

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXV, NUMBER 5

JULY, 1983



Trimming the Spinnaker

Two Years Into the Arctic

Flying Scot® Sailing Association

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Cover: Bill Singletary (#3595) nonchalantly asks Maye, "Are we over early?"
Photo by G. S. Sleeman.

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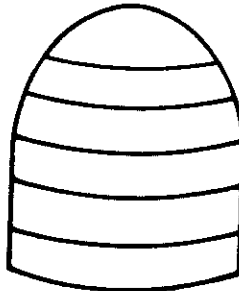
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the Spinnaker sketch.

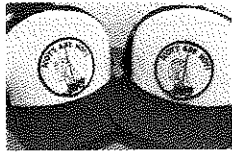


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Letters to the Editor



Dear Mr. Newton,

It was nice meeting you down in Florida. We didn't realize that you and your crew were so famous that they named a comic book after you!* We can understand why . . .

Well, I really write you because I'm tired of big shot sailors putting down the Flying Scots. I think "SCOTS ARE HOT." My sister, Morgan, and I have decided to tell the world how exciting the Flying Scots really are. To do this we are making available hats and jackets with the picture of Bubby Eagan from the October 1982 cover of Scots n' Water. The design is in red on a white background and the rest of the hat is blue. The jackets are 100% nylon with flannel lining, elastic cuffs, deep slash pockets, six-snap front, and drawstring waist. The colors available are royal, scarlet, brown, black, navy, orange, kelly green, maroon, gold, tan and Columbia blue.

The sizes are: small 36-38, medium 40-42, large 44-46, X-large 48-50. Hats cost \$6.95 each and jackets \$22.95 each.

My sister and I think that the Flying Scots are great boats and I hope other owners will participate in this effort to

promote the Flying Scot class.

Yours truly,
Whitney S. Hall

**Editor's note: I first met Misses Morgan and Whitney Hall, Graham Hall's charming daughters at the '83 Midwinters. They apparently admired "Carrot," my Flying Scot #3856, but must not have thought much of "Carrot's" crew. Immediately upon arriving home in New York they sent me two copies of a comic book entitled, "CAPTAIN CARROT AND HIS AMAZING ZOO CREW."*

IMPORTANT NEWS

Take a look at the May 1983 issue of SAIL magazine. Included is a feature article beginning on page 93 with five pages of text and pictures of one of the most unique cruises ever. "Low bridge; everybody down!" by Graham Hall (FS 3707) describes the seven day odyssey of two adults, two children and a kitten aboard their FLYING SCOT as she sailed down the Erie Canal. One hundred five miles horizontally, 400 feet vertical drop through 18 locks, no motor, living on the SCOT, the article is

thoroughly enjoyable reading and has several interesting ideas. *John Clickener.*

1982 NAC Now on Film!

Graham Hall filmed the 1982 NAC's at Marion, MA, with his own running commentary. This film is excellent for Fleet and Club gatherings. If you are interested in seeing the film contact Graham at 85 East State St., Gloversville, NY 12078 or (518) 725-8534.

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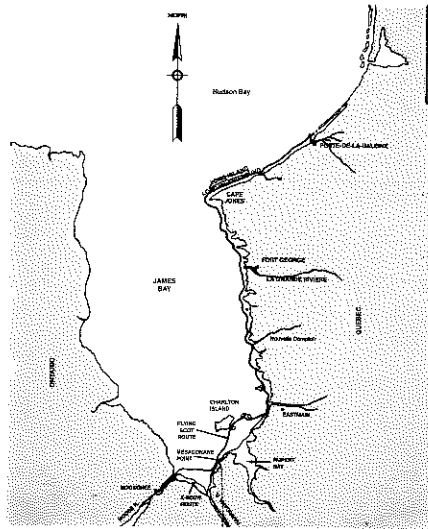
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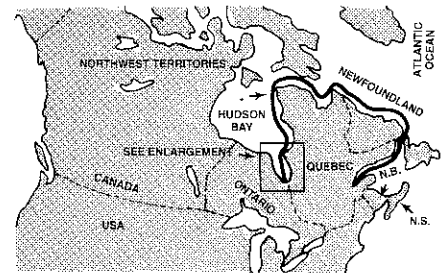


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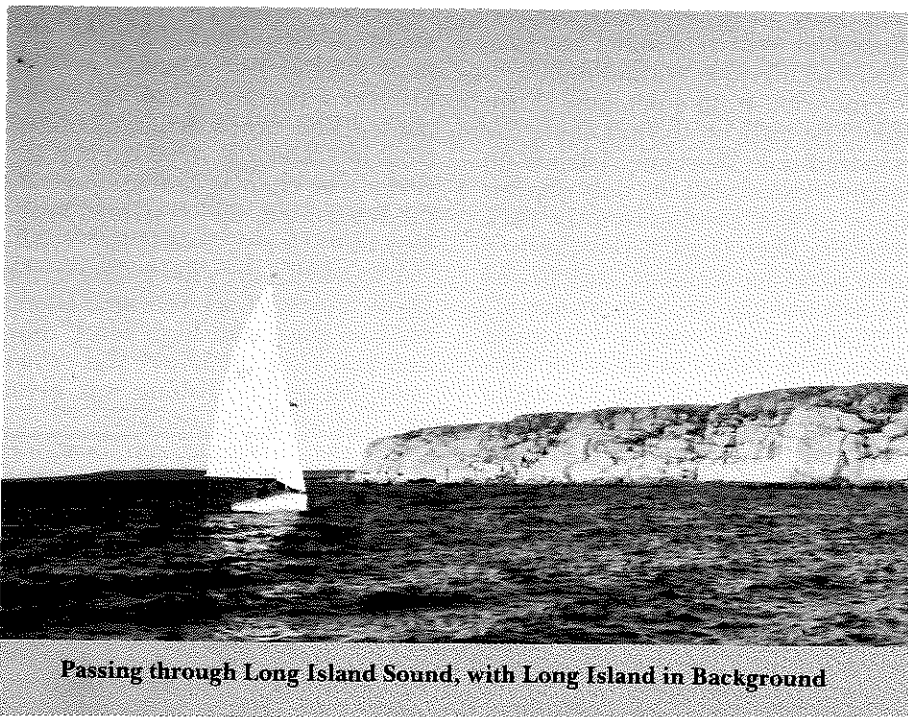


Don Stuart's long range goal is to sail from his starting point at Moosonee, Ontario, around Quebec and Newfoundland, then up the St. Lawrence Seaway.



Two Years Complete

The Arctic Adventurers complete the first two years of their journey at Poste-de-la-Baleine on the Great Whale River.



Passing through Long Island Sound, with Long Island in Background

Don Stuart

Editor's note: Our last issue recorded the third segment of Don Stuart's journey around Quebec Province — Wemindji to Cape Jones,

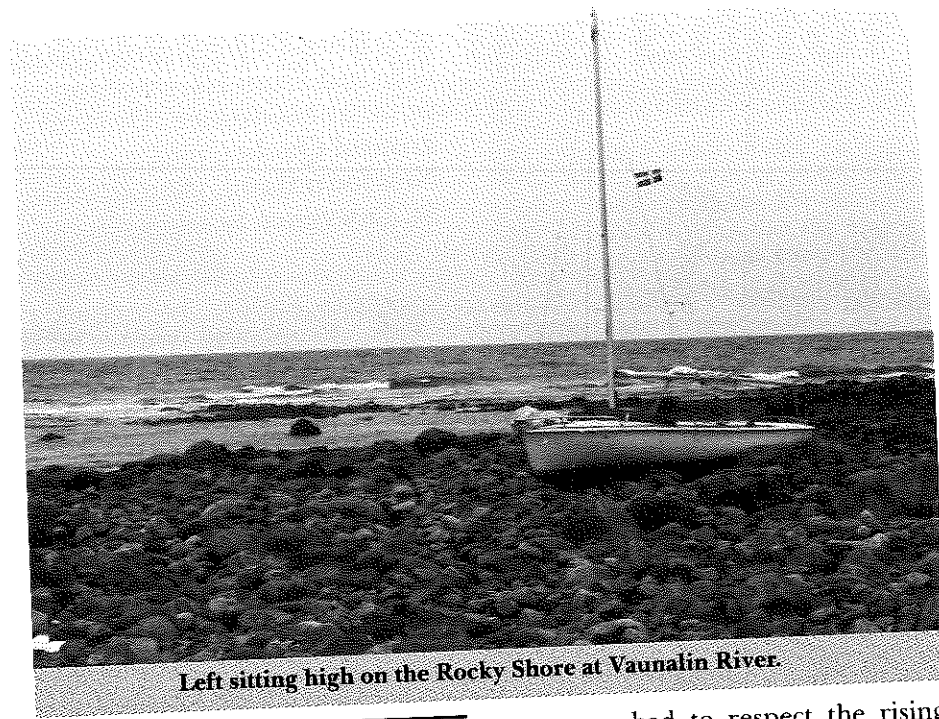
the southern boundary of Hudson's Bay. In this installment he completes the first two years of his odyssey at Poste-de-la-Baleine on the Great Whale River.

Morning brought the sound of driving rain against the tent. C'est la

vie. We went back to sleep. The second awakening was caused by the sound of crashing tin. Peering out, we saw the ever resourceful Nord, building a lean-to type shelter from materials at hand. With sheet metal siding (known as Robertson Decking) and empty barrels left behind by the military, Nord conjured up a cooking shelter as functional as a Holiday Inn.

Before the expected fog rolled in, we walked to high ground where we could look to the north and see Hudson Bay. Our route to the north was completely closed off by a massive pack of ice. The ice stimulated a little concern, but nobody became too excited about the situation. We agreed we would resolve that minor detail when we rounded the Cape.

That evening, while we were toasting our feet around the fireplace at the "Nord Hilton," a storm swept in from the north with an intensity that I have never seen before. Torrents of rain blowing horizontally combined with the zero visibility gave the storm the appearance of a winter blizzard. Even though the tent was weighted by several hundred pounds of rocks, it was moved sideways a foot. However, it did not collapse.



Left sitting high on the Rocky Shore at Vaunalin River.

Two Years

For the next two days, the wind blew, the rain came down, and the fog rolled by. On the third day, the wind shifted from west, and, after supper, the fog started to lift. There was no question about it — for two hours' sailing time, we would break camp and accomplish what we could.

Before dark, we rounded Cape Jones and enjoyed the excitement of the first camp on Hudson Bay, or more specifically, in Long Island Sound.

Tuesday morning (July 20) started with a cloudless sky and no breeze. We had been out 12 days, and our only awareness of other persons had been the sight of a few Indians at a distance.

While we were finishing breakfast, the first indication of a breeze brought a warm smile from all. A south wind would make up for the past three days ashore. To add to our good fortune, the ice pack that only two days ago obstructed our route now had for the most part vanished. Although I am not exactly sure where the ice went, it was reasonable to believe that the severe north wind had carried it to the middle of James Bay.

The remainder of the voyage to Poste-de-la-Baleine was due north-east, and a south wind permitted us to run with the scow reacher. Weather looked favorable for the day. How-

ever, we had to respect the rising offshore wind, which could blow us out to sea and leave us unable to return.

Miles were put astern quickly, as the strong offshore wind generated only moderate waves. High barren hills rising off the Quebec shoreline, combined with occasional ice, created a picturesque atmosphere.

Protection from a potential storm would be difficult to find along the hundred-mile shoreline. Islands no longer existed, and the only depressions in the predominantly rock shoreline were small. Rivers also had to be ruled out as refuge; they flowed directly into the Bay with no inlets.

The day's goal was the Vauquelin River. With hopes of trout for supper, we understood that we might have to leave the boat unprotected.

By midday, the wind had increased so much that we replaced the reacher with the regular jib. Expecting to cover the 40 miles to the river by evening, we were caught off guard when we sailed right past it about 1 p.m. Running with the wind, we had no concept of how strong it really was until we turned to weather to head back to the river. We fought hard to control the Scot but felt sure that we could hold on for the one-half mile to the river. Any sailor knows well the feeling, when, in high wind, he hears that ominous snap of a cable from aloft. The mainsail halyard had broken. I was truly impressed with the reaction of the crew when, as the main

sail was falling, they gathered it into the boat without letting it touch the water. With only the jib, we pulled to shore for repairs.

We were fortunate for two reasons. First, we came ashore in a protected area with a small beach. Second, we carried a spare mainsail halyard.

Replacing the broken halyard did not take too long. Soon, we were again headed back to the river, using the smaller Snipe sails. Even so, we had to fight for every inch of the half mile before coming in on the boulder-filled shoreline.

When we brought the boat to the rugged shore it was about 2 p.m., and the boat had to be attended until the tide peaked at 7 p.m. Because the evening tide would be slightly lower, we felt the boat would be safe until at least the following day.

After we set up camp on the river bank, we all tried our luck at fishing and found it to be little effort to put a dozen trout on the fire. The so-called sea trout of the north are really brook trout that are ocean run and take on a silver color. It was interesting to catch silver fish at the mouth of the river knowing that the same kind of fish a hundred yards upriver were the dark speckled phase. The brook trout, speckled trout in Canada, is not a trout at all. It is a true char, as can be noted by the square tail, and is named speckled char.

Expectedly, the wind swung to the north. This time, we were land bound for four days with high wind, rain, and fog. Time spent here was rather enjoyable as the fishing was great and driftwood was available.

For the first time, our boat was threatened by the lack of protection. The next day, with the wind at gale force and the waves breaking violently on the shore, the tide came in two feet higher than previously. Although that was not unexpected, we were unprepared and La Phoque took a fearsome beating on the boulders. Inspection after the tide went out once again showed the durability of the Flying Scot; the damage was only superficial.

High wind continued through the night, and we noticed the following morning that the waves had increased in size. Our boat could not survive the incoming tide, about five hours away. Walking inland about a

mile, we cut several 6-inch diameter logs from a stand of stunted spruce and carried them back to the boat. We then tackled the job of raising and blocking the boat to an elevation that would be above the incoming tide and the breakers. Using levers, boulders, and muscles, we finally had the Scot sitting on rock-supported logs about 4 feet above the previous day's high tide. Impressed with our construction work, we then loafed around the camp fire to watch the fruits of our effort.

Waves crashed ashore, and the tide rose with each wave. As the tide stabilized at high, the waves breaking under the hull rocked the boat from side to side, but the makeshift cradle held. We all agreed that had the boat been left to the elements, it would have been damaged beyond repair. High tide that day was about 4 feet higher than it was when we came ashore two days earlier. I shall never again allow the boat to be put in that kind of jeopardy, fish or no fish.

Two days later, the wind subsided and the waves were reduced to 4 feet. The four-day wait at Vauqlin River had been detrimental to the whiskey supply, and it was time to move on. Now the problem was the low tide. We were not about to wait until noon for high tide, so again we went to work on the rugged beach. Boulders up to 300 pounds were rolled aside, and logs were laid across the remaining debris. Skidding the boat to the water and getting underway consumed well over an hour, but it made available three additional travel hours.

We were two days from Poste-de-la-Baleine, and in the remaining distance, only a half dozen suitable harbors were available to four Yanks unfamiliar with the terrain. Our destination for the day was a place called "Cranny in the Rock" near the Otaska River, about 30 miles up the coast.

In spite of heavy swells, we had a fair day. At one point, when weather threatened, we pulled into a cove to see what was going to develop as we could not be sure of the distance to the next haven.

Gathering firewood for a shore lunch raised an interesting fact about drifting wood. About seven years back, at Kapuskasing, Ontario, a dam holding a large quantity of pulp wood gave way during the spring ice break up. The pulp wood rushed down the river in high water, past Moosonee and into the southern portion of James Bay. For the last three years we had used the "cut to length" wood for fires. Now, in a secluded cove 600 miles from the source, we were again preparing coffee over Kapuskasing pulp.

The storm that we were suspiciously watching was passing to the south. After a couple of hours, we continued on our way. Several hours of daylight remained when we entered the beautiful horseshoe-shaped cove. Plenty of driftwood, a flat tent site, and a trout stream combined to make a storybook camp site.

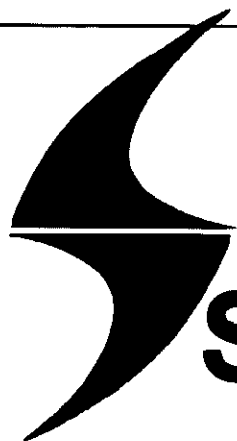
As Bobby and Nord secured the boat and carried gear to the site, I set up the tent and Kerry climbed the steep detritus incline to examine several conspicuous rock piles. Soon

the kid shouted, "Dad — hey, Dad, you gotta get up here right away." I already knew what to expect. Kerry had lifted a couple of rocks from a pile and was greeted by the grotesque bleached skull of a long forgotten Inuit. Traditionally, because of permafrost or rock, the Inuit bury above ground.

Drifting away from a camp for the last time of the year is certain to make one a little sad. As we eased through the narrow passage to the Bay, we were welcomed by 4 to 5 foot swells, apparently generated by some distant weather disturbance. A very light breeze was coming from the northeast, straight down the shoreline. Although it was only 25 miles to the Great Whale River, to me there is nothing more exasperating than low wind and high waves. I told the others, "Boys, it's going to be a long day."

All day long, we tacked up the shoreline — three miles out, then back to shore, out, back, the whole time seemingly being driven backward by the 5-footers. For a couple of hours, the wind died completely, and we rowed into a sheltered area for a break.

Later it was back out to sea, with sails flapping and stays snapping. We were going nowhere. As the sun was setting, we could see the lights of Poste-de-la-Baleine. On the shoreline, the large swells were crashing against the rock face, throwing spray high into the air. Because the topo map showed no sheltered areas, we now had no choice but to reach the protection of the Great Whale River.



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Two Years

Deciding to end the trip in style, Bobby took the one last tack to about seven miles offshore and then set a close-hauled course for the river with a boat speed of nearly 2 knots. At midnight, the northern lights were the brightest I have ever seen. They provided more than enough light for sailing. However, as we approached the river, an overcast sky changed the scenario to total darkness. Stumbling around in the darkness, I had difficulty finding the river entrance. The village was on the north side of the river. Because I could see the airport beacon, I knew that we were also on the north side. Heading more or less to the east and keeping close enough to hear the thundering surf on the port side, I figured the rest was academic. A few hundred yards to starboard, an ocean-going ship was anchored, but now there were more important things to worry about. Until now, I had thought I knew all the tricks the Arctic had to offer, but minutes later I was humbled. Someone up front shouted over the noisy surf. Someone else turned on the flashlight. Someone else, in panic, hauled in the centerboard, as we slid over a floating oil line. Poste-de-la-Baleine is the oil depot for the entire coast, and the ship that I had ignored was pumping in the yearly fuel supply.

The oil line turned out to be nothing to get excited about, and we were again navigating by sound in the total darkness. Twenty minutes later, I was, without warning, confronted with the sound of the surf from three directions. I did not want to make a hasty wrong decision, but, before I could make any decision, we ran aground, with waves breaking into the boat. This time, a judgment had to be made instinctively and immediately. Realizing that we were grounded on a small sand bar, everybody jumped into the waist-deep ice water and pulled the boat round the obstacle. This was the only time in 450 miles that the Scot had taken on any quantity of water, and my always impressive crew had the 50 gallons bailed out within a few minutes.

Shortly after that mishap, the sound of the surf faded behind us, and we turned due north, bringing

La Phoque into a calm, quiet, sandy beach. It had been one heck of a day, and, at 2 a.m. Monday (July 26), the voyage of 1982 was over.

Quickly setting up the tent on the spot, we were able to grab a few hours sleep before being awakened by several curious Inuit on noisy three wheelers.

Nord and Kerry left for the south on a twin otter airplane later that day, while Bobby and I remained behind to secure the Scot for the winter. We had the good fortune to be guests of the Hudson Bay Company for the next four days. The Bay manager offered us the use of an empty warehouse for boat storage.

Evaluation of the season's wear and tear proved to be not too depressing, other than the centerboard assembly. Like the previous year, 2 inches of the leading edge of the centerboard are gone, the gasket and gasket molding are destroyed, and the roller cross bolt is precariously bent. I plan to reconstruct the board and protect it with a 3/8-inch thick stainless steel molding, replace the gasket with a much thicker half gasket and replace the gasket molding with 3/8-inch stainless steel molding. I also plan to carry lots of spare cross bolts.

I do not believe the mainsail halyard has a built-in safety factor; I plan to replace it with a double strength halyard. In addition to repairs, the Scot will be fitted to carry a recut, 120-square-foot jenny that I pilfered from my cruising boat at home.

Looking ahead to the 2000 difficult miles back to Montreal, I believe that the Flying Scot is one of the very few small boats that can fulfill my needs. Based on the average of the past two years, the accomplishment will take about 10 years. A problem greater than boat durability is crew availability, due to expense and time off from work. I welcome all inquiries from persons interested in taking part in the trip in the future.

July 1983 will take the Flying Scot 200 miles farther into the Arctic. I hope Scots n' Water will again invite me to share some of the more interesting aspects of the trip.

Editor's note: As you have been reading this, Don Stuart is probably sailing even farther North in his Scot #1258. Hopefully he will share this year's experience with us in future issues.

SCOTS N' WATER

Spinnaker Trim

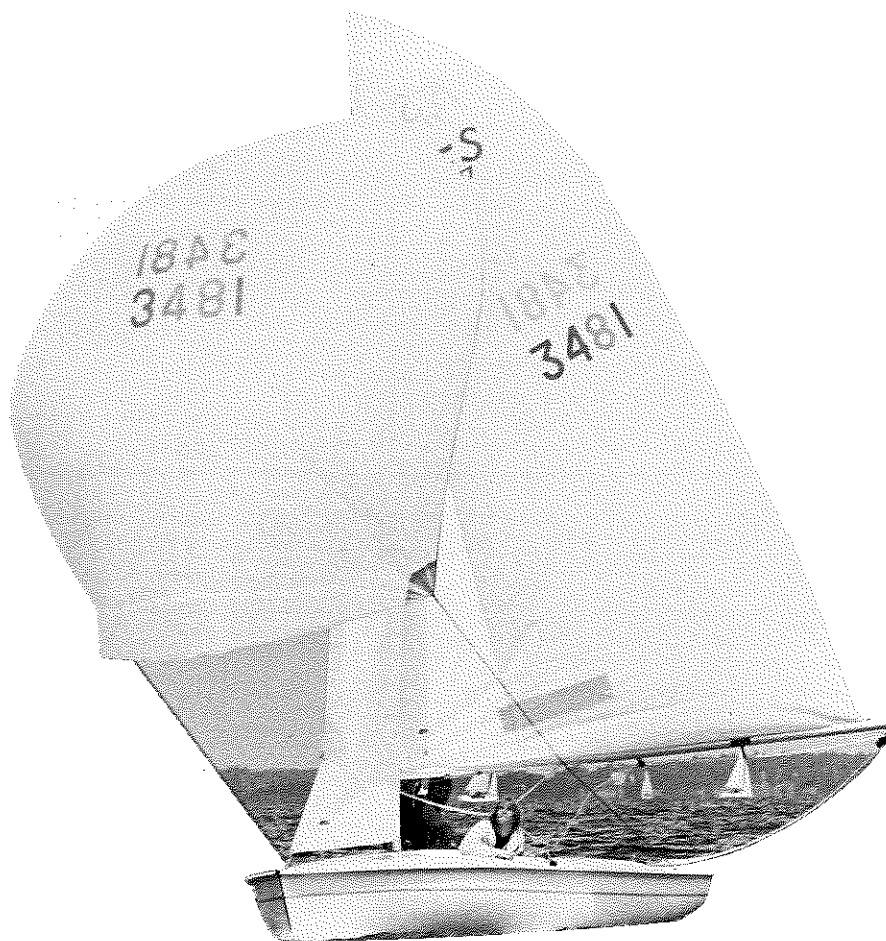
Communication and teamwork between skipper and crew create good boat speed with a spinnaker.

Greg and Patti Fisher

Good boat speed with a spinnaker comes from not only excellent spinnaker trim but also tip-top teamwork and communication between skipper and crew. As the spinnaker is adjusted for the changing conditions, the skipper should also adjust his steering style, and the crew should adjust the manner in which they fly the spinnaker. As in the total race, good speed downwind comes from the addition of all the variables that make up good speed.

PATTI: When the skipper does use this tactic, it is important that the crew pull the chute in quickly, but also be prepared to ease it out quickly. It would be much better to have the chute luff and collapse one time than to push the boat over on its ear and lose control. The skipper should keep his eye on the luff of the spinnaker, and I should always be telling him whether he can go higher or whether he is too high for the trim of the chute. Once he is up so high that the spinnaker cannot be trimmed in any tighter or sailed effectively, I will say "That's it" and

JULY 1983



TEAMWORK OUTLINE

- I. Teamwork approaching the weathermark.
Forward crew puts up the pole, puts guy into eye, undoes chute.
Middle crew plays jib, hikes.
Skipper plays main, steers.
 - II. Hoist
Forward crew pulls guy back, uncleats jib and allows it to luff, and looks for mark.
Middle crew concentrates on getting chute full and flying, always making sure boat is balanced before trimming.
Skipper hoists spinnaker to knot, eases main and concentrates on steering towards mark.
 - A. The hoist — heavy weather alternative.
Forward crew pulls guy back, uncleats jib and allows to luff, and hikes!
Middle crew hoists chute, pulls board up.
Skipper eases main way out and holds onto spinnaker sheet. He does not trim sheet until boat is balanced. Then gives sheet to middle crew.
 - B. The hoist — from the weather side.
Forward crew grabs the entire spinnaker in his arms and stands up (pole is not up).
Middle crew pulls slack out of sheet and guy, and actually pulls the sheet around slightly so the leeward clew is almost to the headstay.
Skipper sails *dead before* the wind and pulls the halyard up "smartly." Communication from the skipper to the middle crew is critical here so the spinnaker is actually thrown forward at the same time the skipper is pulling the halyard up.
 - III. After the hoist
Forward crew balances boat, drops jib from full luff, eases cunningham, checks vang.
Middle crew flies chute only.
Skipper trims main, board up to balance helm, steers for mark.
 - IV. On the reach
Forward crew balances boat facing aft (unless it's blowing) so that he can call puffs and watch competition. Cleans up boat, readying for gybe.
Middle crew flies chute only.
Skipper trims main, steers for mark, or for defense as forward crew says. Steers waves.
 - V. Sailing into the gybe
Forward crew hands old guy/new sheet to middle crew. Knocks old guy from guy hook.
Middle crew grabs old guy/new sheet, takes up slack, begins to square chute as skipper bears off.
Skipper overtrims main slightly, bears off slightly.
 - VI. The gybe on deck
 - A. *Forward crew* goes up on deck, places back to the mast, facing forward, feet spread and knocks pole loose from old guy and mast.
Middle crew moves to middle of boat, holding sheet and guy *always* watching spinnaker.
Skipper moves to windward seat from rail, continues to slightly bear off.
 - B. *Forward crew* continues facing forward, grabs new guy, hooks into pole, hooks pole onto mast.
Middle crew sits on new windward seat or rail, concentrates on spinnaker, keeping it full . . . always ready to dump sheet, if necessary; *never* dump guy.
Skipper bears off quickly, sits on windward rail.
 - C. *Forward crew* comes back off deck, grabs guy from middle crew, places in guy hook, and cleats. Hikes, if necessary.
Middle crew releases new guy, concentrates on spinnaker.
Skipper "rebears" off completing "s" turn, eases mainsheet, if necessary.
- VII. The gybe from inside the cockpit (an alternative for heavy air on deck)
 - A. *Forward crew* reaches up, legs braced against foredeck or grating, knocks pole off guy and mast. Pole hangs on topping lift.
Middle crew moves in middle of boat, holding sheet and guy, always watching chute.
Skipper moves to windward seat from rail, continues to slightly bear off.
 - B. *Forward crew* comes back inside boat under vang and balances boat.
Middle crew sits on new windward seat or rail, concentrates on spinnaker, keeping it full. Always ready to dump sheet, if necessary; *never* guy.
Skipper bears off very hard, ducks as boom crashes overhead, and quickly sits on windward rail.

C. *Forward crew* reaches up, grabs new guy, hooks pole on new guy, and mast. Takes new guy from middle crew and hooks in guy hook and cleats. Hikes!

Middle crew release new guy, concentrates on spinnaker.

Skipper "rebears" off, completing "s" turn, eases mainsheet, if necessary.

VIII. Going into the drop

Forward crew pulls on cunningham, outhaul, eases vang and then hoists jib, making sure it is luffing.

Middle crew concentrates on spinnaker.

Skipper drops the board, cleans up mainsheet, positions boat for mark rounding.

IX. The drop — to windward.

A. *Forward crew* knocks pole off mast and guy, leaves pole hanging on topping lift, grabs chute and pulls down to windward.

Middle crew lets go of sheet, grabs jib sheet and trims jib.

Skipper uncleats spinnaker halyard when forward crew is ready, trims main, begins to round.

B. *Forward crew* continues stowing spinnaker, then grabs jib sheet.

Middle crew lets go of jib sheet, takes mainsheet and helps skipper finish trimming main.

Skipper finishes mark rounding and trims cunningham.

X. The drop — to leeward (not recommended unless necessary to have the spinnaker on the correct side for the next downwind leg.)

A. *Forward crew* leaves pole up, goes to leeward, grabs chute in middle of spinnaker and pulls! *Middle crew* releases guy and sheet and lets luff, grabs jib sheet and hikes.

Skipper uncleats spinnaker halyard when forward crew is ready, trims main, begins to round.

B. *Forward crew* quickly stuffs spinnaker and gets to windward side as soon as possible . . . when everything is stable, goes forward to bring pole down, takes jib sheet.

Middle crew lets go of jib sheet and hikes, helping skipper trim mainsheet, if necessary.

Skipper continues to round and trims cunningham.

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“

It is important when steering the boat with the spinnaker up that every move made up or down be made slowly and with good communication with the person flying the spinnaker.

”

Spinnaker

he will steer the boat to the luff of the spinnaker just as he would a jib. The crew must not be afraid to tell the skipper to bear off if he or she needs a hand to keep the spinnaker full.

GREG: We mentioned a little bit the teamwork in handling a heavy air puff effectively, that will either put the boat up on a plane or make it plane even faster. It is a good idea for the skipper to anticipate this puff and actually “pre-bear” off to keep the boat underneath the spinnaker. The middle crew’s cue is important here, as it is a good idea to actually have the boat borne off a good 2-3 seconds before the puff hits. Of course the crew will have to ease the spinnaker out at the same time the boat is bearing off, so communication is again very important.

PATTI: At this stage I usually ease it out a foot at a time, and try to keep the curl in. That is, unless we get hit with a great big puff, at which time I know the skipper will continue to bear off, and I will allow

it to curl a good 2 to 3 feet. This way I am always ahead of the skipper, so if the puff were suddenly to get worse, it would not require much time to completely dump the spinnaker.

GREG: In this situation, we are talking about pretty wild puffs that come through. The third crew would definitely have their hand on the vang and centerboard and be ready to pull the board up higher or dump the vang if we get hit with a wicked puff. With the vang eased out, the whole top of the main will begin to luff, and the boom rises up much higher and farther away from the water.

This anticipation of the puff is important, since, if the puff hits and the skipper has to bear off quickly to keep the boat under control, he will use more rudder which creates more drag and will slow the boat down.

GREG: It is important when steering the boat with the spinnaker up that every move made up or down be made slowly and with good communication with the person flying the spinnaker. If the skipper sees a puff coming and he wants to head up to get into it before his competitors, he should be sure to tell the crew that this is his plan. If he feels that the puff will be heavy enough that he will have to bear off to keep the boat up on a plane and under control, he should also communicate that to the spinnaker person.

It is obvious that the third crew in the team is important in relaying this information to both the skipper and the person flying the chute.

PATTI: It is very important that every movement of the helm be made gently and with good communication with the person on the spinnaker. Not only does good balance of the boat demand slow, gentle steering, but the crew on the spinnaker must have time to react with the trim of the guy and the sheet. Whenever the boat goes up, the guy should go forward and the sheet should be trimmed in slowly. Whenever the boat goes down, or a puff hits, the guy should come back and the sheet be eased.

Notice we are talking about the guy and the sheet simultaneously. Once the spinnaker is up, I feel that it is a good idea that the crew move forward enough that they can have their hands on the guy and the sheet. A hook and a cleat for the guy just behind the shrouds is a good idea so that the crew does not have to hold the guy at all times, but has the ability to ease it in and out quickly with the puffs and shifts. If the boat gets hit with a rapid puff and the skipper jerks the boat down quickly, not only will he knock it off the plane, but he will also knock it farther off balance, as I will not have time to ease the spinnaker out to match his steering arch.

GREG: One exception to this is if there is a boat trying to ride over us to weather, coming up quickly on our stern, and we want to try to quickly “dissuade” this fellow from trying to roll us to windward. At this stage, we will stick the boat up sharply to try to knock him off our transom. Of course, again, this should be pre-communicated with the crew so they are completely prepared and ready to trim the spinnaker in quickly. It may be a good idea to have the middle crew be the only one looking at the boat, and actually give the command as to when to head up. This may be governed by the time they are in the trough of a wave, or when none of the crew is looking at them, or the skipper is reaching down in the boat, etc. This is the time to catch that boat off guard. We are not trying to luff the boat up and foul them out, but just trying to tactically “lose them.” The middle crew would also be the one to lower the board at the precise moment.

PATTI: I think it is a good idea to mention that while we are talking about the crew easing the spinnaker out as a puff hits, the skipper should always have his hand on the main and be ready to ease that out. In fact, he should play the mainsheet regularly, just like the crew is on the spinnaker.

GREG: The guide we should use in trimming the main downwind is so we will always have just a little bit

of luff along the luff of the main. This will keep the angle of the leech correct and the sail less apt to stall. On our boats, we always have a good 2 to 3 inches of luff in the entry of the main at all times.

We should be sure that the cunningham and the outhaul are eased off to allow the draft of the sail to move back and up into the sail, to make the leech nice and round for the best power when sailing downwind. This is especially important in light air, when we are looking for as much "kick" from the leech and after part of the sail as possible. Light air definitely demands a different technique on the mainsheet. Instead of rapidly pulling it in and out, it should be a slow hand-over-hand trim and ease to keep that entry constant all the time.

Steering the boat downwind demands a new technique. Whereas downwind, we were always making the boat steer up and down to keep the boat under the spinnaker, in light winds we are always steering the boat up and down, "hunting" for the fastest apparent windspeed. Basically it is not much different than sailing an ice boat in light winds, where the skipper is going to steer the boat up until he feels it begin to develop more and more speed, and then he will slowly bear it down again as far down as he can go until the speed starts to die. When it dies he will bring it back up until the speed builds, and then back down. It is almost a constant up and down, just like sailing upwind to keep the boat moving at top speed. You will be amazed at the difference in speed between the boat that is always "hunting" for the apparent wind, and the boat that is just sailing along on a straight course. Good judgment is required here to keep the boat from sailing too high off the desired course hunting for this new wind. If you think there is a puff coming, or you have just lost so much apparent wind that you need to go high to get back up again, that is one thing. But if you think it is a genuine lull, and you are going as fast as you can at the angle to the mark, then it is best to stick there until the next puff. Again, the third crew will always be calling out these new puffs so we can anticipate and put our boat on the fastest angle in the new puff.

PATTI: Trimming a spinnaker in light air is definitely no easy task . . . especially when the skipper is sailing all over the course to keep the boat going at top speed. You must never cleat the guy in these conditions and always keep the spinnaker at the correct angle to the wind and depth. If you ease the guy and the sheet out too much the spinnaker will become too full and stall too easy. If the guy and the sheet are pulled back too far, the spinnaker will be too flat and too choked. A good starting guide rule of thumb for this trim is that the skirt of the spinnaker is never any closer than 1 foot to 18 inches off the forestay.

The pole height is also very important. When a puff comes, the pole has to be raised to keep the two clews even. If the pole remains down too low when a puff hits, the draft will be pulled too far forward in the spinnaker, and the spinnaker will choke. By the same token, if the pole stays up too high when a lull comes or when the skipper has to keep his boat down on course and cannot come up to grab a new apparent wind, the chute will simply sag into itself and collapse at the top and be very difficult to get flying again. When we do have to sail dead before the wind, a trick that I have learned to keep the spinnaker flying is to ease the sheet and the guy out about as far out as I can (2 feet to 3 feet off the forestay) and then tease the guy back by pulling it back in slow but sharp, 6 inch to 8 inch bites at a time until I get the pole far enough aft that the skipper can sail dead before it. It may be necessary to quickly lower the pole to keep the upper leech from dumping off, but this teasing of the guy back helps to induce a little more breeze in the spinnaker and helps to open up the leeward leech. As soon as the leeward leech gets tight and closed, the spinnaker will surely stall.

GREG: A good guide for setting the height of the pole is so that the two clews are even with one another. When we get a puff, the leeward clew will suddenly raise up higher than the windward clew, so the topping lift will be raised to bring the two clews in alignment again. Of course, if we get a lull, it will work just the opposite.

“

Trimming a spinnaker in light air is definitely no easy task . . . especially when the skipper is sailing all over the course to keep the boat going at top speed.

”

Spinnaker

PATTI: Another good trick for adjusting the topping lift if you have a spinnaker that has a vertical center seam is that, since it is sometimes difficult to see the leeward clew through the body of the main, you can set the center seam parallel with the mast. This is easy to sight from the crew's position flying the spinnaker, and if the center seam were suddenly to cock up on a positive angle away from the mast, then we would need to lower the pole to bring it parallel again. If the center seam cocks upward on the leeward side, away from the mast, then we need to raise the pole to bring the center seam parallel to the mast. This works well since the person flying the spinnaker can see it all. Many times if you use the two ends even rule, only the skipper can see the leeward clew of the spinnaker through the main window.

Another good guide for adjusting the angle of the pole to the wind, or the trim of the guy, is to set the pole

at just about perpendicular to the wind. Sometimes this is very difficult to eyeball, so I ask my skipper to place a tell-tale on the topping lift about 6 inches up from the pole. This way it is very easy to tell from my position whether I have got the guy too far back or too far forward.

GREG: Patti and I have put together an outline which talks about the teamwork involved in approaching the weather mark, putting the chute up, gybing it, and dropping it. It lists each person's job as we have done it on our boat in the past. It is interesting to notice that never at any one point are any two people doing exactly the same thing. I guess you might say that it is truly teamwork in that everybody has their own job, and there is never any overlap. This is important, as a lot more can get done and with a minimum of communication. Of course the only way something like this can really work well is if it is practiced well before the team begins racing together. It may seem a bit corny, but when I end up sailing with a

new crew on the boat, I actually give them a copy of a similar outline to go over and somewhat memorize, so that person knows what his responsibilities will be on the boat. This way there will be no confusion, and everyone knows what must be done before the regatta even starts. This is especially helpful if we do not know whether we will have time to practice before the races.

Best of luck with your skipper/crew teamwork with the spinnaker. If you have any questions, or any ideas you would like to add, please feel free to call either of us.

In this year's Midwinters, Patti crewed for Marc Eagan, and they finished third overall. Both have strong backgrounds in one design sailing, and Greg was named collegiate All-American in 1975. Greg has been with the Shore Sails organization since 1977, and Greg and Patti have had the loft in Columbus, Ohio for 4½ years. Greg has finished in the top five in national competition in the Highlander, Thistle, Lightning, and Snipes, and has previously won the Flying Scot Sugar Bowl Regatta. Greg has recently purchased his own Flying Scot.

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October Issue

THE FLEET'S IN

Azalea Festival Regatta Results

Capitol District Chesapeake Bay
John Clickener

Skipper & Crew	Points
Harry & Karen Carpenter	2½
John & Joan Clickener	8
Wright & Ellen Sizemore	12
Joan Burnside	13
John Burnside	15

Lake Norman Yacht Club Open Regatta

Skipper	Race 1	Race 2	Race 3	Race Total
K. Taylor	2/17	1/18	2/17	4¾
D. Schultz	3/16	3/16	4/15	10
L. Lewis	1/18	14/5	1/18	15½
J. Slater	5/14	8/11	8/11	21
B. Reinke	1/9	6/13	6/13	22

The Carolinas District racing schedule got off to a rousing start with Lake Norman Yacht Club hosting its first Annual Open Regatta on May 7 - 8. Sunshine, winds of between 15-20 mph and 74° temperature greeted 19 Flying Scot skippers.

There is an interesting story behind Larry Lewis's 1-14-1 finishes. He was leading the second race when his main sheet attachment to the rudder head broke. Although he dropped to last place, repairs were made, and he passed five boats on the last windward leg to place fourteenth.

The family boats came out on top. Kent Taylor with his wife Peggy as crew finished first. Dick Schultz placed second with his daughter Nan, and Larry Lewis placed third with his wife Starr and daughter Roxanne. The Lake Norman Yacht Club

provided its usual excellent sailing course, good food, fine entertainment and great hospitality. *Dick Schultz, FS 1849, Carolinas District Governor.*

Great 48 Regatta for Flying Scots May 14-15

Skipper	Home Town	1st	2nd	3rd	Pts.
H. Carpenter	Oakland, MD	2	1	1	3½
L. Lewis	High Point, NC	1	2	7	9¾
R. Baugher	Berlin, OH	3	9	2	14
K. Taylor	High Rock, NC	4	7	4	15
B. Murdock	Durham, NC	10	8	3	21
H. Walker	Davidson, NC	6	4	13	23

Thirty-two boats raced in our 10th "Great 48" Regatta. Winds cooperated with 10 to 15 mph on Saturday, and Sunday's velocity increased, gusting to approximately 20 mph during the third race.

Harry Carpenter sailed "First One" to first place overall with his wife Karen as crew. "First One" is the very first Flying Scot ever built, 26 years ago! * *by Irmgard Schildroth.*

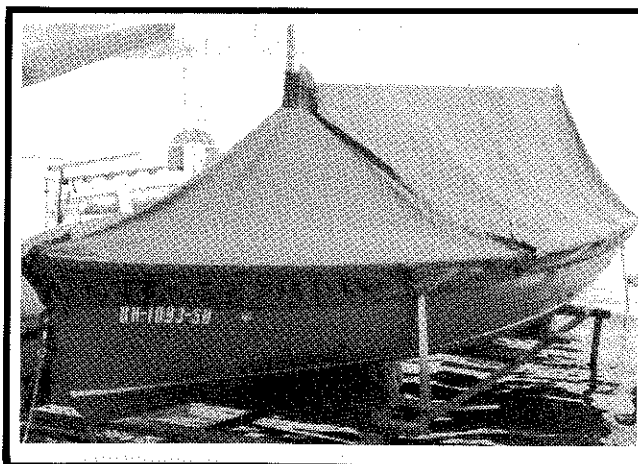
*Editor's note: "First One" was Irmgard's "first one," her first Flying Scot, that is. She and her husband George briefly owned "First One" twenty-five years ago. How 'bout that!

Dutch Treat Regatta

Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Total
D. Brown	¾	¾	¾	¾	2	5
C. Byers	4	2	4	3	3	16
L. McLaughlin	8	3	3	2	5	21
J. Morrison	5	4	2	10	¾	21¾
B. Denes	2	5	6	7	4	24

A Trophy-winner described this year's Dutch Treat Regatta (April 23 - 24) as a Saturday-Sunday regatta we would not soon forget. The winds were an unexceptional 8-12 knots, temperatures in the 50's were cool but acceptable, but the continually driving rain which lasted the entire two days caught the attention of most sailors. The site of the monsoon was the Concord Yacht Club, Knoxville, TN, where thirteen members of Fleet 127 had gathered to start another season. Several new faces were in the crowd, adding to the air of anticipation. From the beginning, Dan Brown (FS 3019) took command of the situation, serving notice in his first series in a Flying Scot that a new force had arrived in the fleet. On mainly triangular courses he won all three Saturday races. To prove that Saturday was no accident he won the first race Sunday and took a second in the last race of the series. A change of skipper in the Morrison boat (2898), from Jim to Beverly prevented a sweep of the series for Brown. The remaining silver was collected by Charlie Byers (355) and Len McLaughlin (3467) who managed somewhat more consistent series than the other competitors. The overall picture is given in the accompanying table of results. It is perhaps noteworthy that as the last boat was safely on its trailer, the rain ceased, and Monday was sunny and warming.

A postscript can be written to the story. Dan Brown returned to the Concord Yacht Club a week later, this time returning the crewing favor on a Thistle. They broke their mast before the races started. Poor Dan was accused by his dejected skipper of using up all their luck in the Dutch Treat!



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April 30 — May 1, 1983
Pensacola Yacht Club
Pensacola Bay, FL

Editor's note: I include total write-up, results, and crew lists in this article, not because the names, etc. would be of interest to most of our readers, but because they reveal an unusual regatta format for most Scot racers. It appears that each club must utilize a different skipper in each of three races and that a crew of three is required. This format would lend itself to an interesting District regatta featuring fleet against fleet without requiring the large numbers of boats and crew that an interfleet team race would.

The GYA Opening Regatta is always hosted by the home club of the newly installed GYA commodore. This year, Robert K. Boyle of Pensacola YC will lead the GYA with Vice Commodore Jerry J. Ellis of Biloxi YC (Biloxi, MS), Rear Commodore Thomas Beery, Jr. of Singing River Yacht Club (Pascagoula, MS), and Secretary-Treasurer Michael S. Johnson of Ft. Walton YC (Ft. Walton Beach, FL). Immediate Past Commodore is Henry G. Chapman of the Bay-Waveland YC (Bay St. Louis, MS).

The GYA Capdevielle Class and

Place	Club & Skipper	Crew	1	2	3	Overall
GYA Flying Scots						
1	Pensacola — Doug Sansom Bill Pope Chuck Barnes	Kingsley Boyle, Chuck Barnes Stuart Shippey III, Barnes Bruce Partington, Pope	4	3	3/4	7 3/4
2	Bay-Waveland — Bubby Eagan Marc Eagan Corky Hadden	Marc Eagan, Karen Eagan Bubby & Karen Eagan Bubby Eagan & Peter Merrifield	3/4	6	2	8 1/4
3	Southern — Scott Sonnier Peter Gambel Larry Taggart	Peter Gambel, Larry Taggart Sonnier, Taggart Gambel, Sonnier	2	4	4	10
4	Buccaneer — Bill Davis Ken Kleinschrodt Tom Davis	Tom Davis & Ken Kleinschrodt Tom & Bill Davis Kleinschrodt & Bill Davis	3	2	5	10
5	Ft. Walton — Kelly O'Brien Mike Johnson, Jr. Helen Johnson	Mike Johnson, Jr. & Kevin Boyer O'Brien & Boyer Johnson, Jr. & Boyer	7	3/4	7	14 3/4
6	Pass Christian — Jeff Wittmann Chuck Yarborough Bryan Cromwell	Bryan Cromwell, Chuck Yarborough Wittmann, Cromwell Wittmann, Yarborough	6	7	6	19
7	Biloxi — Al Johnston Robbie Schmidt Ralph Pringle	Pat Howell & Judy Barhanovia Pat Howell & Ralph Pringle Pat Howell & Robbie Schmidt	9	9	3	21
8	Gulfport — Louis Bell Adam White Walter Thatcher	Adam White, Walter Thatcher Bell & Thatcher Bell & Adam	8	5	9	22
9	St. Andrews Bay — Jane Allen John Hamm David Warrner	John Hamm, David Warrner David & Nancy Warrner Hamm, Carla Evans	5	10	8	23
10	Ocean Springs — Bill Allen Steve Collins Bob Effinger	Milhe Clark, Steve Collins Allen, C. C. Collins Jackie Moore, Bill Dellinger	10	12	13	35

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11	Singing River — Tom Beery Randy Kirksey Con Lancaster	Con Lancaster, Randy Kirksey Beery, Lancaster Beery, Kirksey	11	13	11	35
12	Fairhope — Ken Sigler Laren Cowley Paul Strauley	Laren Cowley & Wayne Miller Paul Strauley & Miller Cowley & Miller	DNF	8	10	36
13	Lake Arthur — Fabian Patin Al Rees James O'Neal	Al Rees, James O'Neal Patin, James Patin, Rees	12	14	12	38
14	Mobile — Ellis Ollinger III Kent Roberts Ken Robinson	Ken Robinson, Kent Roberts Robinson, Ollinger Ollinger & Roberts	13	11	14	38
15	Lake Forest — Dan Kolenich Leslie Yoder John Adams	Lisa Jones, Leslie Yoder Kolenich, John Adams Kolenich, Yoder	15	15	15	45
16	Cypremort — Maurice Sullivan Paul Tessier Charles Nolan, Jr.	Paul Tessier & Charles Nolan, Jr. Sullivan & Nolan	14	16	DSQ	48
17	Navy, Pensacola — Matt Bavuso Ron Fortin Jean Foster	Ron Fortin, Jean Foster Bavuso & Foster Bavuso & Fortin	16	DNF	DNF	52

OLD TIMERS CLASS

1	Gulfport — Bubba Weatherly, Buddy Hopkins, Arvan Hopkins (skipped and crewed for each other)		3/4	3/4	3/4	2 3/4
2	Biloxi — J. Diaz, Delores Ellis, Jerry Ellis (skipped and crewed for each other)		2	3	3	8
3	Pensacola — John Oerting	Father Tom Byrne & Hoagie Schreck	3	2	4	9
4	Bay-Waveland — D. L. Chamberlain, Harry Chapman, Pete Morill (skipped and crewed for each other)		5	DNF	2	15
5	Ft. Walton — Virginia Brown	Marshall Brown, Phil Feibekorn	4	4	DNF	16
6	Pensacola — Bill Troendle	Bev Troendle, Sim LeVay	6	5	5	16
7	Ft. Walton — John Black	Bill Jones & Dr. Reed	7	6	6	19

Capdevielle Class Races

The first race started in 12-15 SSE breeze with oscillating shifts. Bay-Waveland YC (Bubby Eagan skipper) took the lead from the start with Southern YC (Scott Sonnier skipper) pressing the whole way. These two boats finished in that order. Weather changed very little for the second race that day, with the big change being the ebbing tide starting to flow out of Pensacola Bay. Many skippers found themselves being pushed over the starting line early, with Southern (Peter Gambel) and Bay-Waveland (Marc Eagan)

having to restart. Gulfport led at the weather mark (Adam White skipper), followed by Ft. Walton Yacht Club (Mike Johnson, Jr.) and Pensacola (Bill Pope). Johnson obtained room at the jibe mark and stretched out a lead that held to the finish. Pensacola passed Gulfport on the next upwind leg to round the weather mark second behind Ft. Walton, with Buccaneer (Ken Kleinschrodt) moving into third. At the finish it was Ft. Walton by a good margin, Buccaneer just nipping Pensacola.

Going into the final race Sunday, five clubs were all within two points

of each other. The club finishing first or at least beating the other four could win the regatta.

The third race was set for 9 a.m. Sunday. Race Committee postponed the start for an hour hoping the fog that was rolling in would burn off and the wind would not be as gusty a little later in the morning. When the race started the wind was a steady 15-18 knots out of the SSE. Bay-Waveland (Corky Hadden) held the leeward position on the fleet at the start with Pensacola (Chuck Barnes) and Biloxi (Ralph Pringle) to weather. Buccaneer (Tom Davis) and Southern (Larry Taggart) went right on the upwind leg. At the weather mark it was Bay-Waveland, first, Pensacola, second, and Biloxi, third. Pensacola passed Bay-Waveland on the second reach to take the lead. Then on the upwind leg Bay-Waveland crossed Pensacola, only to have Pensacola lead around the weather mark by less than a boat length. The ensuing downwind leg was very close with Pensacola winning by a little over a boat length over Bay-Waveland. Biloxi was third.

Oldtimer's Class Races

The skipper and crew must each be 50 years of age or older. Each GYA club may enter as many teams as they wish. Some skippers were at the helm in each race while others in the same boat swapped at the helm, with the other two crewing. The Bay-Waveland, Biloxi and Gulfport team members each skipped a race and then crewed the other two. Ft. Walton entered two teams, with John Black skippering one boat and Virginia Brown skippering the other. Pensacola YC also entered two boats — skippers were John Oerting and Bill Troendle.

Dabney Sailmakers, Inc.

Dabney Flying Scot sails were used by one yacht club (out of over 20 GYA clubs) winning 8 of the last 23 GYA Capdevielle Regattas, sailing against some of the toughest Scot competition in the country.

GYA CAPDEVIELLE REGATTAS

1st	1980	Wadewitz Regatta	1st	1981	Wadewitz Regatta
1st	1980	Sugar Bowl Race of Champions	1st	1982	Summer Regatta
2nd	1981	Spring Regatta	1st	1982	Five Flags Regatta
1st	1981	Summer Regatta	1st	1982	Knost Ladies Championship
1st	1981	Race Week	2nd	1983	Mardi Gras Regatta
2nd	1981	Junior Lipton Championships	4th	1983	GYA Opening Regatta
1st	1981	Five Flags Regatta	2nd	1983	Candler Regatta

OPEN SCOT REGATTAS

3rd	1982	FSSA Southern Regionals	4th	1983	FSSA Midwinter Championship
1st	1982	GYA Individual FS Championship	1st	1983	Jourdan River Classic (won both races)



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CAVEAT EMPTOR

(If you are a FSSA member and have a Flying Scot or Flying Scot equipment to sell, we will be glad to advertise it in Scots n' Water. The charge is \$5 for each insertion. Send copy (max. 50 words) and check to Scots n' Water, 619 Yarmouth Rd., Raleigh, NC 27607)

FS 2168 — Douglass, Tangerine hull, off white deck. Race rigged and well toned. 2 sets Schrecks. 1 spinnaker. Cover, outboard bracket. Galvanized trailer, all in good condition. \$3950. Chick Lanphier, Little Rock, AR, (501) 227-6608.

SCOTS ARE HOT! — Hey fans, now you can get your own adjustable hat and flannel lined, nylon windbreaker that says, "SCOTS ARE HOT!" Hats are red, white and blue, and jackets come in most colors and sizes. Hats: \$6.95; Jackets: \$22.95. Order from: Whitney/Morgan Hall, 86 E. State St., Gloversville, NY 12078.

SAILS — \$100 per set, window in jibs, very good condition. 4 Schreck, 2 Murphy & Nye and 2 Hard. Bob Rich, 2 Penn Plaza, New York, NY 10121, (212) 868-3232 (days).

FS 2456 — White hull; excellent main, jib & spinnaker; lifting bridle; good trailer; mast broken; extra rigging; \$3200 or offers. (813) 953-9868, Sarasota, FL

FS 238 — Douglass, white hull and deck. Hull, spars, rigging in good condition. Two sets of sails and a Boston spinnaker. Gator tilt trailer with spare. Boom tent, motor mount and odds and ends. \$2500, will consider offers. Call/write J. Cunningham, 14930 18th Ave. North, Plymouth, MN 55441; (612) 473-7424 evenings.

FS 3407 — Customflex, yellow hull with white deck, parked in a garage. Harkin ball bearing fittings; Schurr jiffy reefed main and jib. Detachable motor bracket; hinged mast for easy stepping. Pamco galvanized tilt trailer (Buddy bearings) \$5600. Jim Billman, 815 Pinefield Ave., Holiday, FL 33590, (813) 842-6663.

FS 2425 — Douglass, excellent condition. Light blue with cream waterline stripe, completely equipped including trailer with spare tire. \$4000 firm. Glen Myrick, 3024 Alberta Drive, Marietta, GA 30062, (W) (404) 857-2463, (H) (404) 973-0413.

FS 3137 — Douglass, white hull, light blue deck. Schreck main, jib and spinnaker. Harken blocks. Sterling tilt trailer with spare wheel and new tire. Outboard bracket plus Evinrude 3 hp folding shaft motor. Many extras. Dry sailed very little and in very good condition. \$5200. John D. Willis, 3320 Romele Dr., Doraville, GA 30340, (404) 939-2120.

FS 2784 — Customflex, yellow with white deck, race equipped, 2 sets of sails, (M/N and Schreck), spinnaker, tilt trailer, cockpit cover. Very competitive boat. \$3950. Finn Gundersen, 1065 Brighton Dr., Menasha, WI 54952, (414) 725-7354, or Tom Tollette, 1501 N. Briarcliff, Appleton, WI 54911, (414) 733-0036.

FS 3205 — Customflex, light blue/dark blue with white striping. Race equipped. Dry sailed. Excellent condition. Pamco trailer. Full cover. 1979 North suit. 1978 Schreck suit. M & N also North spinnakers. Minimum weight. Fast Boat. \$5,500. Steve Hartman, Box 2972 Sta. A, Champaign, IL 61820, (217) 359-2212



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THE STARTING LINE

July 23, 24 — This year Fleet 59 is hosting the Prairie District Regatta, Windcrest Sailing Club, Lake Keystone, OK. We have camping facilities at the club and motels near the area. There will be a beach party and cookout on the 23rd. For further information and registration forms contact: Chuck Jones, regatta coordinator, 4132 E. 44th Street, Tulsa, OK 74135, (918) 747-5895, or Bob McGinnis, fleet captain, 1220 S. Cedar, Sapulpa, OK 74066, (918) 224-1002.

August 6-7 — 77th Annual Ephraim Regatta, Ephraim Yacht Club, Flying Scot Fleet #43, host, Ephraim, Door Co., WI Contact: Tom Tollette, P. O. Box 817, Appleton, WI 54912, (414) 739-6364.

August 20-21 — 1983 Border Regatta, Trident Yacht Club, 1000 Islands, Gananoque, Ontario, Canada. Contact: Kenneth A. Wright, 53 Hancock St., Lexington, MA 02173, (617) 862-0389.

September 3-4 — Sarasota Sailing Squadron sponsors Labor Day Regatta for all classes. Flying Scot Start. Contact: Clinton Smith, 649 Sandpiper Lane, Casselberry, FL 32707, (305) 831-3871.

September 3-4 — Rudder Club in Jacksonville sponsors Labor Day Regatta. Contact: Clinton Smith, 649 Sandpiper Lane, Casselberry, FL 32707, (305) 831-3871.

September 9-11 — Harvest Moon Regatta, Atwood Yacht Club, Atwood Lake (Dellroy) Ohio. Hotel — motel accommodations at Atwood Lake Lodge, nearby, or in New Philadelphia. Overnight camping at State Park on lake. Club and Lodge are on Ohio Rt. 212, which intersects Interstate 77 at Bolivar, Ohio. Contact: Murray E. Volk, % Isolab, Inc., Drawer 4350, Akron, OH 44321, 1-800-321-9632

September 10-11 — Ky-Tenn Flying Scot Championship Regatta, Port Oliver Yacht Club, Bowling Green, KY. Contact: Jim Morrison, Box 91, Rockfield, KY 42274, (502) 842-9694.

September 17-18 — Glimmerglass Regatta, Otsego Sailing Club on Lake Otsego, Cooperstown, NY. Contact: Kate Noto, RD 1, Box 211, Maryland, NY 12116.

October 8-9 — Octoberfest Regatta, Percy Priest Yacht Club, Hamilton Creek Sailing Center, Nashville, TN. Contact: Doug Anderson, 4014 Coleridge Dr., Antioch, TN 37013, (615) 834-0005.

December 10-11 — Orlando Yacht Club hosts Citrus Bowl Regatta for all classes Flying Scot Start. Contact: Clinton Smith, 649 Sandpiper Lane, Casselberry, FL 32707, (305) 831-3871.

The following events are available for Flying Scots in the Northeast District for 1983.

August 6-7 — Northeast District Championships, Harwichport, MA (3 races). A warm-up race is planned for Friday afternoon, August 5, 1983. For further information contact Charles Winans, 15 Rolling Lane, Dover, MA 02030. Hosted by Fleet #57 and the Stone Horse Yacht Club. FSSA active or associate membership is required for skippers for this regatta.

August 10-14 — Quincy Bay Race Week. Squantum Yacht Club, Fleet #58, Wollaston, MA. Races in Quincy Bay and Hingham Bay. Contact: Earl Sunderland, 55 Cary Ave., Lexington, MA 02173.

September 10-11 — Massapoag Yacht Club Invitational, Fleet #76, Sharon, MA (5 races). Contact: Randy Rubenstein, 26 West St., Sharon, MA 02067.

September 17-18 — Sandy Bay Yacht Club, Fleet #11, Rockport, MA. (2 races featuring Flying Scots in competition with Rhodes 19s.) Contact: Skip Montello, 41 Virginia Lane, Newburyport, MA 01950.

For further information on regattas listed below, contact: Cynthia Rea (N.Y.L. Dist. Gov.), 924 Nottingham Rd., Jamesville, NY 13078, (315) 445-0194.

August 20-21 — FS trip to Gananoque Border Regatta in beautiful 1000 Islands. Details TBA.

September 17-18 — Glimmerglass Regatta, Otsego Sailing Club, Cooperstown, NY

September 24-25 — Autumn Regatta, Skaneateles Sailing Club, Skaneateles, NY. Come to "Glimmerglass" and stay over for the "Autumn Regatta." Privileges of Skaneateles Sailing Club given in the interval, or park your boat at SSC and go sightseeing and/or autumn leaf viewing.

Flying Scot Fleet One announces the creation of The Fleet One Cup, which will be awarded annually to that skipper who beats the largest number of Flying Scots in Ohio District regattas during the year. Only events held prior to (and including) the Annual Fleet One Regatta in September will be scored; competition is not limited to Ohio District FSSA members. A permanent trophy and keeper trophies for the first three places will be awarded at the Fleet One Regatta.

September 10-11 — Harvest Moon Regatta, Atwood Yacht Club (near Canton, OH). Contact: Ted Gramines, 9404 Behrwald, Brooklyn, OH 44144. (W) (216) 433-7770; (H) (216) 741-0482. (30)

September 17-18 — Morraine Yacht Club Fall Invitational, Lake Arthur (near Pittsburgh). Contact: Robert Boyles, 100 Aspen Rd., Butler, PA. (412) 287-8358. (12)

September 17-18 — Fleet One Regatta, Cowan Lake Sailing Association, Wilmington, OH (near Cincinnati). Contact: Chuck Hoffman, 4483 Bridlewood Lane, Batavia, OH 45103, (513) 752-4024. Regatta is Flying Scots only. Pig Roast Saturday night. (35)

*The following regattas are open regattas to be held in the Carolinas District in 1983. For further information contact District Governor Dr. Richard Schultz, 2109 Meadowbrook Terrace, Reidsville, NC 27320, (919) 349-8867. The regattas noted with an * will be used to determine the 1983 Helms Series Champion.*

September 3-4 — Lake Norman Yacht Club Labor Day Regatta

***September 10-11** — Flying Scot District Championship C.S.C. Kerr Lake, NC

***September 17-18** — Mayors Cup Regatta, L.T.Y.C., Greensboro, NC

***October 1-2** — Virginia Inland Sailing Association Regatta, Smith Mt.

October 8-9 — Hilton Head Island Regatta, Hilton Head, SC (tentative)

The following list contains open regattas for Flying Scots that will take place on Chesapeake Bay and its tributaries during 1983. Except as noted all events are sanctioned for high point competition by the Chesapeake Bay Yacht Racing Association. Scots n' Water readers should contact the host fleets as shown in parentheses for further details regarding accommodations, times, entry fees, etc. Capital District Governor Harry Carpenter (204 N. 11th St., Oakland, MD 21550) or CBYRA representative John Barnes (7710 Chatham Rd., Chevy Chase, MD 20815) can also provide further information.

August 13-14 — Havre de Grace Yacht Club — Havre de Grace, Md. (Fleet 63).

August 20-21 — Fishing Bay Yacht Club Annual Regatta — Deltaville, Va. (Fleet 137).

Sept. 2 — Annapolis to West River Race, West River Sailing Club, Annapolis, Md. (no CBYRA sanction). (Fleet 97).

Sept. 3-4 — West River Sailing Club Annual Regatta — Galesville, Md. (Fleet 97).

Sept. 10-11 — Walter Collier Regatta — National Yacht Club, Washington, DC (Fleet 42).

Sept. 17-18 — President's Cup Regatta — Potomac River Sailing Assoc — Washington, DC. (Fleet 42).

Sept. 24 — King's Mill Yacht Club Regatta, Williamsburg, VA. (Fleet 137).

Oct. 1 — Yorktown Day — Virginia Sailing Assn, Yorktown, Va. (Fleet 137).

Oct. 15-16 — Pumpkin Patch Regatta — West River Sailing Club, Galesville, Md. (Fleet 97).

NEW FSSA MEMBERS

F/S#	Dist.	Fleet	Name	Address	City	State	Zip
3004	Mid West	16	Sylvester Lada	25624 Arlington	Roseville	MI	48066
2653	Mid West	16	Fern Iris Porter	2443 Haskell	Taylor	MI	48180
2735	Greater New York	31	Richard Arminger	6 Indian Spring Road	Budd Lake	NJ	07828
2225	Greater New York		Roger Schoenfeld	120 East 36th St. Apt PHA	New York	NY	10016
1097	Greater New York	142	Roger Damio	One Norport Drive	Westport	CT	06880
0469	Greater New York	24	Richard Leslie	449A Short Woods Road	New Fairfield	CT	06810
3567	Greater New York	142	William B. Faircloth	19 Indian Cave Rd.	Ridgefield	CT	06877
3810	Greater New York		John H. Stetson	8 Willow Lake Drive	Danbury	CT	06810
3039	North Eastern		Robert B. Flynn	301 Wachusett Street	Jamaica Plain	MA	02130
1456	North Eastern	57	Terence Conroy	21 Arnold Rd.	Wellesley	MA	02181
3579	North Eastern		J. Alden Keyser Jr.	279 Standish St.	Duxbery	MA	02332
3709	North Eastern		Frank H. Gibson	6302 Marjory Lane	Bethesda	MA	20817
3422	Mid Western		Culver Mccoy	26120 Pleasant Valley	Framinton Hi.	MI	48018
2245	Mid Western		Larry Pack	2185 Crestline Drive	Burton	MI	48501
1237	Mid Western		Roy Schroeder	105 Michael Ave.	Neenah	WI	54956
2184	Mid Western		Rem Henry	1630 Elmwood Ave.	Wilmette	IL	60091
1664	Gulf	131	John V. Winslow	4632 Tango Lane	Jacksonville	FL	32210
2938	Gulf		Barbara Wysor	49 West Peachtree St.	Norcross	GA	30071
2096	Gulf		Jim O'Neal	114 Marla Drive	Lafayette	LA	70506
2046	Gulf	85	Euel A. Screws, Jr.	2000 Hillwood Drive	Montgomery	AL	36106
2096	Gulf		Celeste L. Prejean	141 Oakview Blvd.	Lafayette	LA	70503
3665	Gulf		Oscar Latiolais	106 Pickwick Drive	Lafayette	La	70503
1820	Gulf		Samuel W. Mcmanis	1164 Old Canton Rd. #1164	Jackson	MS	39211
0620	Carolinas		Mark Dignan	2105 Cottage Pl.	Greensboro	NC	27408
3828	Carolinas		Paul G. Martin	504 Willoughby Blvd.	Greensboro	NC	27408
0278	Ohio	019	Michael Gold	8757 Lynn Park	Alliance	OH	44601
3033	Ohio		John R. Meredith	2 Concord Dr.	Mckeesport	PA	15135
3757	Ohio	1	Stuart S. Holder	638 Bennettwood Court	Cincinnati	OH	45230
3477	Ohio		Steve Cenedella	1530 Buffalo St.	Franklin	PA	16323
3797	Greater New York	31	Laverne Hoag	191 Juniper Dr.	Freehold	NJ	07728
1247	Prairie	59	Robert B. McGinnis	4440 Colonial Drive	Sapulpa	OK	74066
617	Prairie		Charles Gettys	703 Jona Kay Terrace	Norman	OK	73069
1515	New York Lakes		Malcolm G. Smith	301 Bradford Pkwy.	Syracuse	NY	13224
5840	Capitol		Frank Lyons	22 S. Chester	Baltimore	MD	21231
3684	Capitol		Ed Darragh	8008 Sleepy View Lane	Springfield	VA	22153
1418	Texas		Robert L. Whiteside	10034 Coppedge Lane	Dallas	TX	75229
3764	Greater New York		James Dunn	303 Curtis Avenue	Pt. Pleasant Bch	NJ	08742
3773	Greater New York		Philip Johnson	20 Fox Wood Run	Middleton	NJ	07748
3042	Texas		Dan C. Baldwin	3326 Ivanhoe	Abilene	TX	79605
2886	Capitol		William Huffman Jr.	5908 York Rd.	Richmond	VA	23226
3818	Capitol		W. Ronald Fearer	100 W. Main Street	Emmitsburg	MD	21727
3453	Ohio		Gregg Fisher	330 West Spring Street	Columbus	OH	43125
2571	Ohio		David Boulden	1172 Thomas Road	Wayne	PA	19087

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