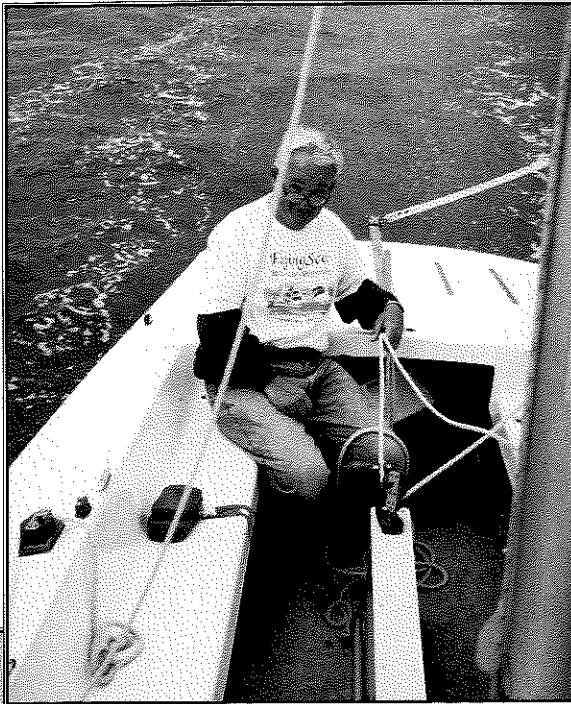


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VOLUME XXXVII NUMBER 6 NOV/DEC 1994

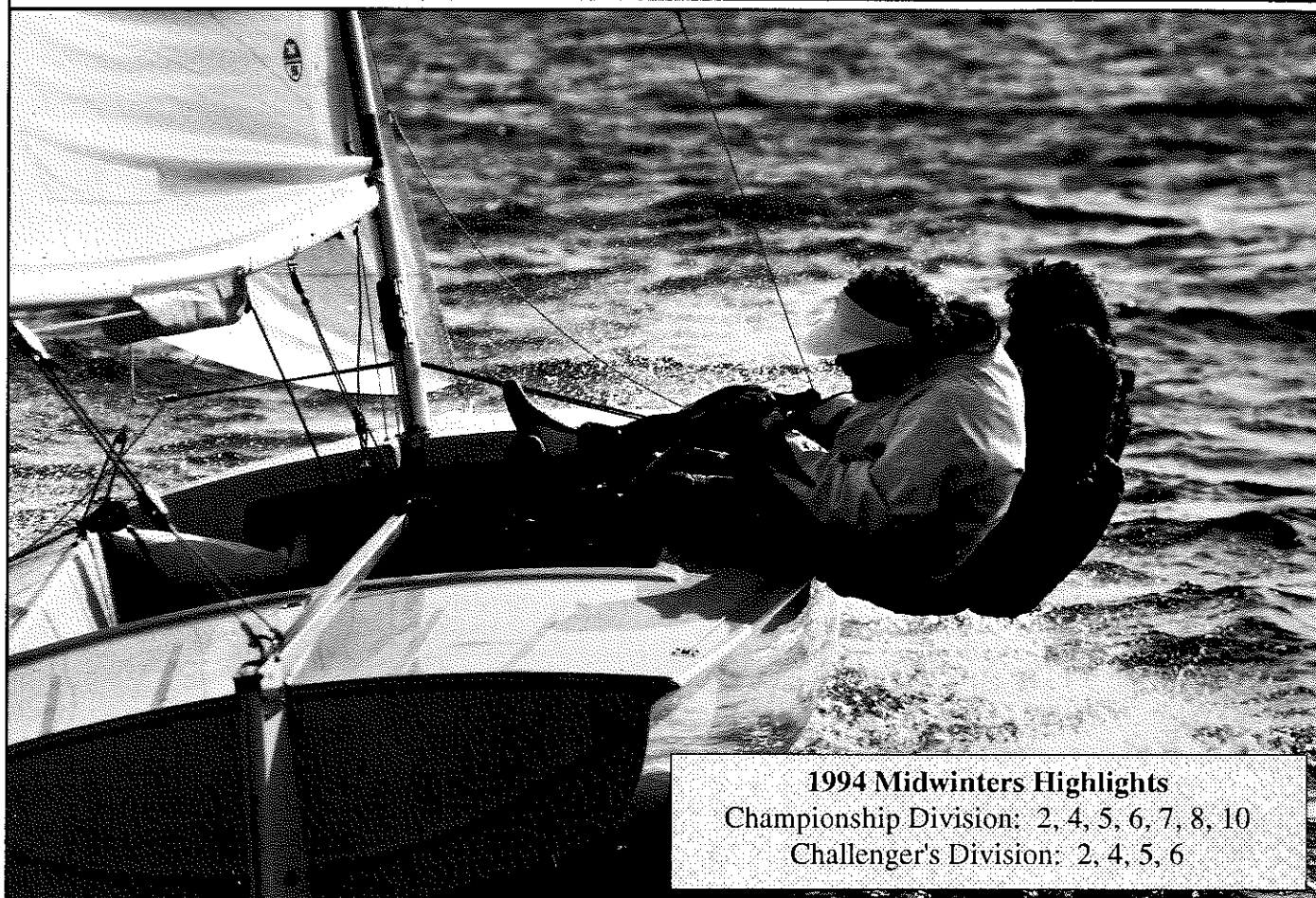


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**COVER:** "It never rains in southern California," myopic Pacific District Gov. Chuck Bencik sings as storm clouds passed thru Los Angeles. Fleet 176 rendezvou'd in Alamitos Bay (5/94); Lake Skinner in Southern California wine country is where San Diego's Fleet 176 has a delightful annual rendezvous.

# LETTER FROM THE EDITOR

A BIG, BIG, HUGE, THANK YOU TO PACIFIC DISTRICT GOVERNOR CHUCK BENCIK. He alone, called his Fleet Captains and reported on his district. California is our newest activated district and from what I read in these articles in this issue, they are going strong. I thank everyone for their calls and articles from the Great Pacific District.

The schedule for District Governors and Flying Scot owners, FSSA members and Fleets is printed on this page. Why not do your part and get together an article?

Remember the deadlines mean that they need to be in my hands by that time. The issues of Scots N' Water have been somewhat erratic in getting to you all. Sorry about that, we are trying to have them ready, printed and mailed on a more strict schedule.

## DEADLINES

District Governors, Fleet Captains, Boat Owners, Friends...

*Don't forget your deadlines. Please Help*

DEADLINE	ISSUE	DISTRICT RESPONSIBLE
July 1, 1994	Sept/Oct Issue	TEXAS
September 1	Nov/Dec Issue	PACIFIC AND CAROLINAS
November 1	Jan/Feb Issue	FLORIDA AND MIDWEST
January 1, 1995	March/April Issue	CAPITAL AND PRAIRIE
March 1, 1995	May/June Issue	NY LAKES & OHIO
May 1, 1995	July/August Issue	GULF & NEW ENGLAND
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# My Scot Experiences

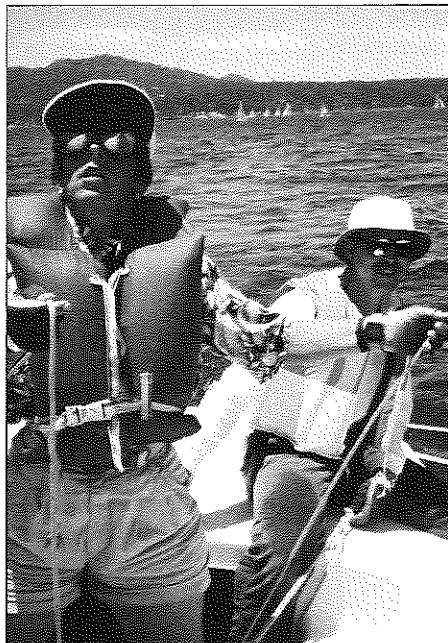
by Lilli Ingrassi

A little more than a year ago, an infamous Scot "Scot" sailor invited me out on my first sail on San Diego Bay. My already hectic horsetrainer/coach's lifestyle was to change dramatically as I squeezed sailing time in among the equine priorities. I prayed the horses would not notice and take revenge. You could blame the harmonica music, the magical San Diego skyline, shining across a beautiful harbor, or more realistically, the feel of the best little 19 foot dinghy a girl could love, a Flying Scot. Soon I was hooked on sailing. Next came playing those spinnaker sheets just so and then on to the racing!

I've been fortunate to have met and raced with several generous Scot sailors this year. To all you wonderful folks who have allowed me to come aboard with all my absolute "noviceness" — Thank you! It might be frustrating to take a flustered, forgetful, newcomer to a regatta, boating series, or even sail, but I appreciate it! Just speaking the lingo is a challenge, but that's a whole other article on it's own. You people need to be educated on just what a bridle, tack and foot means to a person who is around horses alot. I have renewed patience and respect for my beginning riding students, now that I am a beginner at sailboat racing.

From the San Diego Harbor to San Francisco/Inverness, back to Florida and Boston, you are all friendly helpful and fun. With such a tight knit family, no strangers are strangers very long around the FSSA organization. As an example, I was on business and visiting the Florida area around the end of March last year and decided to see what the Midwinters were all about. I arrived at the Warm-ups in Ft. Walton Beach, Florida knowing NO ONE. I spoke with Sunshine, then the bartender (no, not Jerry . . . the one that worked inside at the Yacht Club), and soon I found myself crewing for two wonder-

ful men from Boston, Mike Ryan & Mark Chavan. These guys took me into their boat, their tent and their lives like I was their little sister. They also made me (or taught me to) hike out far enough to wash my hair and brown my legs during racing. Another thing they taught me, it is not a good thing to be moored on the second mark of a race track . . . as we were in rough seas . . . I thought perhaps they were just giving a novice a "cof-



*Lilli Ingrassi and Will Manker compete at the "Sail Bear Regatta." Flying Scots mixed it up with Thistles and 7 other dinghy classes in 18-knot winds on Big Bear Lake, CA. (6/94)*

fee break." Hey, it was only my second race, I soon learned that alot of boats can pass you by if you are not moving.

Back in San Diego, I sailed and raced with Chuck Bencik. This man I credit with having the patience and language/singing skills to teach me all the basics (not that I've learned them all yet).

We raced several times on Mission Bay and during these times, I learned that hiking to windward in 2 knot breezes will only encourage

one's skipper to push you the rest of the way out, but Chuck never did. Even when I was still talking and asking questions!

Alas, the West Coast regionals on Tommls Bay (north of San Francisco) allowed me the opportunity to use those stomach muscles once again that I had found at the midwinters. I felt that since there was breeze I should do my job of hiking and possibly torture the crew of the otherwise way too serious boat skippered by Sandy Corbett.

While Dick Olmsted, his son in law and I discussed Russian poetry, we watched Sandy, who was a few boat lengths ahead of us. Since Sandy was teaching his two novice crew members about life, having fun and sailboat racing I thought it might be fun to tease them all. Each time they looked at us, I would do my hair washing hike, it wasn't really necessary all the time but it made me giggle, when his crew followed suit so fast . . . That in turn helped me relax so I could do a better job setting our spinnaker. Back on the dock they nicknamed me the second centerboard and that was one of the finest complements I think I've ever had.

This past year's sailing has been a great start to a new found passion. To Chuck, Lance, Carol, Dick and everyone else I've met, thanks again. And to Graham Hall, who allowed me to steer the Walloping Window Blind and saw the gleam of a new sailor in my eyes. He then promptly ran to safety in Kansas only to encounter a whole lot of women sailors with crazed gleams in their eyes. Thanks to everyone the 1995 racing season will be a great time!

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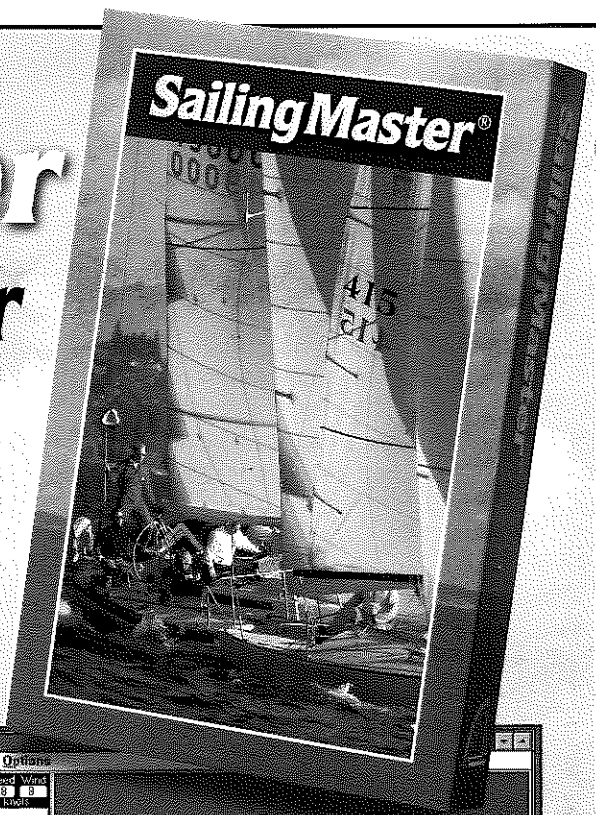


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# Duck Hatch Race Report

by Ken Nelson

March 27, 1994

The first race of the Season went off without a hitch (see results). Racing in the Duck Hatch on a sunny light wind day the Flying Scots outperformed the rest of the Portsmouth fleet. Racing got started late because the beautiful old 50 foot race committee boat lost a prop in the shallows and had to be towed to station by the 15 hp runabout.

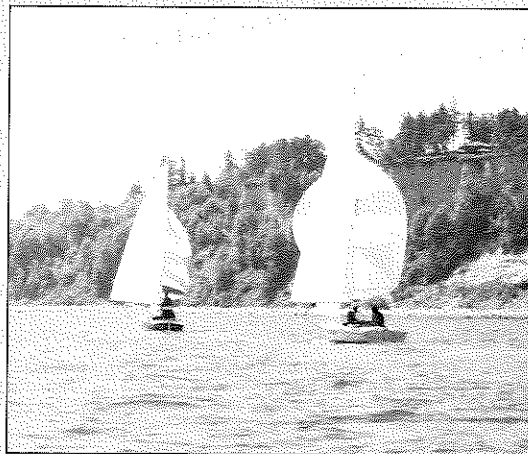
Racing saw one great pile up of SJ 21's at the leeward mark with myself nearly sandwiched between the mark and a dozen SJ 21's that didn't understand the concept of "room." This event is run rather low key without a strict emphasis on rules and protests are not encouraged. Had they been the race committee would have been on a permanent bender (they require a half case of beer deposit per protest filed). As it was this singular event resulted in at least two protests to my knowledge. It also reinforced my belief that the rules need to be enforced for fair and honest racing. This unfortunate event of bumper boats resulted in the one SJ 21 that didn't have an over lap within the two boat length circle and who properly bailed out being penalized while another later SJ 21 forced his way in where he had no right to be and took advantage of the lax rule environment. A few of his SJ 21 competitor's took exception to his actions and against the wishes of the race committee protested.

Personally I feel they did the right thing, otherwise anarchy at the mark like this would persist. Being in the middle of this I could look through the fleet and see Dennis and Nick rounding the outside of this bedlam (with sound judgment I might add). The top side flare of the Scot with its metal coaming gave me some comfort during this event. The racing was decided by wind shifts and private puffs. You could be sailing 90 degrees dif-

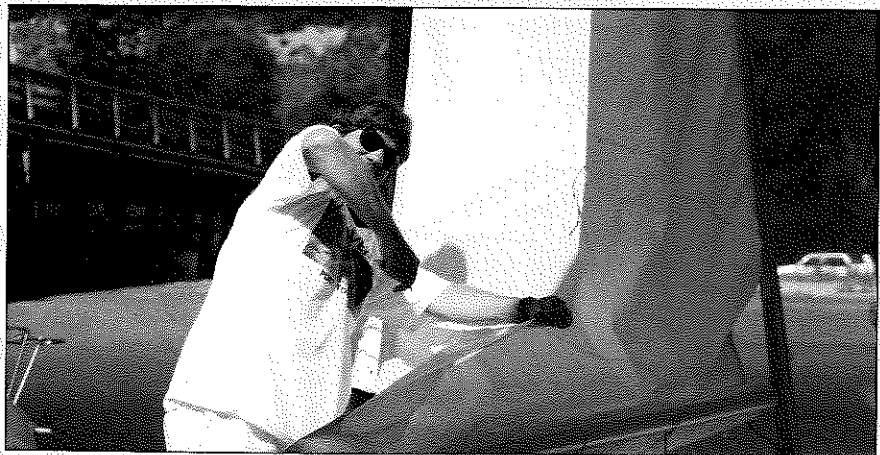
(Continued on page 8)



*Fleet 100 Captain Ken Nelson smiles for a candid shot leading the Fleet to the weather mark at Port Townsend "Fort Worden Race Weekend."*



*Nick Chappell leads Dennis Krumm to the leeward mark at Port Townsend "Fort Worden Racing Days."*



*Fleet 100 Captain Ken Nelson feigns cutting holes in Dennis Krumm's Mainsail prior to Sunday's racing at Port Townsend, "Fort Worden Racing Days."*

# Duck Hatch

(Continued from page 7)

ferent in course 100 yards apart and be on the same tack at some points, it was that kind of day. The winds seemed to favor the left side of the course and I'm forever in debt to Dennis for heading to the right fairly consistently.

In the third race after getting out to what I thought was a comfortable lead at the windward mark suddenly Nick Chappell appeared over my shoulder heading wide and making it work. With Nick and Dennis splitting

apart I was left to cover Dennis and let Nick go underneath (to a bullet). As we drew near the finish I was footing and Dennis was pointing, he had gained much to windward of me but I still felt I had a comfortable lead. We got closer to the finish and Dennis got a private puff and was gaining, gaining. . . . I was eating the bad air of a couple of SJ21's in front of me. I was laying the pin end of the line comfortably, did I throw in a couple of quick tacks to clear my air? or did I continue trusting my lead would hold out??? . . . We decided to go straight ahead and had one of those bang,

bang finishes where it was impossible to see who won . . . Dennis hailed the RC for the color of the winning hull, "YELLOW" was the answer.

A nice day of racing in the sun on Lake Washington. Working our way back among the jet ski's and power boats to an incredible lineup at the ramps it was a weary drive over the pass to culminate a successful opening day . . . The schedule still has to be hammered out, I will be calling around to get your ideas . . .

**Ken Nelson**

## RENTON SAILING CLUB

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Boat Name	Type	Skipper	Race			Total Pts	Place
			1	2	3		
<b>Fourth Start: Daysailer — Open</b>							
POV	FSCT	Ken W. Nelson	0.75	0.75	3.0	4.5	1
677	C-LK*	Doug Moler	2.0	2.0	5.0	9.0	2
3497	FSCT	Dennis Krumm	3.0	6.0	2.0	11.0	3
Tanager	FSCT	Nick Chappell	8.0	3.0	0.75	11.75	4
Distractions	SN	Cliff Wright	5.0	5.0	4.0	14.0	5
761	C-LK*	Mike McCaughan	4.0	4.0	10.0	18.0	6
Rashmantha	WFB	David Stires	6.0	8.0	6.0	20.0	7
No Name	BCN	Bernie Dorsey	9.0	7.0	10.0	26.0	8
1013	C-LK*	Jay Edgerton	7.0	12.0	12.0	31.0	9

\*Class normally with spinnaker, not equipped with one.

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# Ain't No Mountain High Enough: "Sail Bear" was Tops!

by Lance Gucwa, Fleet 176 Captain (FS 4367)

That was the motto that five Flying Scot crews from Fleet 176 adopted for the June "Sail Bear" regatta at Big Bear, California. The "Sail Bear" Regatta was a real weekend escape, even if some of the effort was expended towing our boats up an 8,100-foot high pass to Big Bear Lake.

However, once you get there, it's worth it. Big Bear Lake is a beautiful resort area in the San Bernardino Mountains which is 2.5 hours from L.A. or 4 hours from San Diego. The area serves boating and camping in the summer and skiing in the winter. Two of the Flying Scot crews stayed in motels by the water, with docks. It was nice to sail up to our motel rooms after a long day of sailing. The Lake even had a campground by the water with a dock.

The 2-day regatta proved to be exciting and fun, sailing amongst a total of ninety boats and 10 classes. The fun started with a Friday night pizza party followed on Saturday with a steak barbecue and no-host bar (the important stuff.)

The weather was great with warm days, cool nights, and great breezes. Saturday, the first day of racing started out with 15+ knot winds with gusts and it stayed that way all day. For us sailors from San Diego, that's heavy air — being accustomed to 6 to 10 knot winds. Each class had a separate start. However, you needed keen awareness of converging boats. We finished three exciting races that day.

On Sunday, the wind started out scratchy but later came up to Saturday's strengths.

In the Flying Scot fleet, Chuck and Beverly Hoffman posted all firsts, while Lance and Carol Gucwa pulled in all seconds. In third was Chuck Bencik, with Mark Henderson and Marty Bencik in 4th and 5th respectively.

Each day there was some really close racing. On Sunday, the Hoffmans raced with their 6 and 9 year old granddaughters, the Gucwas with their 6 and 10 year old sons, proving that the Flying Scot is truly a family class. We were the only class of nine classes, including Lightnings, Lidos, Capri 14.2's and Snipes, that raced with children. A special thanks to Chuck Bencik, our area Governor and local Flying Scot sales representative, for brining his second boat and his son, Marty, to fill the minimum 5 boat trophy requirement.

The weekend did not go without any mishaps. On Saturday night the Hendersons' son came down with the flu forcing them to retire Sunday.

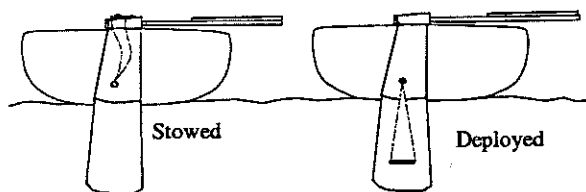
Marty Bencik got a bad case of sunburn and was out that day also. During the awards ceremony, one of the Gucwa boys (or Hoffmans' grand kids — we never were able to figure out which) accidentally hit another child in the water with a stone, while skipping rocks in the Lake.

However, I feel comfortable in saying that we had a great time. Sail Bear is a fun regatta and a delightful change of pace from sailing the coastal waters of L.A. and San Diego. Also, it was a charity regatta that raised \$4,000 for the Big Bear Valley Human Services, a nonprofit organization. This is definitely a regatta that I recommend to all Flying Scot members. I, for one, will be there next year!



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Patent pending

# San Diego to San Francisco Express: 18+ Knot Blast from The Blue by Lance Gucwa, Fleet 176 Captain (FS 4367)

On August 5th several San Diego/Fleet 176 sailors from Southern California trekked to Inverness Yacht Club, the home of Flying Scot Fleet 40 at Tomales Bay, just north of San Francisco, to race in fleet 40's district regatta on the 6th and 7th.

Lilli Ingrasci and her friend Scottie flew into San Francisco to crew with some Fleet 40 sailors. On the other route was my family and myself, towing our trusty boat, "Dawn Breader," for the long haul. The trip took close to 12 hours of driving. We all arrived Friday night.

Tomales Bay is located in Marin County about 1 hour north of San Francisco. The Bay is 14 miles long by 1 mile wide. It's highly influenced by the tidal changes. The area consists mostly of summer vacation homes, scattered "Bed and Breakfast" Lodges, and a few motels. It's a beautiful place to vacation that has a New England charm.

On Saturday, we arrived early at the Inverness Yacht Club to set up. We were the only ones there, and won-

dered if this was the right day. We were surprised to see the edge of the water 60 feet past the end of the dock and no wind! It was low tide.

Soon other sailors arrived (what a relief), and we were warmly greeted by Fleet 40. The tide did rise and we got our boats in the water, but still no wind. Everyone kept saying, "It'll come."

About 30 minutes before the 1st race, the wind came. Oh, boy, did it come, out of the blue at 18+ knots with gusts! We San Diego sailors just aren't used to this wind strength.

The race committee planned 3 races on Saturday, but the fleet elected to stop after 2 races. During the 2nd race, a boat capsized on a spinnaker jibe (whew, not me!) and had trouble getting righted. On Sunday, we raced 3 races, initially in lighter air, but the wind soon reached yesterday's strength, plus more Scottie had the experience of crewing in a boat that capsized. I was fortunate to get on several reaching and spinnaker planes. What a thrill that was, for I had never planed in a Flying

Scot before!

We had a fantastic time with Fleet 40. Lilli crewed with '40's Dick Olmstead, who finished 2nd. Scottie crewed with Banana (a musician from the musical group, The Youngbloods) who finished 5th. I was able to place 4th. Not bad for sailors that aren't used to heavy air. Oh, yes. Fleet Captain "Sandy" Corbett finished 1st.

Lilli and Scottie stayed an extra day to do some sightseeing, while my family and I stayed three more days for vacationing in the redwoods. We then took three days stopping at several sites on the way back to San Diego.

We learned a lot about sailing in heavy air. It was a fun, exciting trip; we look forward to doing it again, and encourage other Fleet 176-ers to go.

Special thanks to Fleet 40 for your hospitality. You're invited to visit us in Southern California any time. We'll have a district regatta here next year!

---

## Desert Regatta 1994 by Ken Nelson

Dennis Krumm made it two years in a row taking away a trophy. Were it not for a Pelican with a ridiculously high handicap (Portsmouth of 132) and a world class sailor at the helm it would have been two firsts. I know I enjoyed (?) watching the transom of the newly christened "Buzzard" all weekend long. One particularly excruciating moment came along when after having probably a half a mile lead in the final race the wind filled from behind and that coupled with a "phantom mark" and an unwieldy Hobie Miracle 20 resulted in another scratch victory for Dennis. There's nothing quite like counting

your chickens before they hatch and then finding out that they are "buzzards." All in all though the regatta went off well, we had wind, glorious wind for Saturdays racing. Olympic Gold Medalist and US Olympic Team coach Charlie McKee and the Tasars were present and the regatta even hosted the 3 meter Worlds, a strange boat that looks like a go cart on the water. We had great fun at the barbecue on Saturday night (regatta chicken and steaks) telling tall tales of the days racing.

There were a lot of grinning sailors on Saturday as we had perfect conditions, just enough wind to

plane, sun and warm temperatures, and a reasonably good turnout of 67 boats. I had one 470 sailor approach me at the end of the day inquiring about Scot's for sale. After spending the day on the tender dinghy trapeze and watching the fun the Scots were having planing around the course, he was ready to save his back and buy a Flying Scot. Jennifer Sheriff (Okle) was able to hitch a ride with Dennis Krumm (and tell him all the local secrets) learning what a tricked out Scot was like to sail on. She reports having a fun time (had a good view of the bow of my boat I bet).

# The Pacific District — A Real Scotsman's Challenge\*

*\*(or — Time We Got Started)*

## by Chuck Bencik, Pacific District Governor

With 60 Flying Scots in California, maybe 40 others up north, spreading 3 fleets over a 1200 mile coastline, you've got to be a dedicated "Scotsman" if you sail the Pacific District. The astonished looks and expressions of surprise come less often now. But it always seems people expect me to be sailing something else.

A recent transplant to "Lotus Land" wasted no time putting his rather new Scot up for sale. And one of the San Diego fleets founders — he called his boat "Flying Scott" — has since "flown," to a Flying Dutchman. But our Jared Phillips, ever the adventuresome one, took his Scot crosscountry for maritime law studies in Vermont. And he says he's brining her back, too. Jared feels the 'Scot can make it safely to Catalina.

At the "Sail Bear" charity regatta on Big Bear Lake this summer, 5 Flying Scots of San Diego's Fleet made contact (literally, in one case), with 90 other boats, including Capri 14.2's, Coronado 15's, Gearsy 18's, Lasers, Lido 14's, Lightnings, Snipes and Thistles. We seem caught between the PHRF ocean racers and the light car-toppable wind-surfer crowd. Looks like we need more aggressive racing prowess and bigger numbers before the Scot class gets the respect it deserves out here.

San Diego's Fleet 176 was lucky to start when video producer Graham Hall was in town for the '92 America's Cup fun. (Graham's great talent is his ability to turn a 4-boat

rendezvous into a wild party). He refurbished FS 460 in America 3's sail loft and shops, and proceeded to blow us off the race courses, until Chuck and Bev Hoffman came west to show him how it's done in Ohio. Champion Tom Ehman took time off his A-Cup managing chores to come race for us a couple times; he'd not

Not many years after Sandy Douglass lifted his first Flying Scot from the mold, he headed West; the saga of the Flying Scot began on those long, grueling trips to San Francisco. Today Captain Sandy Corbett and race coordinator Dick Olmstead's growing Fleet 40 prove that the Scot has all the weight, stability and performance that San Francisco weather can demand. Tomales Bay's fleet is still big and active. Yet after 36 years, it still feels like we just got here. Three fleets, 1,200 miles of coast line. The five-state territory (Arizona, California, Nevada, Oregon and Washington) includes a seventh of the continental land area and most of the nation's mountains and deserts. A lot of territory to cover.

And there aren't that many bays on the Pacific coast. Once you've brought your Scot to a high-altitude reservoir lake, you're in for some touchy sailing. Two years ago I brought a new Flying Scot to Donner Lake, near Tahoe. It still remains to build a fleet on Lake Tahoe. But as cruel as conditions are up there, the Scot is one of the few boats that can take it and make it fun.

Seattle's Fleet 100 (they're really Washington's fleet) typifies West Coast Flying Scot philosophy. Members live all over the state. Racing experience builds on a fleet's depth of shared experiences. The great challenge is always to get more than two or three boats(!) to the

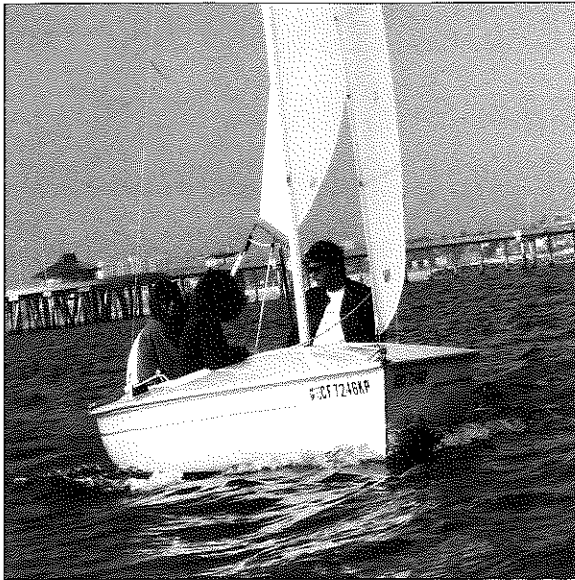
*(Continued on page 12)*



*Part of Fleet 176 poses at Alamitos Bay, CA. L to R: Dave and Marty Sacksteder, Peter Atkins, CAPT Lance Gucwa and son Mike, and Chuck Bencik. (5/94)*

forgotten how to get to the horizon before everyone else. Today both Tom, and Graham have gone back east, and they're sorely missed.

There've been builders of Flying Scots in the West. Though WestScot in Salt Lake City folded some years ago, several of their fast, pastel boats sail with us still. Conversely, the Customflex's haven't made it here yet. One of the great untold stories is why the Flying Scot's taken so long to break into the west coast market. Not sexy enough, maybe? Might be the new Schurr jibs and mains in multi-colors will turn some heads.



Jan 15, 1994. Fleet 176 Scots sailing off Marina del Rey near Venice, California. Mark Henderson and friends in FS 4182.



About November 20, 1993. Chuck Bencik showing FS 4917 to visitors at the San Diego Boat Show.

## Pacific District

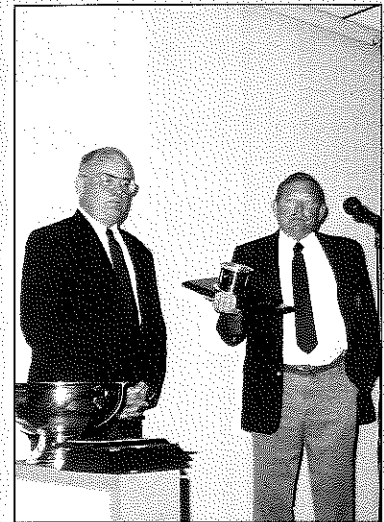
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monthly fleet events. Nick Chappell and Ken Nelson certainly are proving it possible. Scot sailors have to trail enormous distances out here, to find each other. So it's often easier to sail just for fun. Besides, the scenery is well worth every trip.

There's a big, bright future for the Flying Scot out west, I say. If we could only reconnect with Sandy Douglass' sales moxie. Plus, we've got to stick our necks out of the trenches. San Diego's fleet was cre-

ated when the area's Scot owners came to realize they weren't alone. What a great pity that nobody tries to track down the non-FSSA boats for our fleets-in-building.

The future? I see Scot fleets being created in Reno/Lake Tahoe, Redding, Sacramento, Long Beach, Santa Barbara, Las Vegas/Lake Meade. Anybody spoken to the folks in Astoria, Portland, Eugene, Coos Bay? (Oregon's been very quiet lately.) And when the Spokane and Coeur d' Alene folks start talking, we'll know they're ready, too.



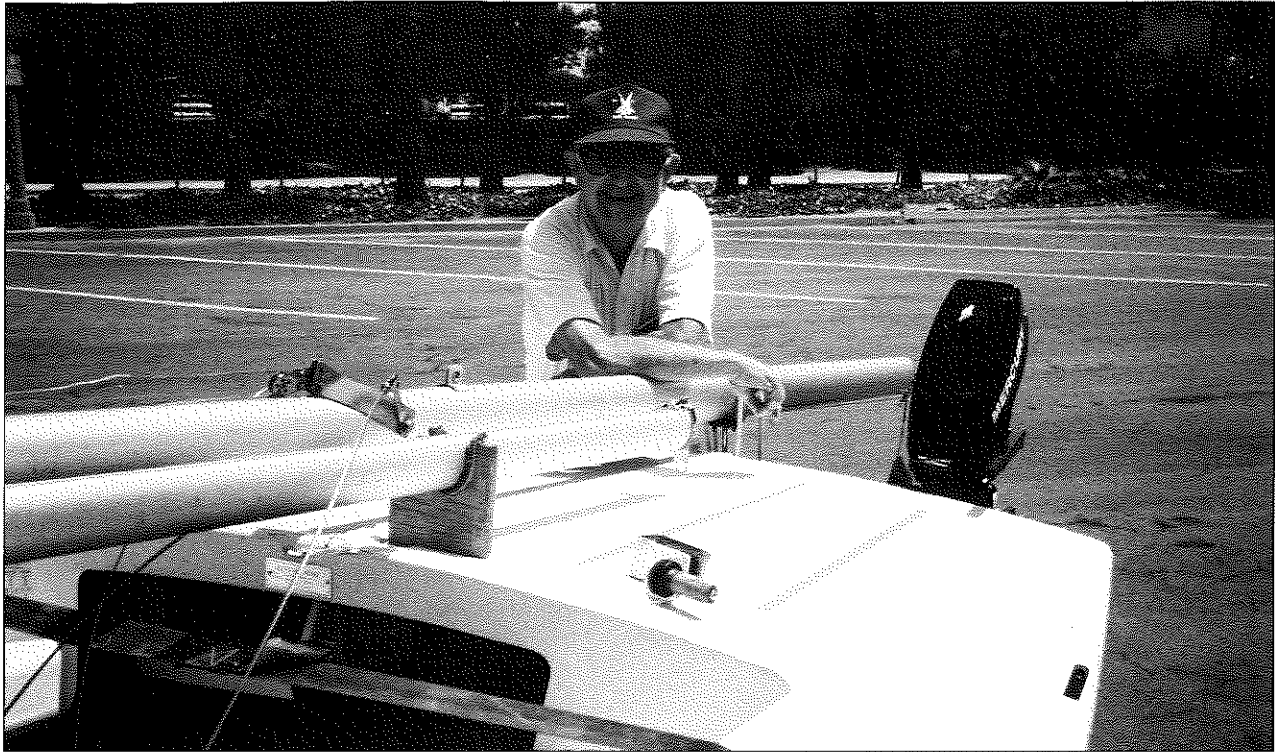
## A NEW PRESIDENT

Bernie Knight has been our FSSA president for four long years and was honored at this year's Nationals in Monroe Michigan. There are a lot of hours involved and often it is a thankless job to be president. (ask Bill Clinton) Bernie, has been a wonderful president, getting us through several trying times. Thank you for all your hard work and the hours you gave us!

Dave Jacobson is our new president. He has been on the board for several years and has taken over the reins from Bernie in relatively quiet times. (Hey, lets get something going and break him in early...how about motors on the boats...) Good luck Dave and thank you in advance for your time.

# Californian Stows Boom Alongside Mast with Simple Wood Crutches

by Chuck Bencik, Fleet 176 (San Diego)



*Peter Atkins (FS 3479) shows the aft end of his boom deck bracket. Next to it is his tiller-centering bracket. Both fit in the boom crutch hole. (5/94)*

Want more room in your cockpit when trailering? Bothered by possible damage due to loose boom movement? Peter Atkins (FS 3479) of Hacienda Heights, CA, came up with a neat system for stowing his boom alongside his mast while trailering.

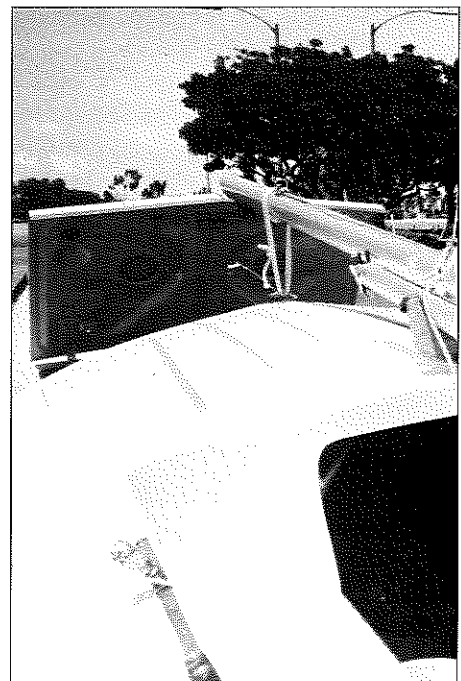
Using some 3/4" oak scraps (exterior plywood works, too), he came up with a wooden mast crutch with a second notch on the port side for the forward end of the boom. A second crutch, in the shape of a modified square, for the after end has a tongue or dowel of about 6". This he slips into the boom crutch hole provided near the Scot's centerline. Surfaces which contact the boat's gelcoat can be padded with scraps of carpet.

The Atkins boom stowage crutches work with the boom vang, to assure that the boom stays put.

Another handy device created by this sailor is a tiller centering bracket. The centering bracket is used during various times when single-handing. It keeps the tiller at center without any scratchy hooks or complicated rigging. It also pops right off when no longer needed, and fits into a bucket.

It's a piece of metal sheet or plate, bent into a rectangular hook shape, and attached by a long bolt to a turned wood handle. A spare centerboard wheel or rubber shock absorber bushing between the wood handle and the metal protects the boat's surface.

Peter is a relatively recent Flying Scot owner, but an outstanding craftsman. And clever, too!



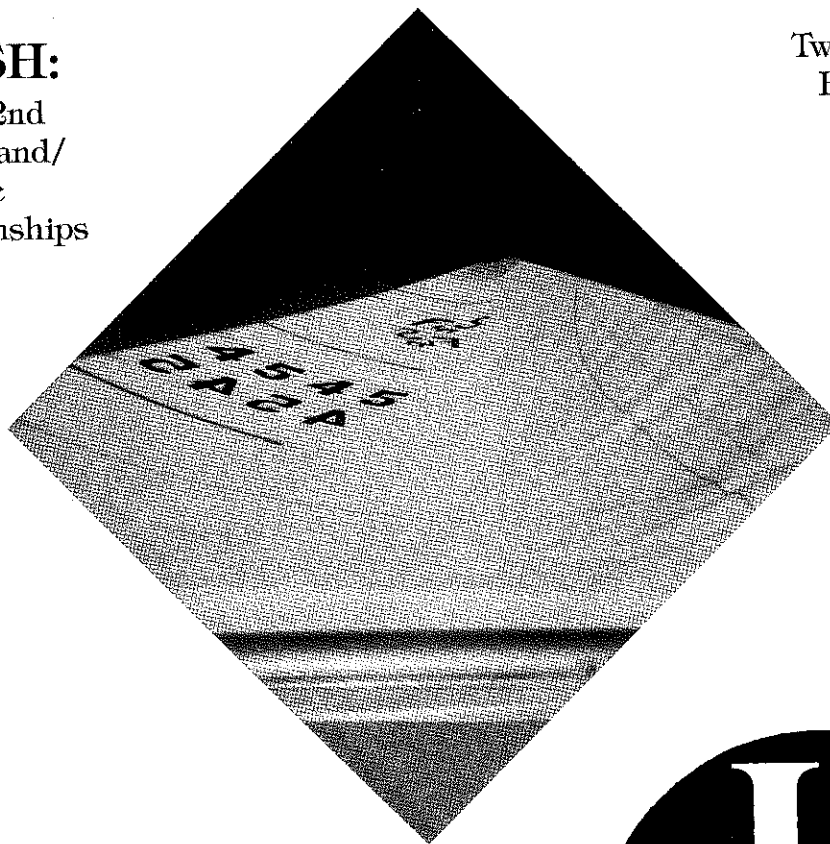
*Forward double-crutch of the Atkins boom deck bracket. You can bolt on to standard wood mast crutch or cut out a new design from oak or plywood. (5/94)*

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# The Right Sailcloth

By Greg Fisher

Sailors have always been fascinated about how their sails are made. Long an art, sailmaking has increasingly become a science. From computer aided design to laser cutters, to the wide and changing array of sailcloth options, sailmaking technology has greatly advanced in the last 10 years.

Perhaps it is sailcloth that seems to show the greatest change. Now there are bumpy fabrics, crunchy fabrics, lighter weight fabrics that are more durable than much heavier cloths . . . how does a sailmaker choose? . . .

Before a sailmaker begins the design process for any sail, he must first select the sailcloth best suited to his design based on the boat's performance and the flexibility of the mast and boom. The number of choices are many and only after some "good old fashioned" racing and two boat testing can a sailmaker make the perfect choice.

## Sailcloth Weight

Most sailcloth is named by weight, in ounces per yard, such as 3.8, 4.4, 4.9 . . . or grams per square meter such as 130, 165, 180 . . . Interestingly enough, these weights refer mostly to the design of the cloth as the indicated weights are basically only a relative measure. For example, 3.8 oz. material might actually weigh closer to 4.0 or 4.1 ounces.

## Cloth Design

Cloth designs vary in their weave — the size and number of vertical yarns (the fill) and horizontal yarns (the warp). Cloth performance changes as sailcloth manufacturers change the size, the number, and how "tightly packed" these yarns are in their respective directions. For example, sometimes a different fabric is used on the jib than on the main because the pressures exerted on the sail are somewhat different. This is especially true on bigger boats with genoas where the sails are

shorter and wider in comparison to mainsails which are taller and narrower.

The main is supported on its luff and foot by spars and thereby loads up the pressure on the leech. The cloth used on mainsails where the loads are more parallel to the leech, must be stronger in this direction (the fill). The vertical fill yarns would then be larger or more numerous, or both. The jib is supported only along the luff and develops tremendous loads from the clew towards the luff as well as up and down the leech. Therefore a more balanced weave is required resulting in nearly equal stretch on the diagonal (the bias) as well as up the fill. This more balanced fabric is achieved by weaving nearly an equal sized number of yarns on the fill and the warp. A very tight weave will help to further reduce the stretch between the clew and the forestay because the bias would be much tighter and would allow much less movement between the yarns in that direction.

It is interesting to note that just because fabrics are designed for jibs or mains doesn't necessarily mean they are limited to just that use. For example, many sailmakers use a balanced weave in their mainsail as it restricts the mains tendency to "grow" and get fuller in the middle as the wind gets heavier. Also, it allows the leech to "open up" and the sail to actually become flatter. In fact, many of the newer "Square fabrics" that have become popular are nearly balanced fabrics and are chosen for just that reason. In addition, they are of an extremely high quality design which helps to enhance their durability. The square pattern that actually gives them the picnic table cloth look is created by simply adding either oversized yarns or simply bunching the yarns every 3/8" or so on the warp and the fill. These widely accepted square weave fabrics are available from 2.8 oz. all the way up into the 7.0 oz. range.

## Sailcloth Finishes

After choosing the design and weight of a particular cloth, a sailmaker must then select the finish. The finish basically predicts the cloth's relative stretchiness and is usually characterized on a relative scale of "soft" to "extra firm."

The finish of the cloth is achieved in two ways; resin impregnation and resin coating.

Resin impregnation refers to the resin being worked into the weave of the cloth which helps stabilize the cloth and minimize movement and thereby stretch.

Coating is a process where the resin is applied to one side of the cloth utilizing a process much like a knife blade and a big pile of curing resin. Cloth finished using this method is called various names by different suppliers; Yarn Temper, Duroperm, HTP, Diamondset, and Olympic, are some of the more popular finishes. The low stretch characteristics of these fabrics are ideal for high performance sails, especially jibs, and especially in heavier breezes.

However, this does not mean that coating is the ideal fabric for all applications. As indicated earlier, different sailmakers utilize different finishes of cloth depending on their design ideas and the application. For example, on boats like Lasers and Finns where the mast is very bendy, most sailmakers use extremely soft fabric that is very stretchy which will help match the maximum mast bend developed in medium to heavy winds.

Many Scot sails are made using coated fabrics these days. Not only does this fabric help minimize stretch, but when combined with a high performance weave such as the square weave it can be especially durable. It is almost the best of both worlds; lower stretch due to the coat-

*(Continued on page 16)*

## Right Sailcloth

(Continued from page 15)

ed fabric and lighter weight due to the square weave.

Again, this doesn't necessarily mean that this is the only way to go in choosing a fabric for Scot sails, it just means this is our choice and other sailmakers may have similar success using impregnated mainsail design type fabric. It all depends on their sail design and philosophy.

## Mylar/Laminated Cloth Technology

These days it is almost unusual to see a bigger boat sailing *without* a mylar (or laminated) sail in its inventory. These sails are usually characterized by their shiny appearance or their much wider polyester (Dacron) weave scrim that is laminated into the sailcloth. Gold laminated sails are finished with kevlar yarns in the sandwich, while black (as seen in the last America's Cup) are indicative of Carbon yarns. Spectra, which has been gaining in popularity as a scrim in the laminated sailcloth, is white but

is nearly as low in stretch and high in performance as the kevlar construction. There are many ways to finish laminated sailcloth, but basically it is comprised of a sandwich construction. In the middle is some sort of scrim weave, which could appear very wide at times, covered on either side by a light mylar film. Sometimes the film is on the inside with the cloth on the outside, but the basis for the technology is a very strong adhesive to glue the various parts together. Scrim provides some tremendous strength in the fill and/or the warp (as we saw in the standard woven dacron sailcloth) while the mylar provides superb low stretch characteristics on the bias. Basically the bias becomes very strong because mylar is basically a film and equal (or low) in stretch in all directions. The scrim helps to carry the greater loading on the warp and the fill.

The question is, why aren't more one design classes using laminated or mylar fabrics?

First, I think sometime in the future we all will. Creating a mylar/laminated fabric is much less

expensive and much more consistent than weaving dacron material and dealing with all its idiosyncrasies as it is finished. At this time, most class organizations don't allow mylar laminates which is probably the right move because the laminated cloth technology is still rapidly changing. The guidelines and class rules should be very strict to keep the cost of the construction of the sails low. Many laminated fabrics are ideally suited to some type of a radial construction (where the panel layout actually radiates out of each corner to match the greatest loads) which becomes much more expensive due to the extra labor cost in just plain putting the sail together. For those sailmakers that don't have a mechanical cutter of some sort, it could almost be cost prohibitive.

In addition, most of the mylar fabrics just don't fit the needs of most one design sail designs. At this point, nearly all small boat sail designs require some stretch in the cloth as indicated earlier, to help match the

(Continued on page 17)



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## Right Sailcloth

(Continued from page 16)

most bend that develops in heavy air (or the lack of it) or to match the excessive amount of headstay sag that has developed in some classes in the jib luff. In boats like the J/24 which uses a genoa much like on larger boats, mylar is ideal, but on boats like the Flying Scot mylar really doesn't seem to suit the design at this time.

Certainly there will be further developments in laminated sail technology which will suit one designs. Not only will the sails be as fast or faster than what is built now, but probably no more expensive and probably more durable.

On a philosophical note, I think it has really been wise for all Chief Measurers in the one design classes to maintain a strong stance in regards to sailcloth, but be sure to maintain an open mind . . . certainly mylar sailcloth will become a much better choice for our sails' cloth.

If you have any other questions about sailcloth or how it is used in your sail, please feel free to call on me. Good luck and good sailing!

## Fleets In

### Carpenter Nails Down First at 44th Harvest Moon

Harry Carpenter had 3 first place finishes to take top honors in the 44th Annual Harvest Moon Regatta at Atwood Lake. Twenty-two Scots comprised the largest fleet of the 90 entries which was hosted by Atwood Yacht Club, Ohio (home of Fleet 65).

A second place finish by local sailor Jack Stewart prevented a sweep by the Carpenter brothers Harry & Jack.

Boat #	Place	Skipper
4945	1	Harry Carpenter, Deep Creek Yacht Club
1342	2	Jack Stewart, Atwood Yacht Club
4987	3	Jack Carpenter, Deep Creek Yacht Club
4135	4	Dick Frankland, Berlin Yacht Club
4497	5	Michael Linck, Berlin Yacht Club

All Scots are welcome to join us next year at the 45th Harvest Moon Regatta on September 9 & 10, 1995.

# Shanghai Trophy Regatta Held

June 10, 1994

Morehead City Boating Club  
Bogue Sound, Morehead City, NC

The Morehead City Boating Club held the Shanghai Challenge Regatta on Bogue Sound in June. Sunny skies and light breezes provided excellent sailing conditions. This regatta is an open one with the boats all sailing under the Portsmouth system. The trophy is presented to the fastest boat. This year, a Flying Scot skippered by Richard Schultz and crewed by Emily Selby won the trophy.

New Scot sailors, Joe, Roger and Kathryn Brake of Beaufort placed second with a first and two third place finishes.

#### Results:

1. Richard Schultz and Emily Selby
2. Joe, Roger and Kathryn Brake
3. Louis Styron and Dickie Babcock
4. Sam Davis and Tod Selby
5. Ridge and Deta Ridgeway



### 2nd Annual Flying Scot Rendezvous February 4, 1995

Plan on coming. Sail Expo runs Feb. 4 to Feb. 12. Our Flying Scot Rendezvous coordinates with the opening this year. We are all invited to a party on the floor of the convention center hosted by the folks at Harken on Saturday afternoon, Feb. 4. Our rendezvous will follow their party. Invite a friend. It's a perfect winter forum to stir up interest in sailing a Scot.

Call Mary Ellen Neff, (410) 798-4146 for details on special room rates, and to coordinate plans.

Last year's Rendezvous was a success in spite of the ice storm that shut down the east coast. About 60 folks braved the weather to rendezvous. There were door prizes, contests of skill and a gift for each participant. Suzanne Burnside of Fleet 97 won a sailing jacket donated by Harken. Mark Rosenkrautz, who crews for George Seary from Fleet 109 won the bowline tying contest. John and Linda Burke, unattached to a fleet, came the greatest distance from Colorado, and took mementos home.

Last year's event was sponsored by Flying Scot, Inc., FSSA and North Sails, One-Design. We thank them all.

# Racing Doubles the Fun

## Here are some tips for the new skipper

*Reprinted from Scots n' Water, May 1973.*

Do you have to race to enjoy sailing your Flying Scot?

No, but why not get into the racing end of the sport? You don't have to be district champion or fleet champion to have fun racing.

Fleet captain Harold Schultz of Fleet 95, Minneapolis, had some good suggestions in a recent fleet newsletter for new Scot sailors who are reluctant to take up racing. Fleet 95 was chartered last year and sails on Lake Minnetonka. Judging from the newsletter, it's a growing and active Scot fleet.

Here are Schultz' comments on taking up racing:

"Many new sailors have expressed a reluctance to race, feeling perhaps that a great deal of experience is necessary in order to do well out on the course. I would like to share some thoughts of mine regarding this feeling.

"I, and I believe most people who race, go out on the course to try on that particular day to 'Put it all together,' i.e. to sail the boat under the conditions encountered that day, the best that we know how. I do not generally sail with the idea to beat someone. In fact, on the few occasions when I have sailed with the idea of beating a particular individual, I have experienced disaster.

"Sailing a Scot is relatively easy. Sailing a Scot well under many varied conditions is something else again. Sailing is an art, and I did not learn this until I started racing. Only by racing and particularly level boat (class boat) racing was I able to begin to understand the many variations that go into sailing the boat well. How did I learn? (1) By watching boats exactly like mine sail consistently faster (not a very pleasant experience, but the beginning of knowledge). (2) By imitation. (3) By asking questions. (4) Coupling the experience with sailing theory. (5)

Practice . . . without the other boats out there trying their best, it becomes questionable, at least to me, that one can be challenged or afforded the opportunity to learn how to sail well. Further, by learning in association with your friends who are all trying to attain the same goal, you mutually share in each others enjoyment . . . and it is the attainment of this knowledge that gives me my greatest enjoyment.

"Regarding the racing rules, you only need to know two. These are: 1) Starboard tack has the right of way; and 2) If in doubt, stay away from the other boat(s). (Not an official rule, but the basis for all.)

"You will learn the others as you experience 'doubt' for a given experience that occurred. I have never participated in a race where I or any of the other participants lost because of

race violations, other than the two mentioned above.

"Last year was the first year of racing for many of us. In the beginning of the season the boats at the finish were spread out all over the lake, with perhaps as much as 15 minutes between the first and last-place boat. By the end of the season, all of the boats were very close. In one race particularly that I remember, the first four boats crossed the line within 30 seconds of each other, and this after approximately an hour and forty-five minutes on the course.

"The point that I trust that I have made is this: The sooner you start to race the sooner you will begin to gain and understand the knowledge of how to sail your boat well. It is in the attainment of this knowledge that you will receive a great deal of enjoyment."

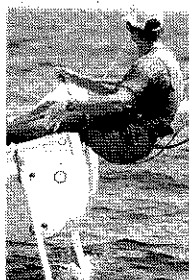


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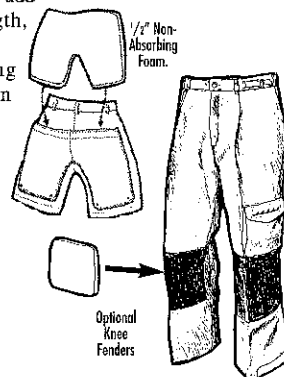
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# Two Tales of Scot #0

By Gordon K. Douglass, FS 3000 and John Soule, FS 0

*Reprinted from Scots n' Water, December 1984.*

## A Surprise Meeting

by Gordon K. Douglas

The young man's interest in the details of the Flying Scot's rigging caught my attention. Although the Syracuse Boat Show was about to close for the night, I entered into conversation with him. At first glance, his appearance, with flowing beard and shoulder-length hair, was not that of the typical sailor. Hippy? Bike-rider? Amish farmer?

In reply to my question about his obvious interest in the hardware of the Scot, he replied that he owned a wooden Flying Scot. A *wooden* Scot? Knowing that, often, we are asked what year we converted the Scot to fiberglass — a confusion caused by the original molded-plywood construction of the Highlander — I told him we never had built the Scot in wood.

"But I have a wooden Flying Scot," he told me, "built of strip planking, with mahogany trim."

"And with a mahogany center-board trunk?" I asked him.

Light dawned. My mind switched back 26 years to the time of my building the Flying Scot prototype. After having designed the Flying Scot, soon after I left Douglass & McLeod, Inc., I next had to find out what sort of boat I had created, and the only way was to build a prototype for actual trial.

I was working alone in a two-car garage, having not yet established myself with a new organization. For a one-off operation such as this, strip planking construction offered two great advantages. One advantage was that an easily-built skeleton mold would be adequate because the full-length narrow planks would fair themselves around the forms. The other was that by edgenailing the narrow planks as I went, I could com-

plete the construction without assistance. That is how and why I built the prototype that way; and it was the stranger's mention of strip-planking which brought the light.

"You must have the Flying Scot prototype!" I exclaimed, "number 0!"

"Yes, the mainsail has a '0' on it," explained John Soule, the new owner of the one and only. He explained further that he had bought the boat at the auction of a large estate, and that neither he nor the auctioneer knew what it was that he was buying.

The history of the prototype has been written and published (see "*Highlights of Scots n' Water*"). Once I was convinced that I had a good boat, I set to work to prepare the hull and deck for serving as plugs for building the first molds; and once this task was accomplished, I sold the boat for the much-needed cash she would bring. What is, to me, the most remarkable part of the story is that I built the boat as lightly as I dared, in an attempt to equal the estimated weight of the fiberglass boats, and would have been pleased if she had lasted more than a couple of years. Instead, 26 years later, old Number 0 keeps going!

## A Dream Deferred

by John Soule

Ever since I was a young boy I have dreamed of sailing, although for me the dream remained essentially just that — a dream — until recently.

While growing up I spent my summers at my family's camp on the east side of Cross Lake, in central New York. I remember watching in awe the few sailboats that would occasionally sail by. I thought how wonderful it would be if they came to our dock needing to make a repair or for some other reason so that I might assist them and get a closer look at their (what seemed to me) exotic

vessel. I always wondered where they had come from and where they were going. I figured it must be just my bad luck that all of the sailors no doubt lived on the other side of the lake. It seemed the closest I could come to sailing was to take the flat-bottomed row boat out on the roughest day I dared and, with one oar over the stern, steer my imaginary sloop down the lake with the waves. I must say even this was quite exciting for me! So exciting, in fact, that many a time I became so caught up in my downwind voyage that I paid for it dearly with a much longer and tiring row back home.

Eventually, for one reason or another, my sailing dream was put aside, but lingered fondly in the back of my mind. By the time I had become a somewhat "grown-up" working person and could have afforded to pursue my sailing dream, I had become thoroughly enthused with motorcycling, racing dirt bikes in particular. That sport took all my spare time and attention for a good ten years.

In more recent years, however, my consciousness has led me to a more self-reliant lifestyle. My wife, Cheryl, and our children Jennifer, 12, Lucas, 9, and Malena, 3, and I have been running a small farm in northern New York, in the Thousand Islands area. We use our team of work horses to harvest hay, collect maple sap, and work the land. We also raise a few dairy replacement heifers and milk goats. We live without electricity or telephone. I also supplement our income by restoring horse-drawn vehicles and repairing wooden wheels.

Occasionally I work an outside job, such as the one I had last fall. I worked at Hutchinson's Boat Works, in Alexandria Bay, hauling out boats for winter storage. That's when the dream came back. Being around the

*(Continued on page 20)*

## A Dream

(Continued from page 19)

water brought back a lot of memories. Soon I found myself inspecting the sailboats and asking questions. I began taking out books from the library and, yes, even began saving some money!

It was lucky for me that my wife was very encouraging. This didn't surprise me as when I first met her she was making plans with a friend for a Caribbean cruise. At that time she, too, put aside her dream of a sailing cruise to come join me on my farm in the north. With a mutual deferred dream now rekindled, we put effort into finding a boat.

We had in mind starting out with at least a 16 to 20-foot day sailor, preferably with a small cabin and hopefully able to fit the whole family. One day, while visiting my parents in Syracuse, I checked their newspaper and found "For sale, 19 ft mahogany sailboat. Best offer."

I called and was told it was a Flying Scot, had a trailer and all necessary equipment, but was in need of repair and refinishing. We were off to see it!

When we arrived we found it in a lot at a large auction house. It had been tipped off its trailer by high winds and lay there sadly, partly on the ground and one-quarter-full of water. The owner, who also owned the auction house, assured me that it had only been like that a short while he had stored it in a building until recently. Having dealt with antique buggies in the past, it did not take me long to pull out my jackknife and go poking about. It was solid! The more I looked, the more I liked. I was impressed by the workmanship that must have been involved in piecing the inch-wide mahogany strip plank together.

I was impressed, but Cheryl was quick to point out "but it doesn't have a cabin!"

I replied, "I can build one." (Don't worry, friends, I have abandoned that idea!)

The auctioneer and I agreed on a price and I gave him a downpay-

ment and a handshake. He said he bought the boat as part of an estate. He, himself, knew nothing about sailing but was told it was a Flying Scot.

"What is a Flying Scot?" I asked myself. I became determined to find out. At the library I read a Flying Scot was "a one design racing sailboat suited for family day sailing." That sounded good to me.

A friend of mine from work had gone to Syracuse to set up boats for the boat show. When he returned, he told me there was a fiberglass Flying Scot there. I was very excited and went down the next day to see. Sure enough, it looked just like mine except that it was made of fiberglass. Standing next to it was a friendly-looking gentleman explaining to an on-looker how speed was increased when sailing across the wind rather than directly with the wind. It was all new to me, but it made sense. I then noticed the pin he was wearing. It said "Sandy Douglass — Designer and Builder of the Flying Scot." "Wow," I thought, "this is the guy I want to talk to!"

I told him I had a wooden Flying Scot. He smiled kindly and said, "No, you couldn't. The Flying Scot was designed for fiberglass and has never been built of wood." He went on to suggest that I probably have a Highlander made of plywood.

I was a little shocked at this. I by no means felt qualified to argue the point but replied "Well, it may be a

Highlander, but it's not plywood. It's made of mahogany and looks just like this boat here."

It does? Are the strips of mahogany so wide?" he asked.

"Yes," I said.

He became very excited and asked me all kinds of questions and then finally proclaimed "You've got the prototype!"

"I do?"

"Yes. Your serial number is double aught."

I said I wondered why there was a zero on the mainsail.

At this time (mid-March 1984) I must admit that I have still not sailed her, but I do have plans. I am going to refinish the boat, copying the colors as they currently are. I intend to stain and varnish the interior, transom, gunwhales and other exposed wood on the deck. I will then glass the bottom of the hull and paint the rest of the hull white and the deck blue.

I plan to sail the boat with my family on the St. Lawrence River, Black Lake, and at least once on the birthplace of my dream, Cross Lake. I may even use it to do some fishing!

I may have yet to sail it, but the dream deferred has had quite a fine beginning, hasn't it?

*Ed. note: John has joined the Association so we will be able to keep track of his success restoring FS #0. We will hopefully hear, and see, more of our first boat in the future.*

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on the same weekend. I have reserved 15 rooms to date at a local Days Inn and new Super 8 Motel. We cannot stress enough that people who wish to attend should make reservations NOW!

I have appointed myself as the **Housing Chairman**. We will also attempt to line up private homes for housing, but this may be limited. Have people contact me at 704-664-9511. All of the committed rooms at this point are 2 Dbl. beds and Kings and are non-smoking.

— Bill Ross, Dist. Governor

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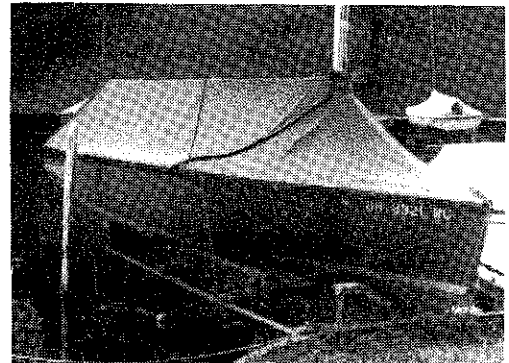
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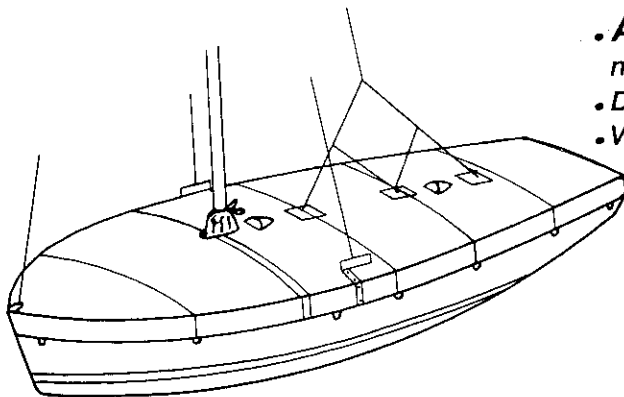
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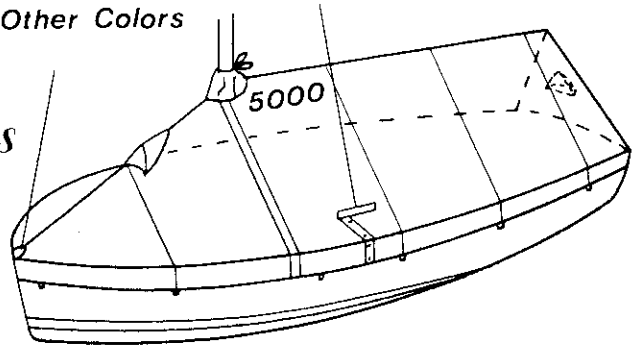
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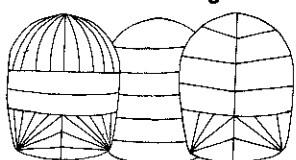
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