (I hope) to reduce my stuffiness, for I have on occasion taken a word or two of advice from my current eleven-year-old dinghy crew, Ralph Petley—1951-'52; Bill Kelly—1953; Joe Kelly—1954; Pete Kelly—1955 and '56; Bobbie Walden (my godson)—1957; Bruce Bradfute—1958 and '60; and occasionally (Miss) Bernie Kelly—1960.

In Chapter V on Sails, I pointed out the relationship between the center of lateral resistance of a boat and the center of effort of its sails. In dinghies and other centerboard boats, the problem in connection with moving these centers is reversed. In other words, in a centerboarder it is a simple matter to move the board forward or aft (which would be down or up respectively when the board is hung on a pin at its forward end) in order to move the center of lateral resistance and change its relationship to the center of effort. If you have a slight weather helm, moving the board aft or up will tend to compensate and correct the helm. If you have a lee helm drop the board or move it forward. Even with dagger boards which are dropped down through an open centerboard trunk, rather than permanently encased in the trunk and hung on a pin forward, there is generally enough clearance left at either end of the trunk to allow for this forward or aft adjustment.

Centerboarders in the natural order of things being smaller boats, the crew or live ballast comprises a greater percentage of total weight than in larger keel boats. It follows that it is even more important where this live ballast is placed in a small centerboarder. The same principles and rules should be followed in either case. All ballast, alive or dead, and all gear should be concentrated as nearly as possible amidships or near the center of balance of the boat. Keep it away from the ends of the boat. Place it where the boat balances best with the board in its most effective position.

It might be interesting to note that in Frostbite dinghies which have a minimum weight limit for the two crew of 275 lb excessive weight in almost every range of wind velocity is a distinct handicap. To put it another way, most of the dinghy sailors have found that it pays to race with a crew whose total weight is not over 300 lbs., somewhere between 275 and 290 being ideal. (This problem was "upped" a bit in December 1959 when the Larchmont Fleet of Inter-Club Dinghy Class sailors raised the weight limit—after 28 years—to 300 lbs.) An agile skipper and crew can make up for their light weight in a hard breeze. It would seem to me that in such small centerboard boats as Snipes, Comets, Lightnings, and even Ravens, due regard should be given to the total weight of crew, though the percentage relationship of crew to total displacement gets smaller as the size of the boat increases. Let it be thoroughly understood, however, that as the size of the boat increases the total weight of the crew allowed assumes less importance. For example, on *Bumble Bee*, a keel boat with a displacement unloaded of approximately 7500 lbs., we always raced with five people (principally because I feel that five pairs of hands are extremely helpful at times), while at Marblehead the International One-Designs seldom race with more than three (to keep the weight down, they say). A dinghy and its crew weigh in the neighborhood of 500 lbs. The addition of a third person weighing 150 lbs. would increase its weight by about 30%, while in an International One-Design the addition of another 150 lb. person would only increase its total weight by less than 2%, almost an inconsequential amount.



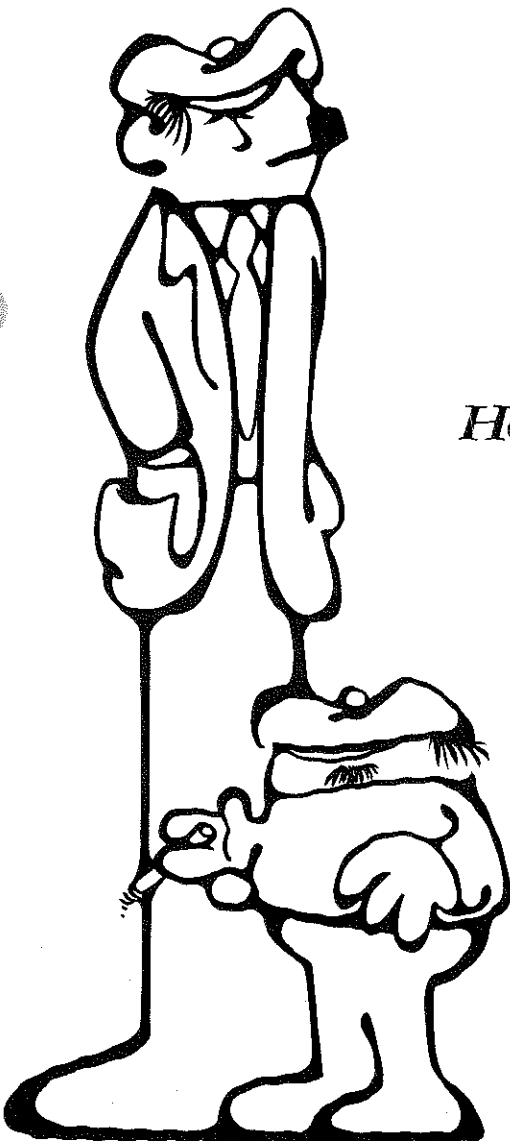
# the Long and

# Short of it is ...

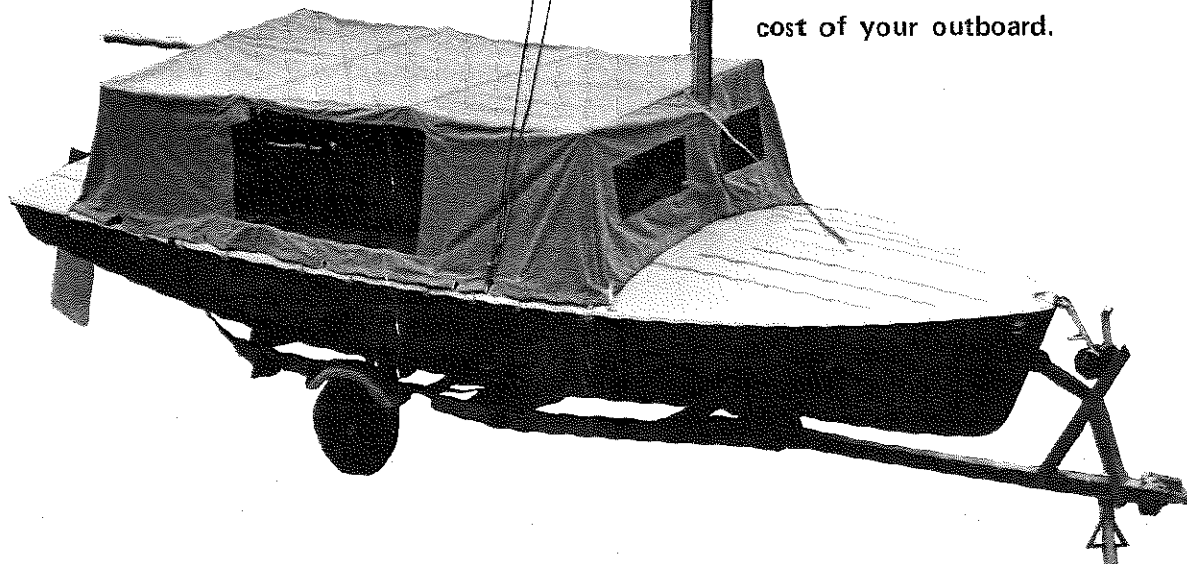
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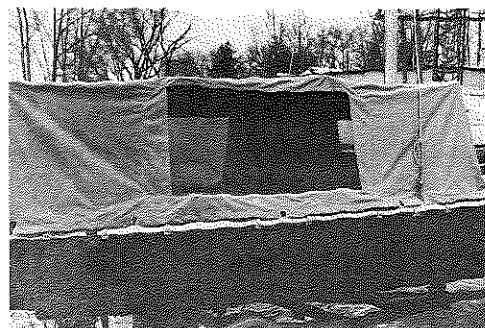
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*Trophies presented to winners of Midwest Regionals last summer. Left to right: Tom Ehman, Bob Cowles, Joe Moore, Ted Glass, Hans Kuschnerus, Jim Smith and Duane Smith.*



*Scots arrive for Midwest Regional Regatta, held at Kalamazoo, Michigan, last summer.*

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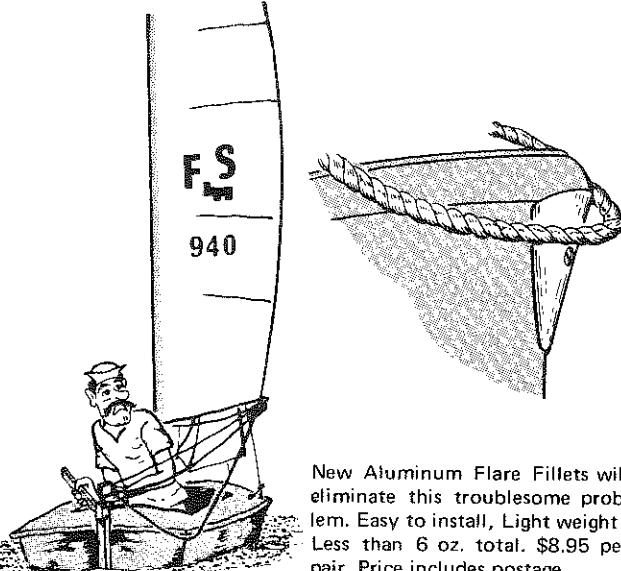
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(FOR FULL EXPLANATION SEE ART. IX  
OF CONSTITUTION.)

\*\*\*\*\*

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Brookfield, Wisconsin 53005  
414-782-6595

- 2-LAFAYETTE, INDIANA—Lake Freeman
- 3-WILMETTE, ILLINOIS—Lake Michigan
- 9-STURGIS, MICHIGAN—Klinger Lake
- 25-MILWAUKEE, WISCONSIN—Lake Michigan
- 29-MUNCIE, INDIANA—Prairie Creek Reservoir
- 30-CARBONDALE, ILLINOIS—Crab Orchard Lake
- 34-RAY, INDIANA—Clear Lake
- 44-EPHRAIM, WISCONSIN—Eagle Harbor, Green Bay
- 47-EGG HARBOR, WISCONSIN—Green Bay
- 54-FREMONT, INDIANA—Lake George
- 60-CHICAGO, ILLINOIS—Burnham Harbor, Lake Mich.
- 64-MENOMINEE, MICH.—MARINETTE, WIS.—Green Bay
- 68-MADISON, WISCONSIN—Lake Monona
- 70-ROCHERT, MINNESOTA—Cotton Lake
- 83-CARLYLE, ILLINOIS—Lake Carlyle
- 88-IOWA CITY, IOWA—Lake Macbride
- 95-MINNEAPOLIS, MINNESOTA—Lake Minnetonka
- 107-NEENAH, WISCONSIN—Lake Winnebago

### PRAIRIE DISTRICT

Governor: ROBERT V. BEBB  
424 South 13th Street  
Muskogee, Oklahoma 74401  
918-687-7283

- 39-PORT GROVE, OKLA.—Grand Lake of the Cherokees
- 50-OKLAHOMA CITY, OKLA.—Lake Hefner
- 59-TULSA, OKLA.—Keystone Lake
- 89-TOPEKA, KANSAS—Lake Perry
- 93-LAWTON, OKLA.—Fort Sill, Lake Lawtonka
- 106-NORTH PLATTE, NEBRASKA—Lake Maloney

### TEXAS DISTRICT

Governor: PAUL C. BERNER  
5831 Valkelth  
Houston, Texas 77035  
713-723-2731

- 23-DALLAS, TEXAS—White Rock Lake
- 32-HOUSTON, TEXAS—Galveston Bay
- 49-HOUSTON, TEXAS—Houston YC—Galveston Bay
- 51-SEABROOK, TEXAS—Galveston Bay
- 62-DALLAS, TEXAS—Lake Ray Hubbard
- 66-PORT ARTHUR, TEXAS—Lake Sabine
- 67-SAN ANTONIO, TEXAS—Canyon Lake
- 69-AUSTIN, TEXAS—Lake Travis
- 84-LAKE CHARLES, LOUISIANA—Lake Charles

### PACIFIC DISTRICT

Governor: JACKSON T. WITHERSPOON  
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Palo Alto, California 94301  
415-321-4497

- 40-INVERNESS, CALIFORNIA—Tomales Bay
- 100-SEATTLE, WASHINGTON, Lake Washington
- (s)—Charter Suspended

### DISTRICTS



### FLEETS

### MICHIGAN-ONTARIO DISTRICT

Governor: JAMES R. SMITH  
229 Lothrop Road  
Grosse Point Farms, Mich. 48236  
313-885-2352

- 8-DETROIT, MICH.—EDISON BC—Lake St. Clair
- 15-KALAMAZOO, MICHIGAN—Gull Lake
- 16-DETROIT, MICHIGAN—DETROIT YC—Lake St. Clair
- 17-GROSSE POINT SHORES, MICH.—G.P.T. YC—Lake St. Clair
- 18-DETROIT, MICH.—DETROIT BC—Lake St. Clair
- 20-PINCKNEY, MICHIGAN—Portage Lake
- 33-LONDON, ONTARIO, CANADA—Fanshawe Lake
- 41-CRYSTAL, MICHIGAN—Crystal Lake
- 52-LAKE ORION, MICHIGAN—Lake Orion

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1241 Bonnie View Avenue  
Lakewood, Ohio 44107  
216-521-3250

- 1-WILMINGTON, OHIO—Cowan Lake
- 4-MANSFIELD, OHIO—Clear Fork Lake
- 12-CLEVELAND, OHIO—EDGEWATER YC—Lake Erie
- 14-SPRINGFIELD, OHIO—Kiser Lake
- 19-CANFIELD, OHIO—Berlin Lake
- 26-TOLEDO, OHIO—Maumee River
- 35-CHAUTAQUA, NEW YORK—Chautauqua Lake
- 37-WESTERVILLE, OHIO—Hoover Reservoir
- 43-SYRACUSE, NEW YORK—Skanestetes Lake
- 53-CAYUGA, NEW YORK—Cayuga Lake
- 65-DELLROY, OHIO—Atwood Lake
- 101-AKRON, OHIO—Turkey Foot Lake

### GULF DISTRICT

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Pensacola, Florida 32503  
904-433-9595

- 38-MOBILE, ALABAMA—Mobile Bay
- 45-JACKSON, MISS.—Ross Barnett Reservoir
- 56-FORT MYERS, FLORIDA—Caloosahatchee River
- 75-PANAMA CITY, FLORIDA—St. Andrew Bay
- 79-GULFPORT, MISS.—GYC—Mississippi Sound
- 85-MONTGOMERY, ALABAMA—Lake Martin
- 87-PENSACOLA, FLORIDA—Pensacola Bay
- 90-MIAMI, FLORIDA—Biscayne Bay
- 91-ALEXANDRIA, LOUISIANA—Lake Coteau and St. John
- 92-PASCAGOULA, MISSISSIPPI—Mississippi Sound
- 96-NEW ORLEANS, LOUISIANA SYC—Lake Pontchartrain
- 98-BAY ST. LOUIS, MISSISSIPPI—Bay St. Louis
- 99-NEW ORLEANS, LOUISIANA NOYC—Lake Pontchartrain
- 102-FAIRHOPE, ALABAMA F.Y.C.—Mobile Bay

### NORTHEAST DISTRICT

Governor: RICHARD HOSMER  
12 Huntington Street  
Sharon, Massachusetts 02067  
617-784-2176

- 5-BURLINGTON, VERMONT—Mallet's Bay
- 11-ROCKPORT, MASS.—Sandy Bay
- 36-MONTREAL, QUEBEC, CANADA—Lake St. Louis
- 57-HARWICH PORT, MASS.—Nantucket Sound
- 68-WOLLASTON, MASS.—Boston Harbor
- 76-SHARON, MASS.—Lake Massapaog
- 77-MENAUHANT, MASS.—Vineyard Sound
- 105-COHASSET, MASSACHUSETTS—Cohasset Harbor

### GREATER NEW YORK DISTRICT

Governor: ROBERT E. RICH  
144 Raymond Street  
Rockville Center, New York 11570  
516-536-6905

- 7-RIVERSIDE, CONN.—Long Island Sound
- 10-MORICHES, L.I., NEW YORK—Moriches Bay
- 21-LOVELADIES' HARBOR, NEW JERSEY—Barnegat Bay
- 22-SPRAY BEACH, N. J.—Little Egg Harbor
- 24-BROOKFIELD, CONN.—Candlewood Lake
- 31-SHORE ACRES, NEW JERSEY—Upper Barnegat Bay
- 46-ISLAND PARK, N.J.—Hempstead Bay
- 72-AMITYVILLE, N. Y.—Great South Bay
- 74-PERTH AMBOY, N.J.—RARITAN YC—Raritan Bay
- 74-NYACK, NEW YORK—Hudson River
- 94-LAKE HIAWATHA, NEW JERSEY—Western L.I. Sound
- 104-OLD FORGE, NEW YORK—Fourth Lake

### CAPITOL DISTRICT

Governor: ROBERT E. DAVIS  
6 Majestic Court  
Wilmington, Delaware 19810  
302-475-4242

- 6-OAKLAND, MARYLAND—Deep Creek Lake
- 42-WASHINGTON, D. C.—Potomac River
- 63-HAVE DE GRACE, MD.—Susquehanna River
- 80-PITTSBURGH, PENNA.—Lake Arthur
- 81-WRIGHTSVILLE, PENNA.—Lake Clarke
- 82-PRINCE GALLITZIN STATE PARK, PA.—Lake Glendale
- 86-BALTIMORE, MARYLAND—Magothy River
- 97-BETHESDA, MARYLAND—Chesapeake Bay
- 103-YORKTOWN, VIRGINIA—York River at Chesapeake Bay

### CAROLINAS DISTRICT

Governor: WILLIAM V. SINGLETARY  
32 Beverly Drive  
Durham, North Carolina 27707  
919-489-1528

- 27-HENDERSON, N. C.—Kerr Lake Reservoir
- 48-CHARLOTTE, N. C.—Lake Norman
- 71-ROANOKE, VIRGINIA—Smith Mountain Lake
- 78-MOREHEAD CITY, N. C.—Bogue Sound