

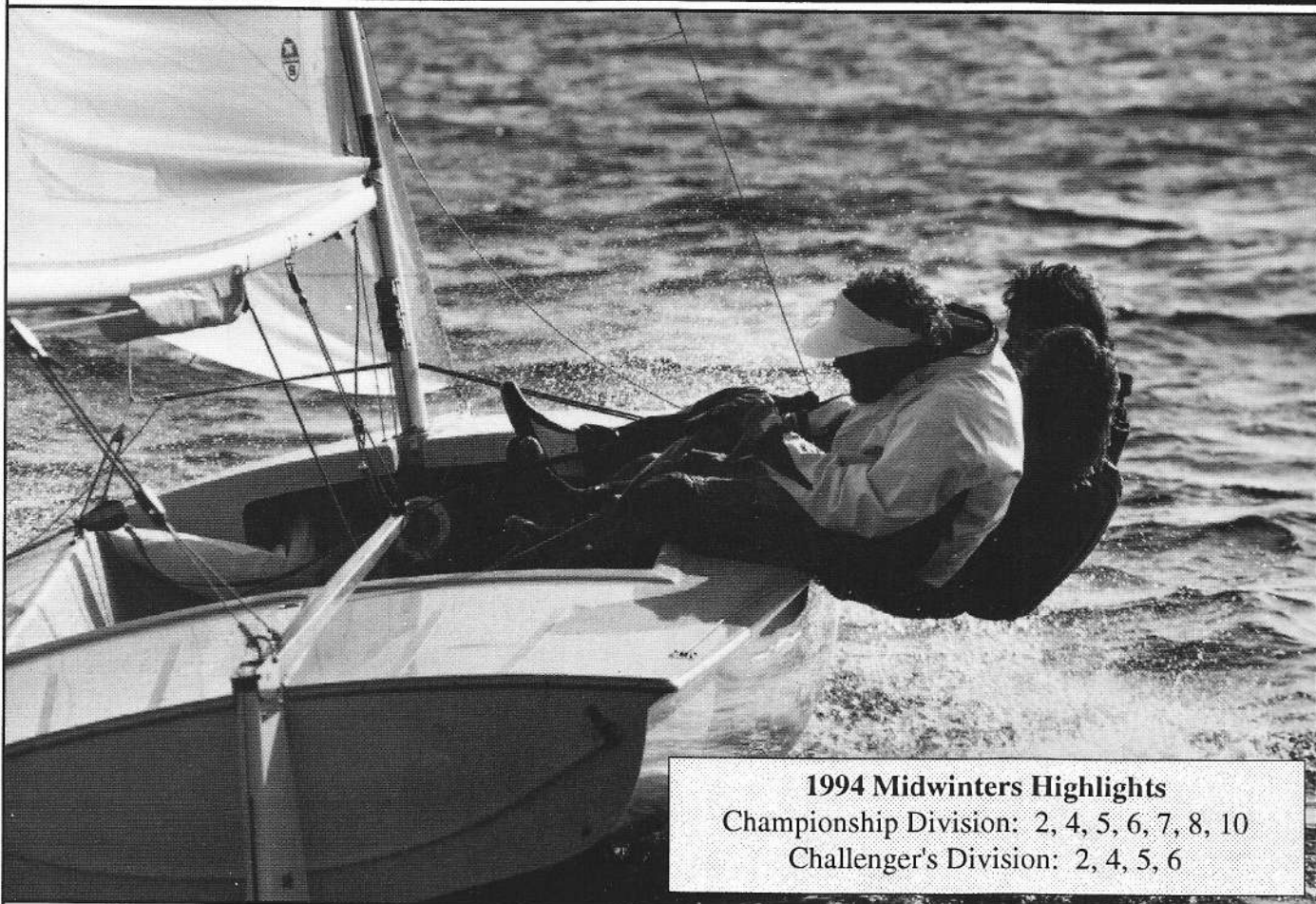
# Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME XXXVII NUMBER 6 JAN/FEB 1995



# It's Time...



## 1994 Midwinters Highlights

Championship Division: 2, 4, 5, 6, 7, 8, 10

Challenger's Division: 2, 4, 5, 6

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## Scots n' Water

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## Scots n' Water

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**ADVERTISING:** Jean Waldrup.

**COVER:** Two minutes before the start at the "Glow '94". Ken Johnson with family and crew (7 total) racing against Brian and Pam Pace. Glow in the Dark sails in background.

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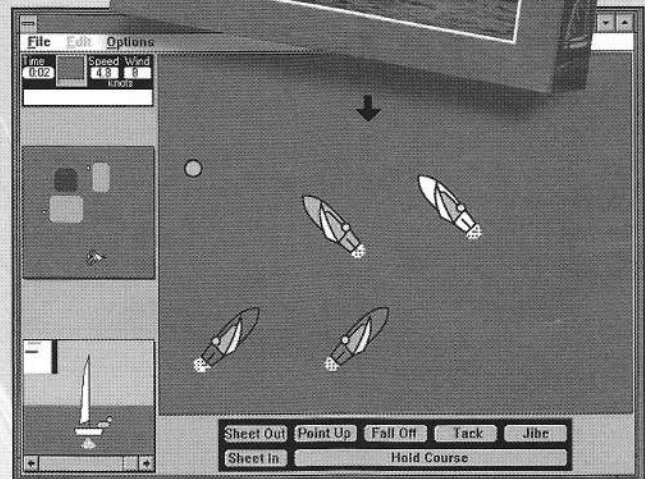
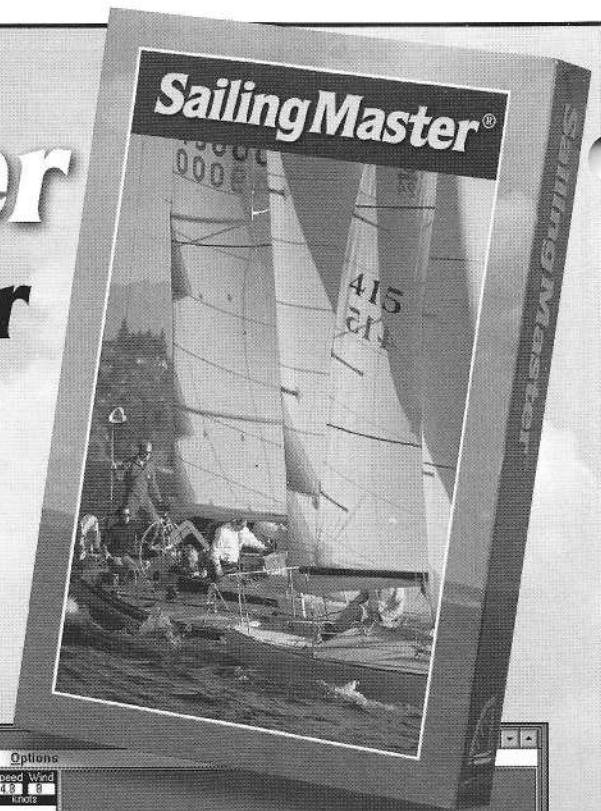


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# At The Helm

by Dave Jacobsen, FS 4937 President

Happy New Year to all. I will attempt to write an article for each issue of Scots 'n Water, hopefully informative and interesting. For starters, here are some ideas on "Fleet Building."

In 1986 I decided that life is too short and that I should enjoy it more. Since I enjoy sailing/racing, I started going to more regattas in my district. Soon, this expanded to the New York Lakes and New England Districts.

At these regattas I spoke with sailors from other fleets about fleet growth. Some fleets were status quo; some losing members while others were gaining members. I spoke with Jimmy Cavanagh, Peter and Ann Seidman since they appeared to know about increasing fleet membership. Support seemed to be the key word. Go to as many regattas as

possible, especially the smaller fleets. Talk it up with your fleet and district. Peter and Ann and Jimmy have been tremendous supporters of this idea and travel to regattas in all three districts. I recommend that the district Governor visit and sail in local fleets, especially the small ones.

To avoid conflicting regatta dates, the Governor should coordinate the dates both within his district and surrounding ones. It worked for Fleet 161, Saratoga Sailing Club. Just a few years ago, they had only three or four scots; today it has grown to more than twenty Scots.

Publicity works wonders, just ask Adrienne Robinson of Fleet 24, Candlewood Yacht Club. Adrienne introduced herself to the local press and sent them articles about their lake, yacht club and sailing events,



At the helm.

including weekly racing results (with action photos), and even provided a press boat at the Invitational regattas. Does this work? Ask the new members of the Candlewood Yacht Club. Nice work Adrienne.

I sail with Fleet 177, New Haven Yacht Club. Our fleet membership has been status quo since being chartered. We did some brain storming about increasing membership for the club/fleet. Clark Broadbent, our Commodore, had a good idea. He suggested that we contact the Coast Guard Auxiliary, Power Squadron, Universities etc. that offer classroom sailing courses, and offer our club boats for hands-on training. Kudos goes to Clark.

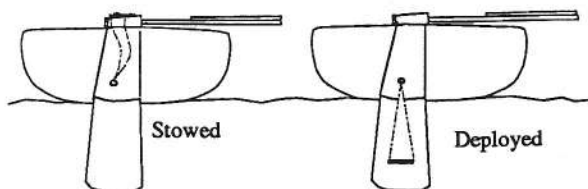
Providing Flying Scots for special events is excellent. A good example would be to contact your Special Olympic State Chapter to see if they have a sailing program, if not, help them start one. It works. For example, for the first time ever sailing will be included in the Special Olympics World Games in July 1995, and the Flying Scot is one of two classes that will be raced by special olympics.

This should have a positive effect on fleet growth. By the way, plan to attend this event - you won't be disappointed. I know that I've only scratched the surface, there are a lot more of you than there is of me. Lets hear from you, send your comments to Sunshine and please send it early. Hove to and waiting!



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# LETTERS TO THE EDITOR

Dear Editor:

Please keep including articles on safety, and sailing tips for those of us that are isolated owners of Flying Scots and who do not race in Scots N Water. I am always so disappointed if the whole thing is on regattas!

**Jan Baldwin  
Fleet #95**

*Ed. — Jan, I have been so encouraged recently by the number of articles and inquiries from people such as you! Only 15 to 20 percent of Flying Scot owners race. I would love to hear about where you sail, days you spend sailing and how you came to buy a Flying Scot. I can only edit what I receive and I feel many of you in the majority (not racers) are just about to contact me.*

Dear Editor:

I have noticed a disturbing trend in at least four regattas I have attended in 1994. Namely, there were no crew trophies. This indicates a lack of respect and recognition for the top crews that work just as hard as the skippers. On my boat, the crew does most of the work and I'm sure most top skippers credit their crews for their success.

If your regatta budget does not allow for crew trophies, the solution is simple, spend less for the skipper trophies and use the remainder for crew trophies! The value is not important. It's the principal that matters . . . giving recognition and respect to the people in the winning boats . . . all of them. After all, it is a team effort to sail a boat well. When a football team wins the Super Bowl, everyone on the team gets a ring, not just the quarterback!

I also recommend that you introduce both the skipper and the crews at the award ceremony. It's not difficult to get their names . . . they should be on the registration forms.

I encourage all of you to reverse this trend in 1995.

**Dan Goldberg  
FS 4761**

*Ed. — Thank you for your letter Dan. I not only agree with you, I am often discouraged to receive a regatta report listing the skippers or just the boat numbers. It can't be that difficult to show respect for fellow sailors.*

Dear Editor:

Just a brief letter to commend you on the September/October 1994 issue of SCOTS 'N WATER.

I thoroughly enjoyed the "how to" articles by Sandy Douglass, the performance tips reprinted from SAIL magazine, and the details of the 1994 Connecticut Special Olympics Invitational. The suggestions of fellow FSSA members to regularly include general information on sailing and maintaining the Scot could, in my opinion, attract new people to our organization. Presently, we have individuals who pay dues to our local Fleet, but do not belong to FSSA. We need to overcome the perception that the Association (and SCOTS n' WATER) are for racers only.

Perhaps it would be beneficial if once each year the factory could provide an article addressing any changes or modifications to the boat, new options, etc. Personally, I'd like to see a current parts and price list published annually. Maybe interviews with prominent sailors having an association with the Scot class (i.e. Greg Fisher, Steve Bellows, etc.) could be included from time to time.

Finally, as Editor of the Fleet 139 newsletter, I fully realize the importance of reader contributions. If Scot owners have photos, ideas, or sailing stories to share, please do so. Also, since it appears that a majority of our members do not race, I'd particularly encourage these individuals to submit their cruising experiences, social events, and boat modifications as well.

We can all work together to make SCOTS n' WATER an even better publication and an effective selling tool to promote the class and Association in the years ahead.

**Ed Price  
2172 Lincoln Way East  
Chambersburg, PA 17201**

*Ed. — Thank you so much for your letter and thoughts. I couldn't agree with you more and hope to hear from others with ideas, suggestions, and helpful facts.*

## LETTER FROM THE EDITOR

Well, it seems that the Pacific District and in particular Chuck Bencik has started the ball rolling!! Both District Governors sent in large and interesting reports and I couldn't be more thankful. Bill Vogler from the Midwest and Cal Hudson, with a huge help from Anita his wife, (who is a new mother) from the Florida District did a great job talking to their fleet captains and fellow sailors.

Now that we are on a roll...let's not let up. Start today, District Governors. Start today Fleet Captains. Start today Flying Scot owners that do not belong to a fleet. Check the schedule to see when it's your turn to help.

# DEADLINES

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

*Don't forget! Deadline is when I have to send your copy to the printer to mail early!!*

DEADLINE	ISSUE	DISTRICT RESPONSIBLE
February 15, 1995	May/June	NY LAKES & OHIO
April 15, 1995	July/August	GULF & NEW ENGLAND
June 15, 1995	Sept/Oct	MICHIGAN/ONTARIO & GREATER NY
August 15, 1995	Nov/Dec	TEXAS
October 15, 1995	Jan/Feb '96	PACIFIC & CAROLINAS
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## MIDWEST DISTRICT REPORT

# District Governor Report

by Bill Vogler

I think I'm only 'beginning' to get a feel for what Flying Scot sailing is all about in this district. I say beginning because it's such a diverse sailing environment and I have just started sailing competitively again after a 20 year layoff. But, it's become obvious that those who choose to travel to regattas are in for a fun and exciting challenge to one's sailing skills.

The district ranges from small to great lake bodies of water and the conditions of the two couldn't be more different. Small lake sailing in the area seems fraught with shifty wind and shorter race courses. Reflexes need to be sharp and one needs to make quick decisions. Great lake sailing here involves steadier wind, the courses are usually longer, and there's more time to think about what you're doing. This can be maddening because you have more time to second guess yourself! To no one's surprise, the wave conditions may be the single most obvious difference between the two environments. I'll never forget sailing at the Midwest Districts at Sheridan Shores Yacht Club on Lake Michigan (Wilmette, Illinois) in 1973. The waves were so great that you couldn't see anything of the boat immediately next to you except from the Flying Scot logo up! At the same race course this summer at the "Race Weekend," regatta we floated to the starting line on a lake so placid it looked like molten glass! Great lake sailing here seems also famous for the need of a compass because you don't always see the next mark. Also, one needs a variety of ingenious ways to go to the bathroom since courses are often far off shore with little chance to come in between races.

I can only characterize the people I've met at various district races as "enthusiastic"! Wherever I have gone, locals are so appreciative of the effort you made to come that you are treated like royalty. People can't do enough for you! Starting as far north as I have traveled, the people in

Ephraim at their annual regatta in August are wonderful. It may be the single most beautiful spot to race along side the great Green Bay on Lake Michigan. They have one of the best annual yacht club parties that weekend with people from all over the region attending. They have a very enthusiastic organizer named Jay Lott who is the consummate cheerleader for both sailing in general and the regatta. There were some expert skippers from further up north Minnesota way who walked off with the trophies. A real crafty skipper named Bob Slocum won the year I attended. I'd like to see him at the North Americans!

I also sailed this summer a little further south on Lake Michigan at Sheridan Shores Yacht Club in Wilmette, Illinois at a regatta called "Race Weekend." This was a multi-boat regatta which also included Scots. It was a very festive and competitive event. It was fun hobnobbing with Star, J-24, Arrow, Dolphin, Soling, & other one design skippers. They always seem to be nosing around asking questions about the boat & wondering why I didn't have one like theirs. The fleet at Sheridan Shores, headed by Mike Schmitz and Bob Schneider were ever so glad to have out of towners and went out of their way to accommodate me. Steve Dehmlow won honors at the regatta. He's one I'd also like to see at the North Americans!

Much further south, I went to Lake Carlyle for 3 regattas this summer. That is the finest sailing facility I have seen! The people and lake are equally fine! There is no shortage of space to leave your boat either in the water or dry dock. There are hoists, ramps, pavillions, a great clubhouse, and wonderful shower facilities. Camping is right next door. Each year Carlyle has the Egyptian Cup Flying Scot regatta in early June and the Whale of the Sail multiboat regatta in September. There are over 40 Scots at the club and consequently one of

the strongest overall fleets I have raced against with the likes of Bernie Knight, Jim Harris, Tom Pinkle and others. I don't have to wish to see them at the North Americans because they're always there!

They say there's no place like home. My final mention is about Clinton Lake, home of the Glow in the Dark regatta. It is the single most unique and most competitive of all the regattas I've attended organized by the Hartman clan. The race reflects the personalities of the Hartmans. "Fun" and a good attitude is emphasized! People are still coming each year from all over the place...Florida, Texas, Wisconsin, Michigan, Ohio, Kansas, Missouri, and other great Scot sailing states. They bring their local foods, beers, and sailing skills to the lake for what seems to be as much a cultural exchange program as anything else!

I still have a ways to go to get to the other great places to sail in the district. I'm looking forward to getting to Lake Delavan where a thriving fleet exists and I would like to get up to Wisconsin where Scot fleets are organizing in the Madison area. Also, I'd like to get up to Minnesota where sailing is almost a way of life.

I can only finish this report by saying that sailing in the midwest district is the furthest thing from a monotonous experience! It is diverse and exciting. If you believe that "variety is the spice of life," you would do well to sample the sailing in the midwest district! Next summer, plan your schedules ahead. Check out the trailer and plan to make a few trips around the district for some great fun and fine sailing!



Midwest District Trophy.



# 'Heating It Up'

by Jerry Hartman, FS 4140 & 3605

MIDWEST  
DISTRICT REPORT

Over the years, I have discovered some "tricks" watching other sailors that I thought I might share with everyone. They work for me sometimes, but there are no guarantees.

Before leaving the dock, consider the conditions. If it's blowing stink, consider adding an additional short batton to the top of the main. This will reduce the draft or power at the top of the mast which will reduce the amount of healing pressure. This is especially important for light crews. You can also, if you think it's going to be blowing all day, move the mast back to 28' 4", this sometimes helps.

In light air, if you have moved your rudder plate straight up and down, move it back to the original angle. This helps steering and gives you more helm.

When you are in the starting area, figure out which end is favored and just go for it. What are you afraid of? Being in the middle of the pack again?

It is important to be at the start, know the course and have the correct time, but I have no tricks for doing this. A good alert crew and lady luck do help however. After the start, be sure to concentrate on boat-speed, then boatspeed and then more boat speed.

Before you get to the weather mark, figure out if it's a close reach, if you can fly the shoot right away, or if it's a broad reach. This is important so when you get to the weather mark, you have a plan, go wide, go straight down, etc. If there is congestion ahead of you but little behind you, hit the rum line. If there is alot of congestion behind you, keep the other boats off your weather quarter. It is of great importance to sail downwind in the puffs working the boat as hard as you can. When it starts to lighten up "heat it back" up to windward. (Doc Bellows is a master of this "trick") Don't just sit in the parade. You have to work the boat to get ahead.

When approaching the jibe mark, again formulate a plan. Is it a close reach or broad reach? Too Close? Alot of top sailors approach the jibe mark high, then sail downwind toward it, almost jibing before the mark. (Rod Stiffel is a master at this "trick") If you have alot of boats on the inside, don't be afraid to jibe early, take their sterns and jibe again for an inside overlap. (Tom Ehman is a master of this). If you don't think that will work, slow down, back wind the main, let the other boats go by. (Harry Carpenter is a master of this trick) Then come in on the inside to round in good shape. At all costs, avoid the outside of a pinwheel, unless the next leg of the course is almost dead downwind. If this is the case, stay on the outside and hold your course past the mark and jibe in clean air. (Bubby Egan is a master of this).

On any reaching leg, if you get too low, or are on too close of a reach coming to the mark or rumb line with the shoot up, you can drop the spinnaker halyard about 5 feet and sail upward, then raise it again. (Greg Fisher is a master of this trick).

When approaching the leeward mark, try to figure out which tack is favored for the next leg. At all costs, do not let yourself be on the outside of a pinwheel. Have you ever been approaching the mark on the outside of 2 or more boats and had a boat or two behind you, then ended up, after rounding, behind them? To avoid this, slow down, get to the inside, next to the mark.

When sailing upwind, if you need to either foot off with power or pinch up to the mark, pinch by letting off on the weather sheet and over trimming the jib. Pull the downhaul down and over trim the main a little. If you do need to power off, leave the weather sheet on and crack off the other trim. Also crack the main off a little (Greg Fisher is a master of this trick also).

When approaching the weather mark, when the next leg of the course is dead down wind, head for one side or the other. Never sail dead down or by the lee.

We never sail with the spinnaker pole more that at a 45 degrees aft of the centerline of the boat. If the wind goes too far aft, jibe, continuing the think about "heating it up" closer to the wind to keep boat speed up. Remember to balance the boat with your weight and the centerboard for neutral helm. Try not to make any sudden rudder movements at all.

In light air, you can use the boom crutch to hold the main out instead of a body on the low side standing to hold it. Once again, all leeward marks are to be rounded on the inside whatever it takes...go for it, be aggressive.

If the wind has picked up during the race, when going back to windward, be sure to move the jib leads back on the tract to keep the slot open. (Rod Stiffel is a master of this). If the wind lightens up, don't forget to put them back.

At the finish, choose a side that you think is closest and finish at it. Never finish in the middle of the line.

Of course, if you take these "master" tricks and put them all together with luck, perhaps the next time you race, your sailing might improve. I hope so. I have found that sometimes when you are least expecting it, things can turn topsy-turvy and the entire fleet is in front of you. At that point what have you got to lose? Does it matter by how many feet you finish by if you might be last? Try something. One time at the Midwinters on St. Andrews Bay (the only time we have ever had a third crew aboard) we were DFL at the leeward mark, heading back up current in a drifter. Our third crew had gotten bored and depressed having really wanting to beat his dad for once. He was under the bow asleep when a

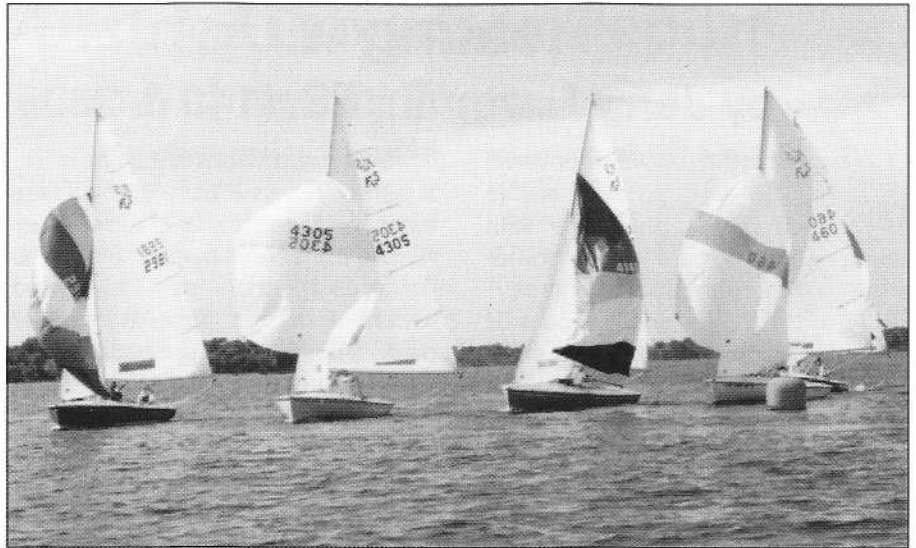
*(Continued on page 10)*

## Heating It Up

(Continued from page 9)

boat sailed over and tacked in front of us. This did not help my concentration or attitude. Something had to be done. I footed off and "Heated it up." Now that I was going downwind, reaching I decided to crank the mast forward also. That created more weather helm so I pulled the centerboard up until the weather helm was gone. The boat just took off.

Ten minutes later, we had slipped to leeward but gained a hundred yards. We rounded the weather mark 5th. It was again up wind and up current to the finish. Without any tacking we passed two more boats and finished 3rd while still gaining on the leaders. You never know what can happen. Our crew, when hearing the gun, woke up and looked ahead. Seeing two boats that were close, he figured that at least we had finished and we had almost beaten someone. You can imagine his surprise when he looked behind us!



**Example of the Pinwheel Boat behind #460 will be ahead of the other three boats on the outside after rounding.**

There are many "masters" and "tricks" in racing, for example, once while sailing on the Gulf coast, and missing a major wind line, and messing up during a race, Marc Egan said to me "If you see a dark cloud, son, you don't walk over there, you run."

I hope the "tricks" that I have shared with you help. The best experience is to sail and race to gain experience in the boat and sharpen your skills. Good luck, good winds, and great boatspeed. Just don't forget to "Heat it Up"...

## MIDWEST DISTRICT REPORT

Fleet 123 and the Hartman couisbros again held the Glow in the Dark regatta the last weeknd in September on Clinton Lake, in Illinois. 42 boats were registered at the 10th anniversary shindig. Everyone came with the usual delicacies from their area to share and Steve Hartman with his roving kitchen and expertise, put together many a fantastic meal. The well nourished sailors were treated to liquid refreshment of all flavors and alcohol content by Mike Hartman. To top off the refreshments, Florence Glass brought her home recipe Mint Julieps and Myra and Jim Brown just brought good old home recipe from Tennessee.

Three races were held. The first of two back-to-backs on Saturday, was a windward leeward course in 5 mile per hour winds. The second race was an olympic course in 10 to 12 knots of breeze.

Saturday nights entertainment was a bit unusual. The Knight/Domagala wedding was just two weeks off and alot of the attendees of the regatta were unable to attend. What else could be done but hold a "practice"? The theme was "down home country." A proper dress code was mandatory and strictly enforced. Most animals had to be properly tethered. (Please note pictures).

Sunday's race was another Olympic course in 10 knot breezes, but a little shifter. As a matter of fact the 5th place finisher in the race was started with the second fleet.

The trophies were presented to the top six boats overall, and first thru third in the four color divisions. (If all this doesn't make sense to you, you should come to the "Glow" and see how you divide yourself up into divisions to race for the 18 trophies). The women's and men's party tro-

## The "Glow in the Dark" 1994 — The 10th Anniversary



**Barb Knight, Jim Brown, Lauren Hartman, Pig, and Myra attending "Quaisi Wedding" at the Glow. To complete Myra's ensemble gold lamé 3" heels — The first person, man or woman to wear heels at the "Glow."**

phies were awarded at the appropriate time to the unique people who worked hard to receive them. The rasta-Helga was also awarded.

This year's "Glow" had many newcomers, in fact, one won...But

(Continued on page 11)

## Glow in the Dark

(Continued from page 10)

the group I would like to mention is Ken Johnson with family, crew, and friends. Ken is from Wisconsin and doesn't get much of a chance to travel with his Scot. This year he

decided to come to the "Glow" and bring his family, friends and crew. They raced all races with everyone in the boat (Total 7). It was wonderful to watch!

Hopefully, a great time was had for all. Watch for news of next year's "Glow." No decision has been made

yet of whether it will be the 11th "Glow" or the first anniversary of the 10th, but we will be there to welcome you with food, fellowship, fun, a lake, some type of breezes and good times.



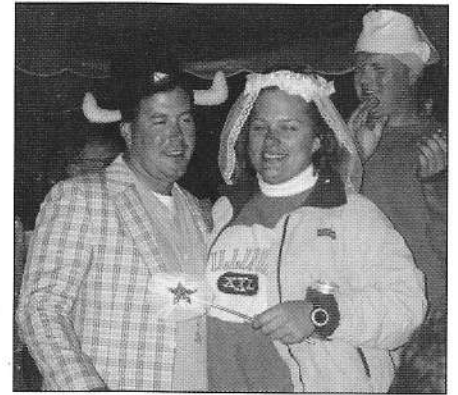
Glow participants.



Racing at the "Glow".



Steve Hartman, Chef extraordinaire of the entire extravaganza "The Glow" 10th Anniversary.



The happy couple, Mr. and Mrs. Domagala.



(L-R) Debbie, Lauren and Mike Hartman. Mike has been doing a great job for the past 10 years in the position of Beverage President of the "Glow."



Knight/Domagala Wedding.

## Knight/Domagala Wedding

October 8th, 1994 was the date of the Knight/Domagala Wedding, held in St. Louis, Missouri. No regatta was held in conjunction of this event but it certainly had the atmosphere! John Domagala has been sailing Scots since he was 14. Suzy Knight, daughter of Bernie and Barb Knight (he's our former president of FSSA) has been in Scot's almost since birth but began racing with her dad when she was 13. They bring into the marriage 27 combined years of racing Scots...

The 5:00 p.m. wedding went well, with everyone saying the right things at the right times. The Church was beautiful as was the bride.

## MIDWEST DISTRICT REPORT

The reception, held in a windmill was very reminiscent of a regatta... great time...superb food, beverages of all sorts, and many stories. The marked difference between it and a regatta evening was that everyone had a great day and couldn't have been happier about the very beautiful event..

The happy couple, chartered a boat from Tonga for the honeymoon and reports back that it was beautiful. They plan to spend the next several years working from the Bloomington, Ind. area (John is with GE, Suzy is a nurse) and campaigning "The Blue Light Special" FS 3577.



Happy couple sailing FS 3577 the "Blue Light Special" at the "Whale of a Sail."

# Spinnaker Handling For New Racers

by Jack McClurkin, FS3404

One of the most exciting parts of Flying Scot racing is spinnaker handling. For most of us, it can also be the time when things go wrong during a sailboat race. In this article, we will look at spinnaker handling from the point of view of the *skipper*. In spinnaker handling on a Flying Scot the actions of the skipper can dramatically improve the results of racing with a spinnaker.

We will make the assumption that the race course is an Olympic. An Olympic is a triangle, followed by a windward, then leeward, then windward legs. Now a little close observation of this course shows that there are three windward legs, and three off-wind legs. All of the off-wind legs can be spinnaker legs. And even more important, every mark rounding involves either hoisting, dousing, or jibing the chute.

We will now look at some tips that the skipper can use at each mark rounding. At the end of this article we will look at one procedure for jibing the chute.

Prior to the start of the race, stow the spinnaker on the port side of the boat. This will allow the spinnaker to be raised from behind the main when sailing downwind on a starboard tack. Takedowns will be made also to the port side of the boat, placing the doused spinnaker back on the port side of the boat.

## AT THE WINDWARD MARK PROCEEDING ONTO A REACH

The most common mistake that the skipper can make here is sailing too high at the beginning of the reach leg to hoist the spinnaker. If the boat is too high on the wind, the spinnaker can raise behind the side stay. Or it can easily twist and then hour glass since it tends to fill with air as soon as it leaves the turtle. At best it goes up but doesn't fly until the skipper bears off. So one choice for the skipper

would be to sail high without the spinnaker, allowing time to analyze the wind direction and ability to sail with the spinnaker. The other choice for the skipper would be to sail low and put the chute up right away. Remember if boats rounding before you don't have the chute up, you had best find out what that reason is before becoming the first one to do so.



*Spinnaker handling for new racers.*

## FROM REACH TO REACH AT THE JIBE MARK

It is easier to jibe on a run than on a reach, so this can be a difficult mark to round since the two adjacent courses are both reaches. Provided that you are relatively clear of other boats near the mark, the skipper should sail high off the mark prior to rounding, then head straight downwind adjacent to the mark while performing the jibe, and finally begin the new reach after the jibe is completed. This is called squaring off the mark rounding. The jibe becomes simpler here because the jibe is performed while on a run. It often works well in fleet races where you are relatively clear of other boats. However, if other boats are nearby, the skipper needs to follow the rounding rules.

## From a reach leg approaching the leeward mark

It is easier to douse the spinnaker on a run than on a reach. For reasons

of balance, it is also easier to douse the chute on a Flying Scot to windward. When approaching the leeward mark, the skipper should head slightly above the normal course until it is time to douse. Then head more downwind to the mark. Take the pole down first, and then bring the spinnaker in to windward. The downwind course makes the douse easier. The windward takedown keeps the crew to windward, instead of to leeward under the boom. Also note that the spinnaker should now be stowed on the port side of the boat, right where it started. Have the crew put the jib sheet over his or her head before dousing the spinnaker. This will insure that the spinnaker is brought into the boat under the jib sheets.

## AT THE WINDWARD MARK PROCEEDING TO A RUN

Since this rounding of the windward mark is more downwind than the first rounding, it is permissible to hoist the chute right away. However, because the chute is on the port side of the boat, the skipper should proceed away from the mark downwind on starboard and raise the chute behind the main. Don't be tempted to jibe first, because then you and your crew will have to try a windward hoist, which can be very interesting in all but the lightest winds. Once you have the chute up and are proceeding away from the mark on starboard, the skipper can assess the course of the boat relative to the layline course from the windward to the leeward mark. At some point during this downwind run, you should expect to jibe if the course is square to the wind. You should be slightly off to the right (toward the reach mark) of the layline on starboard tack. With a squarely set course, you should jibe about halfway down the leg onto port.

*(Continued on page 13)*

## Spinnaker Handling

(Continued from page 12)

Then sail toward the leeward mark. This jibe is the easiest jibe because the boat is heading nearly downwind. Remember in heavy air that there is a tendency for the skipper to oversteer the boat to help the crew jibe the boom. This can cause exciting times as the boat continues to round up after the jibe.

### AT THE LEEWARD MARK AFTER THE RUN

If everything worked as planned on the run, you will be approaching on port tack. Like the first rounding of the leeward mark, take the pole down first, and bring the spinnaker into the boat on the windward side. If the wind wasn't square to the course and a jibe wasn't needed, you will approach the leeward mark on starboard. In this case also bring the spinnaker in to windward if this is the last leg of the spinnaker into the boat on the windward side. If the wind wasn't square to the course and a jibe wasn't needed, you will approach the leeward mark on starboard. In this case also bring the spinnaker in to windward if

this is the last leg of the course. On the last takedown of a race, the spinnaker can be brought down on either side.

### JIBING PROCEDURE

At the NAC this year there was a discussion after the races one day about jibing procedures. The participants were that days top finishers. (I was not one of the participants). It was obvious from the discussion that there is no one procedure that the top sailors use to jibe the chute. I have had many different crews on my Flying Scot, so I have a jingle that I use to make sure that the jibe is performed correctly each time. Remember that the skipper can only teach and watch during a jibe.

There are 8 steps that the crew must perform in the jibe. The first four are "hook, hook, jib, boom." Here is how it works. First the crew switches the spinnaker lines into and out of the guy *hooks* on both sides of the boat. (If there is no line in the hook, put one in. If there is a line in the hook, take it out. Do the same on the other side. *Jib* means to uncleat the jib. *Boom* means to jibe the boom by pulling it to

the other side of the boat.

Now the spinnaker lines are set for the new jibe, and the boom and boat have been jibed. However, the pole is still on the side for the old jibe. The other four steps are "pop, pop, clip, clip." Standing on the floor of the boat on the windward side (not on the deck, please), *pop* the pole off the mast, *pop* the spinnaker line off the pole using the trip line, *clip* the pole to the new spinnaker line on the windward side, and *clip* the pole onto the mast. The crew doesn't have to go on deck to do this, and the pole doesn't have to be rotated. During the jibe, the skipper steers, moves the chute around as the boat turns using the spinnaker lines, ducks when the boom flies by, and recleats the jib on the new side. I usually refer to the spinnaker lines as the red line and the green line. Trying to figure out which one is the sheet and which one is the guy is too complicated for me.

Good luck with your spinnaker handling in 1995. And remember, it just might be the skipper who determines how well things go with the spinnaker!



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## MIDWEST DISTRICT REPORT

"Where the hell is that?" was the most common response we received from people after telling them that we were chartering a boat in Tonga for our honeymoon. "Isn't that north of St. Pete?", however remains our favorite response. The question isn't all that unreasonable considering two travel agents and Northwest Airlines couldn't find flights there without help. Tonga has quietly existed as one of the world's longest standing monarchies, due primarily to the fact that it is the only South Pacific country never colonized by Europeans. The 170 islands that make up Tonga lie East of Fiji and South of Samoa. This tropical location yields a climate that has an average temperature between 75 and 85 every month of the year.

Travel to Tonga is a little more than a short hop. At best you will need three flights to get you to your ultimate destination, we needed six. In the middle of all these flights, we managed to brake up the trip with a lay-over in Hawaii where we visited an old midwinters friend, Sue Childress (Carolan) and her family. From there we proceeded to Tongatapu via Western Samoa. The Tongatapu Airport is the only international (not to mentioned paved) airport in the islands. From there we boarded a small plane for Vava'u, the home of our charter base. Flying in Tonga is different from what you get accustomed to in the states. Checking in is

a little confusing as there is no posted schedule or numbered gates. I wasn't all that surprised when they threw our luggage on a scale before carting it away, however I wasn't prepared to climb up on the scales myself loaded down with my carry-on. Tongan standby, it turns out is done a little different. The airline will sell 12 tickets, weigh the first 12 pas-

group, it is not uncommon to have an island and prime anchorage all to yourself. Before the plane even lands on Vava'u you realize that you are not headed for a tourist haven, but a third world country. Tourism exists here but is not exploited and only minimally promoted. What results is the natural beauty of the islands and a close up look at Polynesian culture.

Language is not a problem in the islands due to New Zealand and Australian influence. English is taught to grade school students yet farmers and villagers on the smaller islands rely on their native language, Tongan, for communication amongst themselves.

Choosing such a remote vacation spot could be risky. However with a company such as Moorings waiting for you, there

is little to worry about. Moorings has succeeded at blending in with the community while maintaining their focus on total customer service. Your charter starts with a chart and excellent cruising guide which describes every island, some 50 preferred anchorages, approaches, and items of interest. After a chart briefing, you proceed to boat checkout and provisioning. Our boat was outfitted with conveniences we couldn't even find on shore (hot water, CD player etc.). The provisioning was equally first rate. You can gain weight on split



*Dramatic shore lines and world cruisers are the norm in Tonga.*

sengers and their luggage, and then sell another seat or two if the plane isn't overloaded. It's not a bad plan until you figure out that the extra clothes you packed mean that someone doesn't get to make it home for another day. Once airborne you no longer mind the accommodations. The low attitude flight over seemingly endless islands and reefs is like an hour long foreplay to the charter.

Tonga is best compared with the Caribbean except that you will have trouble finding the crowd. World cruisers and the Moorings fleet of 24 boats have the islands mostly to themselves. When you spread these over the 50 islands in the Vavau

*(Continued on page 15)*

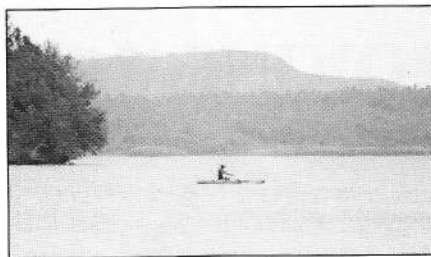
## Cruising Tonga

(Continued from page 14)

provisioning, full provisioning is just plain sinful.

Departure from the dock which is adjacent to the Neiafu wharf area proved that this country was even more beautiful than what we had seen of it from land. Mt. Talu (@ 430 ft elevation) marks the exit from the shadow of Vavau's largest island and the entrance of the passage which leads you past a host of smaller islands. We unfurled the sails at the first possible moment and found our way to a small island, Nuku, and the only difficulties of our trip. A broken transmission cable during our first anchorage of the trip had, unknown to me at the time, left the boat stuck in reverse. The subsequent exchange between myself on the bow and Suzie on the helm was at least able to amuse a couple of charters who were departing the beach in front of us. I can tell you, being laughed at by a topless woman in a passing dingy is even more humiliating than it sounds. Other than our pride, no damage was done. The chase boat was there first thing in the morning with replacement parts and had us back in business before we were done with our morning snorkel. Our stop at Nuku gave us our first real appreciation for the beauty and clarity of the water here. You can actually watch your anchor set in 35 feet of water. Breakfast was followed by what became a daily ritual of luring a school of triggerfish from their favorite coralhead with papaya leftovers thrown from the stern of the boat. A New Zealander runs a dive boat that will bring scuba gear right to your boat, or pick you up and take you with him. We found more snorkeling than we had time for and passed on this adventure until our next trip.

Sailing in Tonga is some of the best you will find anywhere. The trade winds all but eliminate the chance of a drifter (5-7 knots is a drifter to Tongans), yet the coral ridge that runs the length of the east side of the island chain keeps the swell to



*Tongan rush hour - paddling to home island from the job.*

a minimum. The terrain is sharp above and below sea level. Passages have at least 200 feet of water with islands the rise straight up. You could run your bow into most islands with ample water still under your keel. You mark the approach to and anchorage when you have **only** 90 feet of water under your keel. Whales frequent the main passage inside the island chain. Wind shifts don't exist (unless of course you sailed a little too close to one of the 500 ft cliffs). Blue water is just around the corner if you want some relaxing sailing without having to figure out what island you're currently passing. All of these tidbits only begin to describe the sailing



*Housing requirements are obviously minimal in this tropical climate.*

conditions here.

Our days sailing were shortened only by the time we spent on shore combing the beaches, checking out the islands, and visiting the villages. Visitors are welcome on the islands and in the villages. Here we met a number of the local people. Many of these people seemed to be almost completely unaffected by western civilization. Only the Italian clinic (which is staffed only a few weeks a year) and the churches built by the missionaries seem to have done much to change these people or their villages. The climate here does not

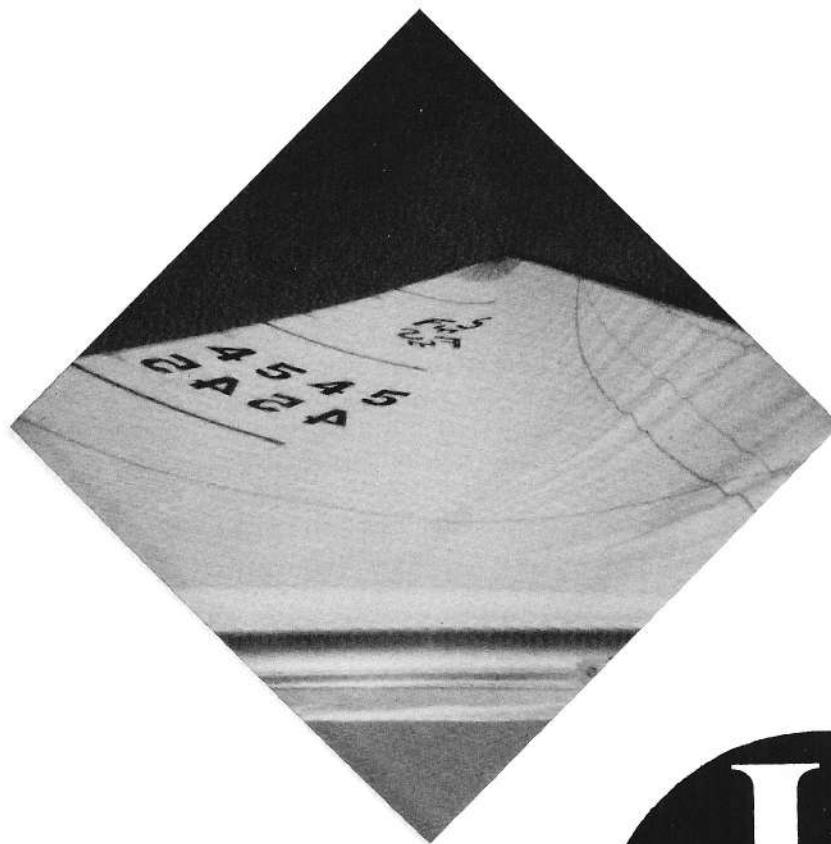
require much in the way of housing for the locals. While several have built what we know of as houses, many still live in thatch roof huts. While primitive, this type of housing fits their needs. Tongans are a very peaceful people who have their own pace in life. Nowhere is this more obvious than their 9 AM to 4:30 PM work schedule with a mandatory "family day" on Sunday where work and swimming is prohibited for the locals. Religion has taken deep roots in Tonga. While not a concept that runs deep in Tongan history (cannibalism has not been gone from these islands all that long), religion has proven to be a perfect fit with their lifestyle and is widely practiced. Churches in Tonga are about the only impressive man made structures. All if this makes it a very safe place to be. At no time during our visit did we feel threatened or at risk during our visit. We did however make one discovery. While crime is almost unheard of in Tonga, we discovered that empty beer cans scattered across the companionway entrance make an excellent burglar alarm.

Tonga was a phenomenal trip. However there are many things you cannot get in Tonga and a few things that we had to have once we arrived in Hawaii: CNN, Mrs. Fields cookies, and a Uno's Pizza (No whataburgers in Hawaii either). It is definitely a place that we go back to. It just can't be soon enough. Tonga is the kind of place that you really want everyone to see, but no-one to visit. Increased tourism will no doubt affect the untouched beauty of this country. Hopefully Northwest still can't find the place and it will remain just as we left it.



*Look! Isn't that Pat Manicchia.*

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# Midwest People Profile

## MIDWEST DISTRICT REPORT

While the Midwest district has many many, fun loving, excellent sailors, I thought I might show the wide range.

I could fill up this entire issue of pictures of great people who sail in the Midwest District but there are great people all over the United States that sail and race Scots. What we have here in the Midwest are several "JEWELS" that are not in the rough, they shine and have been for many years! Without these jewels, I'm not sure where the Flying Scot would be now as a class.

The Midwest District is proud to have such people in it and is very thankful for their help and support.



**Paul and Betty Moore with their seven grandchildren.**

Another "Jewel" is E. Paul Moore, Jr. Paul, not only has given great amounts of time being on the board and a past president, he is still helping the class by keeping an eye on all new ideas and the strict adherence to class one design. Having four children, he also, over the years, has spent a lot of time on the water in a Scot, since he put them all in the boat with him. The two boys, E. Paul III (or Third) and Barry are very active within the District. Paul is an excellent sailor and teacher, since the "boys" have their names on a lot of trophies also. Paul and his wonderful wife Betty now have seven grandchildren and I'm sure, they will be in Scots before long.

January/February 1995



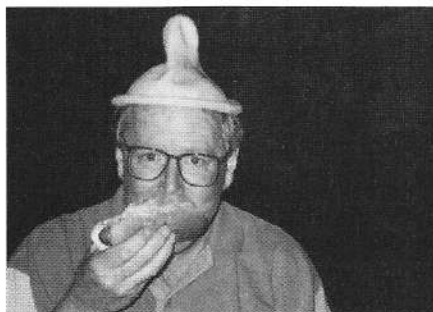
**Larry Klick.**

Larry Klick, Minnesota, the high area in our district. (Perhaps I should say Northern) The outfit won a prize at the Nationals Luau. Head gear by Northern Kleenex Top by Suzy Knight/Domagala, Skirt by Glad Bag with assistance by Bill Blass.



**A Nordic Scot sailor.**

A Nordic Scot Sailor from Fleet 135, Clinton Lake, Illinois, which is right in the middle or central part of the District.



**John Woodworth.**

John Woodworth, St. Louis, our lowest or Southern boundary.



**The Glasses.**

Carlyle Lake. I doubt that there is a trophy that the Glasses haven't won in our District, let alone the Midwinters or Nationals. They are excellent sailors. Ted is a past president of FSSA and about every other position on the board. He has given much to the Class, in time and effort. Florence, (who, still butt hikes), is one of our greatest ambassadors, being the ever gracious and charming person she is and always talking about Scots on their many trips birdwatching. This couple has sparkled for us since the beginning.



Ted and Florence Glass spend a lot of time at home in Mt. Vernon, Illinois and sail out of Fleet 83.

# Who Says You Have to Put the Boat Away in September?

by Anita Hudson, Jim Zyun, Charlie Fowler

In September when sailing is winding down in other parts of the country, the season is just beginning in Florida. Unpredictable, yet predictable thunderstorms keep us off the water for much of the summer, (not to mention carcinogenic sunshine). Come Labor Day, we're ready to head out on the water. By the end of September, the temperatures are dropping back to the upper 80's and the afternoon storms are tapering off. October and November are glorious months with a gradual drop in temperature to the upper 70's or lower 80's. The dry season begins and breezes start coming in from the north and east at around 15 mph. Remember, the Florida peninsula is about 400 miles from Jacksonville to Homestead, and another 100

miles from Homestead to Key West, so we're talking about averages here.

Aside from the great weather, there's great sailing here, and many regattas to choose from. On Labor Day for instance, there's a regatta in Jacksonville, Sarasota and Key Largo. And two or more each month through April. Some are held on lakes, some on tideless lagoons and some on bays or rivers. We really have the opportunity to develop skills in all conditions, from light, fluky winds on the lakes, to heavy air on the coasts, and tides and currents in some of the bays. While the lakes are

freshwater, everything else is salt or brackish. The lakes generally have light winds unless a front comes through, while the coasts have sea breezes that crank up after noon.

### Pick your Spot

On the assumption that the average Scot sailor knows about as

bridge. The river here is at least 2 miles across, and offers the challenge of tide as well as current. I don't recall ever crossing the I-295 bridge without seeing a good breeze.

The Melbourne fleet sails on the Indian River Lagoon. This body of water extends from Titusville to Stuart (about 100 miles), and separates a barrier

beach from the mainland. The lagoon has neither tide nor current, and it has a generally prevailing easterly breeze.

If you want to sail in Miami, Biscayne Bay is the place. There are at least 4 yacht clubs on the bay in the Miami metropolitan area, but Fleet 90 calls the Miami Yacht Club home. Biscayne Bay has tides, motor boats, wind, and water so clear,

you can see the bottom in places.

When we head to Key Largo, we sail on Buttonwood Bay. This is a protected bay on the west side of the island, with wonderfully clear water and a casual ambiance.

About half way up on the west coast is Tampa Bay. Most of our sailing in this area is either on Sarasota Bay (Labor Day), Clearwater Bay (Columbus Day), or Boca Ciega Bay (Veteran's Day). All of these are protected bays between the mainland and barrier beaches on the Gulf of Mexico.

much of Florida geography as a Florida Scot sailor knows about, let's say, Illinois, I've included a map and conspicuously marked the places where the fleets reside, and where the regattas are held. Starting at the top of the state and proceeding sort-of clockwise around the peninsula, we have or will soon have fleets in Jacksonville, Melbourne, Stuart, Miami, Key Largo, Tampa Bay and Orlando, Panama City and Pensacola seem to fall into the Gulf District. The Jacksonville fleet is based at the Rudder Club on the St. Johns river, right next to the I-295



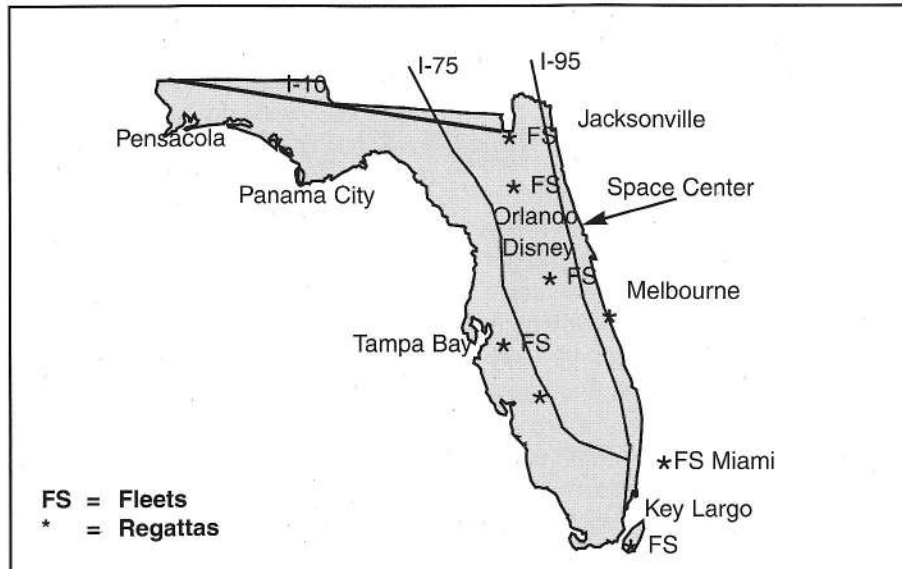
*Florida District trophy presented to Charlie and Nancy Fowler by Florida District Gov. & VP of FSSA, Cal Hudson.*

# Biscayne Bay Fleet 90

## FLORIDA DISTRICT REPORT

One of the more interesting stories about Hurricane Andrew and the sailing community here in Miami was a tale of Flying Scots rolling over and over down the street with trailers still attached. Another of our fleet boats was well protected because its owner had built a fence around it in the back yard but forgot to put in a gate. Needless to say, the storm created rapid changes in our Flying Scot fleet, even for those members whose boats were OK. After the hurricane, their homes or businesses weren't. Actually, we are just now getting back to normal.

We have a mostly new fleet membership Lee Price — Bill Booth — Doug Carrol from Boynton Beach — Rick and Beryn Harty — Ron Shellow, and us. There are some other boats in the area, but not active. We are blessed with what I think is the best place in the world to sail. We hardly ever get skunked for breeze, and it is nearly always sunny and bright. There are five clubs in the



area who put on their annual regattas with no entry fees. The dates for these are approximate, as the new ones for '95 have not yet been published.

Miami Yacht Club — mid-March, Biscayne Bay Yacht Club — 2nd week in April; Key Biscayne Yacht

Club — mid-June; Coconut Grove Sailing Club — 3rd week in October; Coral Reef Yacht Club — 1st week in November.

If you find yourself in the area at these times next year, please drop in and sail with us. We would love to have your company.

# Fleet 176 Indian River Lagoon

## FLORIDA DISTRICT REPORT

Florida's Indian River Lagoon offers some of the best dinghy sailing waters in the United States. The Lagoon is nestled between barrier islands and the Florida mainland, just south of Cape Canaveral. Nearly two miles wide and stretching from Canaveral to Stuart, the Indian River Lagoon offers a wonderful combina-

tion of seabreezes and sheltered waters. It is home to Fleet #176.

Summertime onshore breezes mean that a single reach might be ten miles long, but the real fun begins in autumn. The trades swing around to the North from late October until April and average about fifteen knots, though they can get a bit higher.

Winter regattas in Florida are NEVER cancelled due to lack of wind. The Melbourne Yacht club is hosting the Fun-4-Sail Regatta on the first weekend in February and will feature a Flying Scot class. If you need a wintertime sailing "fix," why not join us? For more information, call Jim Zyren at (407) 453-5681.

# Fleet 150

## FLORIDA DISTRICT REPORT

Fleet 150 sails the lakes of the interior of the state. This fleet holds its annual regatta in April on Lake Dora, about an hour north of Orlando. In December, the largest (over 700 boats) inland regatta in the U.S. is held on Lake Monroe in Sanford. This is an event you have to see to believe!

### District Growth - Hard Work and Serendipity

For the last 7 years, we've been actively trying to "grow" the district.

With this in mind, Cal developed a series consisting of one regatta a month from September to May. Essentially, we chose an existing multi-class regatta for each month in a different area of the state where there was a fleet or some interest in Flying Scots. Each regatta counted toward a series total score, using Cox-Sprague scoring, to determine a series champion. The series more or less guaranteed a fleet at each regatta, and a large fleet attracts interest.

As a result, we were able to charter a fleet in Key Largo, Tampa Bay, and Melbourne.

We also started publishing a newsletter, advertising and reporting on the events. We include boats for sail and a list of fleet captains and area coordinators. We mail these to just about anyone interested in Scot sailing in Florida.

While this worked for some areas, it didn't for others and we tried

(Continued on page 20)

## Fleet 150

(Continued from page 19)

for a couple of years to revitalize the fleet in Jacksonville. (This is the serendipity part.) One day, out of the blue, we get a phone call from Jon Hamilton, who, with his wife Donna Mohr, is an active member of the Rudder Club and very interested in Flying Scot sailing. We scheduled a series event there in October and got a great turn out. (Look for Jon's report on the regatta elsewhere in this issue). The Rudder Club has also submitted a bid to host the Wife-Husband Regatta in 1996.

About a week before the Jacksonville regatta, Stuart Anderson, of Stuart, Florida (no relation) called to ask about Flying Scots in and fleet activities in Florida. The U.S. Sailing Center in Stuart is looking for a boat to teach sailing to adults. We received another call from him the first week in November, and they had decided on the Flying Scot and needed three good used boats to get started. Go figure!

1992 brought Hurricane Andrew in September and our first child in November. (Our second child arrived July 27th. Corrine Michelle). While the hurricane slowed the folks in south Florida down a bit, Tommy may have slowed us down a little more. The newsletter slid down the priority scale, and we only published one last season.

### New Series Format for 94

Attendance dropped off at Series events, so at the District meeting at the final event of the series, we decided to try another tack, and have fewer events that hopefully everyone could attend. Hence, the 1994-1995 Florida Series is only 4 events this year. They are: Labor Day at the Sarasota Sailing Squadron on Sarasota Bay, October 14 and 15 at the Rudder Club in Jacksonville, some time in April in Key Largo, and May in Melbourne.

### Come on Down!

By the time this is published, you will still have time to make plans to come on down and join us for two great events. We hadn't set the dates

for the events by the date this article was due, so give us a call or send e-mail to [alh@epg.harris.com](mailto:alh@epg.harris.com) for the latest info. Both Key Largo and Melbourne have casual clubs. Racing in Key Largo is quite close to the dock, while in Melbourne you may have to sail 15 minutes to get to the course. April is off season in the Keys, so rooms can be had for a reasonable price. In Melbourne, the hotel, launching facilities, yacht club and a really nifty outdoor restaurant are all within walking distance. Key Largo has some club boats, so there may be charters available.

So, are you sorry you packed your boat away in September? Remember, we're always sailing in Florida.

### Birth Announcement

The Hudsons announce the launching of Corrine Michelle on July 27, 1994. Weighing 9 lbs 7.3 oz, she is built along the same lines as her brother, Thomas Leeland (launched November 10, 1992), but reflects a more feminine line. Her expect ports of call for the coming year include Panama City, Lake Norman and Texas. (North Americans)

### Sarasota Sailing Squadron Hosts First Event of '94-'95 Florida Series

By Anita Hudson

The first event of this season's Florida Series was held Labor Day weekend on Sarasota Bay — about halfway down the west coast of Florida. Temperatures were in the 90s and sunshine glinted off the blue-green waters, white sand, and frosted the dark green of the Australian Pines. Ten to 15 knot breezes sighed through the tops of the trees. It was picture perfect.

Sarasota offers great sailing, but it has other attractions too. Hotels on the mainland run about \$40 per night, or right on the beach for \$100 per night. St. Armand's Key offers upscale shopping and dining and just plain strolling. On the mainland is the John Ringling Museum of Art, and TWO outlet malls.

What? Oh yeah, the racing. Well I was warming the beach, so I don't really know specifically how it went,

but from past experience, I'd say there was good wind, and a current running somewhere. While the other 3 boats in the class understood the concept of current, Charlie Fowler has made it his friend and consequently, walked off with the regatta, followed by Fats Jenkins, Gus Chennells, and Cal Hudson.

This is one of the oldest regattas in the state of Florida; this was the 48th year. It is always held on Saturday and Sunday of Labor Day weekend, with a welcome party on Friday night. The club has a huge pavilion under tall trees, two ramps, two hoists, camping facilities, showers and a great barquette pit. What are you doing next Labor Day? Try out this regatta!

### Flying Scots at the Rudder Club

By Jon Hamilton

On the weekend of October 15-16, the Jacksonville Rudder Club hosted the second regatta in the Flying Scot Florida District series for 1994-1995. Eleven boats registered — four from the Rudder Club and seven from out of town. There was a strong northerly wind of 16-18 knots on Saturday and predictions of stronger winds for Sunday. The race committee decided to try to run all five races Saturday afternoon and complete the regatta in one day. It was choppy on the water — crews got wet all afternoon as spray lapped over the foredecks. Three boats retired early with equipment problems, but the remaining eight stayed out all afternoon. In the strong winds, some crews didn't even try flying spinnakers. My skipper seemed happy to see the spinnaker halyard run up the mast on a takedown in the third race, so that we had to stop flying the chute.

Saturday evening was the Rudder Club's Mexican Fiesta, providing an enjoyable dinner. The weather prediction for Sunday turned out correct, and everyone breathed a sigh of relief that we had finished enough races on Saturday. The standings were based on Saturday's five races with no throwouts. Charlie and Nancy Fowler took first place with firsts in all five races.

# Single-Handing A Scot

## Essential Ingredients To Assure Safety and Success During Early Attempts

by Mike Palm, FS 1242, Fleet 1

Know boat and nomenclature.

Check rigging (standing and running) thoroughly before launch.

Check rigging after a brief tune-up sail using all points.

Memorize the processes until they become intuitive.

Make sure the alternative rigging is in place before launch.

Keep known repairs, adjustments and modifications current.

Check State and Coast Guard safety lists and gear.

Carry a good Swiss army knife, making sure it has tools needed.

**Wear Life jacket** . . . from launch through docking.

First solo: Make sure a support boat is dedicated to this cruise. Check that crash boat is manned and in water nearby. Make sure other boats are within sight.

If spinnaker is to be used make sure you rig for single-handing.

Make sure adjustable features (e.g. tiller extension) are working.

Constantly check wind and headings, adjust sails to your optimum.

Maintain speed to maintain steerage and achieve headings.

When in doubt, let it out, (de-power main, not the jib).

Know your environment, sail or retire accordingly.

Trust your instincts (and behavior as modified by training).

The most important three rules for this sport are:

1. Practice!
2. Practice!
3. Practice!

In the United States the bodies of water, in which people drown, have an average depth of two and one half feet. When you step on a boat you risk falling into water which may be more or less than that. In a Flying Scot, with a five foot deep

center-board, chances are you will be in water depths over your head, most of the time. Staying in the boat and avoiding the dreaded capsize is one way to promote the odds in your favor. Your loved ones and insurance carriers prefer that.

First, knowing your limits and the boat's limits will help avoid capsizing.

Second, equipment failures can be the cause for loss of persons overboard.

Third, surprise weather can cause both (like the recent Texas Scot regatta).

### THE SKIPPER

You do not need to be qualified for Mensa to keep dry during a sail, but you do need common sense and a resolved ego. I can't help you with either. I can help you avoid some of the mistakes made and illustrate the consequences if you cannot. Remember, it is alright to make every mistake (if the water gods let you get away with it), but only once.

Let's talk about rigging the boat for single handed operation by even the most slight sailor. Size is not a criteria. Good condition of what you've got is. Fatigue is the cause for poor hand-eye coordination and bad judgement. It is important to provide fuel and oxygen for your body and brain to use during the entire projected cruise. It is also important to replace lost body fluids and chemicals. Protect your night vision so you don't have an accident on the way home from a good day of sailing. Sorry, I got off the course, but don't you miss the mark.

As I said, the boat should always be rigged to accommodate the smallest and lightest potential skipper. The stronger sailors just have to move more of the running rigging through the blocks. We little people

have learned how to do that with some proficiency.

### THE JIB

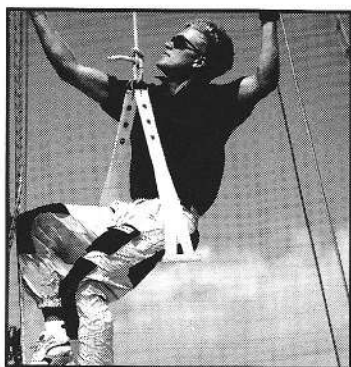
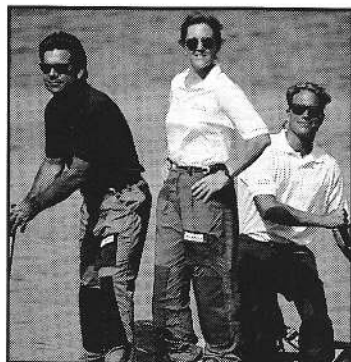
The jib sheet should be double, one port, one for each side, brought thru the blocks and thru a cam cleat on the track-and-block-system side so that they can be adjusted from the opposite side. The sheets should be draped across the center board trunk so they are within reach from either side at all times. The skipper should sit about mid-cockpit (fore and aft) using a telescoping tiller extension to clear the main sheet during maneuvers making it necessary to move the tiller and extension from port to starboard or the reverse. Thus, the Skipper can reach all essential controls with relative ease and not fumble during changes of headings.

### MAIN, CUNNINGHAM AND VANG

For the main, use the minimum number of blocks that allows the slightest skipper to pull in the sheet in the strongest of practical single-handing wind conditions. The same philosophy applies to the cunningham and vang. Both should be able to be cleated dead center in order for the skipper to reach from either side. Frankly, for single-handing, it is better to leave them slack in order to lighten the work load. (Just make sure the slack vang does not hang-up the centerboard rollers.) Use the out-haul just enough to take out the diagonal wrinkle. Set it on the shake-down runs, based on average wind speed, then let it alone. It is better to have a little "pocket." Steerage and lift are preferred over hyper-speed when cruising.

*(Continued on page 22)*

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## Single-Handing

(Continued from page 21)

### MAIN AND JIB INTERACTION

Remember, you need headway to have steerage. A properly set jib adds speed and (especially) acceleration. If you can steer you can avoid anything, except equipment failures and acts of God, (whoever she is). Therefore it is better to solo on the main and jib than the main only, Trust me. A corollary to this is that when you have more wind than you can handle at the moment, de-power the main only. You will have better control.

When de-powering the main, (when in doubt-let it out) do it in inches not in feet. You will be surprised at how much of the main is taken out of play with just an inch, two inches, three inches let out of the main sheet at the centerboard fitting. Experiment on a 10 knot day, you will be impressed. The point is, if you let out a foot or two, you have to work your butt off to get it back. More hand-to eye mistakes occur retrieving the main sheet than any other event single-handing.

Regarding the jib during tacking and jibing, as soon as you are ready to come about, "pop" the off-wind jib sheet, complete the turn, go to the opposite seat, and "slam" the opposite jib sheet home. Cleat it and tune the main to the jib. Accelerate, trim the jib to the new heading and trim the main to the jib. Forget weather sheeting. Keep the centerboard full down.

Remember concentrate on the direction of the wind, the planned heading and a smooth hand-over of the tiller and extension from one side to the other. Keep looking forward during the entire turn. It is recommended that a tiller extension, with an adjustable length and "tilt-up" feature be used to clear the main sheet.

### SPINNAKER RIGGING FOR SINGLE-HANDING

Regarding the spinnaker, I believe it is an easy activity if the boat is rigged primarily for sailing

single-handed rather than multi-handed sailing. This does not make it partner unfriendly. The thing that adds to the comfort of using the spinnaker solo, is that it is a relatively quiet point-of-sail and the force necessary to maintain heading is relatively light. There are only two things done to the boat to prepare for single handing.

First, a strong shock-cord is added to the fan-tail (perpendicular to the center-line). It is used to loop around the tiller and extension. It is strong enough, when cut to the right length, to hold the tiller against the forces seen on a run yet it can be moved to allow the tiller to be adjusted easily.

Second, a strong shock-cord is fitted to the foredeck to use as a down-haul and to provide a positive forward force on the spinnaker pole when set. The cord has hooks to permit quick connections. A fitting is attached to the deck, on the fore-aft center-line, about 30 inches forward of the mast about where it should be if using a partial tent boat cover, the other end attaches to the bottom loop in the center of the spinnaker pole.

My preference, for rigging the spinnaker halyard, is the same as Sandy's. It is rigged from one chain-plate up through the spinnaker head block and down to the other chain plate. I prefer this for multi-handed operation anyway, but it is critical for dousing the spinnaker during single-handing. I use a small loop of light shock-cord to attach the halyard hooks to the chain plates so they are not flailing about or too hard to remove. There is a cam cleat and an ordinary cleat on the center-line of the tabernacle for a quick and a tight hold on the halyard.

The spinnaker sheets are as I found them. While there are under seat ports, I have always used the blocks and cam cleats on both top sides of the deck about two feet forward of the back of the cockpit. The only thing different, in single-hand-

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## Single-Handing

(Continued from page 22)

ing, is the need to take the cleated off-pole spinnaker sheet forward in preparation for dousing. Remember, do not use monkey-fist or figure-eight knots on the spinnaker sheets. If you get in trouble, just let them out (another "When in doubt, let it out" homily). Don't worry, about having hooks on both ends of the halyard. If the sheets let go and the halyard does not, the only things that can be fouled are low flying aircraft and high power lines. If the halyard lets go and the sheets do not, you will run over your own spinnaker. You won't like that. That's one of the things the knife is for.

Before launch, make sure you have the halyard and sheets clipped to the spinnaker, all under the jib sheets the same way. The down-haul is attached to the deck only, with the pole end laying loose, (when not in use, it is looped around the mast, under all other lines, and clipped to itself). Pre-set the pole halyard and clip the pole end to the mast ring.

### FLYING THE SPINNAKER SINGLE-HANDED.

There are some common sense things to do to minimize the risks, however slight. First, raise the centerboard fully. Second, as soon as the spinnaker is raised adjust the heading (tiller between your legs, sheet in each hand) so the filling spinnaker is directly downwind. This may require a heading that is less than optimum for your next destination. That's alright at this time. It's more important to get a good set on the spinnaker.

Here is a suggested process. Turn downwind, push out the main to within three inches of the shroud. Pick the side least likely to cause a jibe. (You should have studied the wind shifts so you fully understand the periods and extent of the shifts). Slack the jib or lower and cleat both sheets.

Loop the fantail shock-cord around the tiller and extension. Adjust the heading so that the boat

stays dead downwind. Hold the tiller and pull on the shock cord. Remove your hands and let the heading stabilize. Repeat until the boat holds your desired course. Raise the centerboard and cleat securely. Cleat the spinnaker sheets with a little slack.

Go forward and raise the spinnaker with the halyard which is then put through the tabernacle cam cleat. If you have time, secure it on the standard cleat. If not, do it later after everything is set. Return quickly to the tiller. Put it between your legs (facing forward) and take a sheet in each hand. Correct your heading (if necessary), while pulling the off pole spinnaker sheet partially around the forestay, and trying to start the spinnaker to fill with the other. Make sure the boat holds your chosen heading when you un-straddle the tiller. Take a moment to be sure. If it does not, re-adjust the shock cord as necessary.

Cleat the sheets with a little slack, taking the pole-side sheet

with you, go forward and attach in this order: The pole halyard; the pole-side sheet; the pole to the mast ring; and (pushing the pole about a foot and a half forward) the shock-cord down-haul. The reason for taking the pole-side sheet is to give a little more slack, if necessary, to put on the down-haul. The shock-cord force is strongest when the pole is back against the shroud.

Return aft, straddle the tiller and take a spinnaker sheet in each hand. Adjust the sheets as necessary to have the sail bloom and raise. Adjust the heading so the spinnaker is dead straight ahead, raised and horizontal at the foot. Clean up the lines and other gear. If you have not secured the halyard, on the standard cleat, do it now. Return to the tiller, look for the preferred heading, adjust the tiller and two sheets, in a coordinated manner to set the new heading. Now, sit or stand as you prefer and enjoy.

(Continued on page 24)

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## Single-Handing

(Continued from page 23)

Gibing the spinnaker is not difficult single-handed. If it is necessary (or you have an unintentional gibe); cleat the sheets with a little slack on the intended pole side; go to the sheet side pole end; un-clip the pole from the mast; un-clip the sheet and pass the pole to the other side. Do not un-clip the halyard or down-haul. Cross over the centerboard trunk at the same time and pull the pole thru in front of the mast. Clip on the sheet, and reattach the pole to the mast. Return to the tiller and control the three parameters to set the spinnaker to the optimum.

I don't put the pole-side or off-side sheet under the out-board chain-plate hook. The positive force forward caused by the shock-cord down-haul appears to make it unnecessary, at least for the limited objectives of a pleasure cruise. It also reduces workload and the list of things to remember.

## DOUSING THE SPINNAKER

Secure the heading, take the off-pole sheet forward, but do not un-clip. Remove the pole from the mast ring, un-clip the sheet from the outboard pole end but hold the spinnaker foot tightly at that point. Remove the down-haul and the pole halyard. Throw the pole on the seat behind you. Regain the other sheet, un-clip it from the front, and gather the spinnaker foot in both hands. Un-clip the spinnaker halyard, but hold tight to the spinnaker and sheet with both hands. Be sure not to let the spinnaker halyard slip out of your hands. As you "milk" the spinnaker down, control the tension of the halyard so the spinnaker does not drop into the water or bloom out of control. Stuff it in the container. Repeat dosage 'till cured.

## AFTERDECK AFTERTHOUGHTS

Remember, the object is the joy of sailing. Forget all the "go-fast" stories you have heard and read. You are not out for the course record. You are looking for a comfortable

cruise, during which you should enjoy the scenery and smell the roses. Each morning I shave, next to me is a passage from The Wind In The Willows. The water Rat says,

"...there is nothing - absolutely nothing - half so much worth doing as simply messing around in boats..."

I love sailing with partners, groups as large as eight, cruising with groups and racing in large fleets. But, even God took a day off. I am not lobbying for a movement towards single handed loners. I am suggesting it is another way to explore all the joys of sailing. Try it, and tell me your feelings.

One more item for your safety while single-handing a Scot. On the door, from which I leave the house to go sailing, there is a note. It says...

"The Plug, stupid!"

Watch for "Alexander's Adventure" in next issue.

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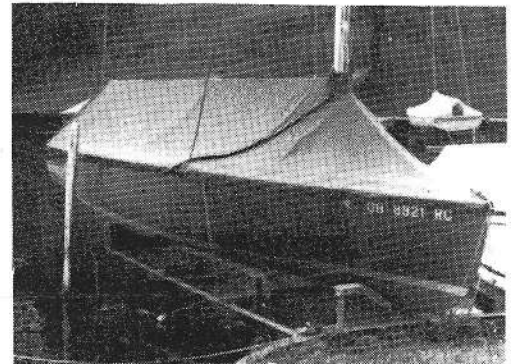
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# Fleet 7 Closes Year With Founders' Cup Regatta

Fleet 7 (Riverside/Old Greenwich) held its 3rd annual Invitational Regatta over Columbus Day weekend. The regatta was renamed the Founders' Cup last year, in honor of Lew Howe and Chuck Rettie, who founded Fleet 7, one of the longest established fleets, in 1958. The First and Second place finishers' names are enscribed on the half models of the Founder's Scots, with one trophy at Riverside Yacht Club, and the other at Old Greenwich Yacht Club.

The sailing conditions were superb on both Saturday and Sunday, for the 25 competing boats. Southwest winds of 15+ knots prevailed during the 3 races on Saturday. The committee set a windward/leeward course, rounded twice for Race 1, and once around for Races 2 and 3.

At the end of Day 1, Jim Cavanaugh led by 2 points with a total of 8<sup>3</sup>/<sub>4</sub> points over Forrest Rogers (10<sup>3</sup>/<sub>4</sub> points), each having won one race, and placed second in another. The local team of Marty Waine and Josh Goldman were tied with Paul-Jon Patin and his young crew, Alex Conway at 12 points apiece. Alan Lovejoy and Leonard Mackie, another Fleet 7 team, stood in 5th place.

Sunday's winds were again from the Southwest, but the velocity was down slightly, to 10-12 knots. Racing began early to ensure sufficient time for the final two races, and to allow the sailors to travel home early enough to enjoy the remainder of the holiday weekend. The committee set a Gold Cup for Race 4, and returned to the Windward/Leeward twice around for the final race.

Jim Cavanaugh and his crew, Matt Chauvin, held on to First place, with a total of 12<sup>1</sup>/<sub>2</sub> points, stretching their lead over Forrest Rogers and Melanie Dunham's final score of 16<sup>3</sup>/<sub>4</sub> points. Paul-Jon Patin finished in 3rd, over Marty Waine/Josh Goldman (4th place), with Alan Lovejoy in 5th place.

The results, by race, of the top 10 boats are below:

Place	Sail Number	Name	Race 1	Race 2	Race 3	Race 4	Race 5	Total Points
1	4699	Cavanaugh	1	6	2	1	3	12.5
2	4096	Rogers	8	2	1	4	2	16.75
3	4969	Patin	5	3	4	6	1	18.75
4	3913	Waine/Goldman	3	4	5	3	5	20
5	213	Lovejoy	2	7	6	5	10	30
6	4937	Jacobson	6	1	12	8	4	30.75
7	2768	Warner	9	8	8	2	6	33
8	4895		7	12	3	10	9	41
9	1775	Bonaparte	11	5	7	14	7	44
10	906	Sawyer	14	9	11	7	12	53



Regatta winner Jim Cavanaugh and crew Matt Chauvin hold the boat flat in the breeze off Great Captain's Island, leading the beat to windward.



Competitive racing conditions on the windward leg. Here, Paul-Jon Patin leads the fleet as Forrest Rogers comes in on port tack.



Close activity at the windward mark. Flying Scot officer John Pridmore at the helm in the lower right.

# New York Lakes District Results

Fourteen boats participated in the New York Lakes Districts on July 16 & 17, hosted by FS Fleet 109 at the Otsego Sailing Club in Cooperstown, NY. Eleven of the fourteen boats were from the district, with the other three from Connecticut and Massachusetts. Four races were sailed on Saturday in good NW winds and one race on Sunday, starting in very light air, but building to moderate by the finish. Danny Waltuck and Trista Beard from

Massachusetts dominated the regatta with four bullets to take a first in the open division. District boats Griff and Carol Williams, sailing with son and daughter, Nate & Sarah, were tied with Duffy Zorno and Tim Donovan at the end of Saturday. However, the Williams family managed to clinch it on Sunday by placing second while Zorno took a sixth. Chris and Jeane Rotunno sailed steady over the course of the weekend to capture a third among the dis-



*New York Lakes District participants and families.*

trict boats. Peter and Ann Seidman took a first on Sunday, with an exciting finish for second through fourth.

	Boat	1	2	3	4	5	Total
1.	Danny Waltuck, Trista Beard	3290	1	1	1	8	11
2.	Griff, Carol, Sarah, & Nate Williams	4946	2	4	2	6	16
3.	Duffy Zorno, Tim Donovan	4409	3	3	5	3	20
4.	Gary Werden, Ben Pierce	2363	5	7	10	2	28
5.	Chris Rotunno, Jean Rotunno	3991	7	5	4	7	30
6.	Peter Seidman, Ann Seidman	4254	6	9	6	10	31 <sup>3</sup> / <sub>4</sub>
7.	Ron Streek, Shawn Streek	1421	11	6	9	4	33
8.	Rich Fleury, Karen Fleury	3563	4	8	7	9	33
9.	Forest Rogers, Melanie Dunham	4096	10	2	3	5	35
10.	Doug Tucker, Bob Hamlin	2804	8	10	8	11	46
11.	Greg VanInwegen, Randy Shackelford	3211	9	12	12	13	56
12.	Clark Cooper, Tom Lollias	4407	12	DSQ	11	8	57
13.	Walter O'Connor, John Smallin	4739	13	13	13	12	63

## 1995 Flying Scot Wife-Husband Championship

### Pre-Registration

Wife Name \_\_\_\_\_ Husband Name \_\_\_\_\_

CLUB \_\_\_\_\_ FLEET NO. \_\_\_\_\_

ADDRESS \_\_\_\_\_  
Street # City State Zip

Phone # \_\_\_\_\_ Boat No. \_\_\_\_\_ **Select One:** Championship Division (Lovers) \_\_\_\_\_

"E-Mail" \_\_\_\_\_ Challenger Division (Screamers) \_\_\_\_\_

Old Salts Combined Age 120-139 yrs. \_\_\_\_\_

Ancient Mariners Total Age 140 yrs+ \_\_\_\_\_

Need child care for children: Number \_\_\_\_\_ Ages \_\_\_\_\_

We would like to stay at someone's home \_\_\_\_\_ (Limited availability)

We would like to charter a boat \_\_\_\_\_ (Limited supply — Must provide your own sails)

<b>REGISTRATION:</b>	\$65.00 Before May 15th	\$ _____
	\$75.00 After May 15th	\$ _____
___ Extra Adult Dinner(s)	@ \$8.00	\$ _____
___ Child Dinner(s)	@ \$4.00	\$ _____
___ Extra Lunch Saturday	@ \$3.50	\$ _____
___ Extra Lunch Sunday	@ \$3.50	\$ _____
___ T-Shirts	Size Med. @ \$12.00	\$ _____
	Size LG @ \$12.00	\$ _____
	Size X-LG @ \$12.00	\$ _____
	<b>TOTAL</b>	\$ _____

MOTELS	
Days Inn	Mooresville, NC Jct. I-77 & St. 150, 10 Min. 704-664-6100
Super 8	Mooresville, NC Jct. I-77 & St. 150, 10 Min 704-662-6188
Holiday Inn	Cornelius, NC I-77 Exit 28, 15 Min. 704-892-9120
Hampton Inn	Cornelius, NC I-77 Exit 28, 15 Min 704-892-9900
Comfort Inn	Cornelius, NC I-77 Exit 28, 15 Min 704-892-3500
Howard Johnson	Statesville, NC I-77 & US 70, 20 Min. 704-872-4101

Make checks payable to **Flying Scot Fleet 48**

Dick & Marti Worthen 220 Epping Rd. Clemmons, NC 27012 Tel: 910-766-9042 • Marti's "E Mail" mworthen@isnet.is.wfu.edu

# 1995 Flying Scot Wife-Husband Championship

Lake Norman Yacht Club, Charlotte, NC • Memorial Day Weekend, May 26-28, 1995

## Notice of Race

The Lake Norman Yacht Club and Flying Scot Fleet 48 are hosting the 1995 Wife-Husband Regatta, and you are invited! Lake Norman is North Carolina's largest lake, with 35,000 acres of water and more than 500 miles of shoreline. The yacht club is located on 20 beautiful acres surrounding a protected cove and has lots of dockage. Campers are welcome. LNYC facilities include ample shower, picnic, and swimming accommodations. Baby sitting will be available during the racing. Bring the whole family, but Rover stays at home!

Plan to be with us and compete under the rules of the IYRU, prescriptions of the USSA, rules of the FSSA, except as altered by the Sailing Instructions, and the Sailing Instructions.

Registration Fee includes for two people: meals, refreshments, entertainment, and more!

### Senior Divisions

(1) Combined ages: 100 yrs. - 125 yrs., "Old Salts."

(2) Combined ages: 125 yrs. +, "Ancient Mariners."

Both fleets will sail in the Challenger Division. Race 1-2 on Saturday. Race 3 on Sunday.

### Sailing Instructions

Will be available at the registration area.

### Eligibility

All competitors shall be current members of the FSSA. Wife-Husband teams only!

### Schedule

#### Friday, May 26, 1995

1600-2200 Registration; Reception (heavy hors d'oeuvres 1900-2100)

#### Saturday, May 27th

0800-1000 Registration, Continental Breakfast

1000 Competitors Meeting

1100 Warning Signal **Race #1**

Race followed by a Lunch Break!

1400 Warning Signal **Race #2**

**Race #3** follows back to back

1800 Special Hour and Dinner & Entertainment

#### Sunday, May 28th

0730 Complimentary Continental Breakfast

0920 Warning Signal **Race #4**

**Race #5** follows back to back

1200 **No Warning Signal after this time**

### Lunch and Trophy Presentations ASAP

\*NOTE: The "Old Salts" and "Ancient Mariners" Fleets will sail a maximum three-race series, including Race 1 & 2 on Saturday and the first Sunday race, weather permitting. They will only be scored in those Fleets and will sail in the Challenger Division.

### Scoring

Appendix B2, Low Point Scoring System, as amended by the Sailing Instructions. In the event a tie cannot be broken by the IYRU rules, the boat winning the last race shall be declared the winner.

### Penalty

Appendix B1, the Scoring Penalty, will apply.

### Trophies

Trophies will be awarded to positions 1-5 Championship and Challenger, and 1-3 Old Salts and Ancient Mariners.

### Directions

**From the North:** I-77 S. from Statesville, NC, to Exit 26 (jct. Rt. 150). Take 150 West about 1/2 mil. to top of hill and traffic light. Turn left; go 1.5 mi. to next light. Turn right (Brawley School Rd.); go 6 mi. to Yacht Rd. and turn left. Entrance to LNYC about 1 mi. on left.

**From the South:** I-77 N. from Charlotte, NC, to Exit 33. Exit and turn left at light. Go 2 mi. to light; turn left (Brawley School Rd.), and go 6 mi. to Yacht Rd. Turn left. Entrance to LNYC about 1 mi. on left.

## STARTING LINE

### 45th HARVEST MOON REGATTA Atood Yacht Club / Dellroy, Ohio September 9 & 10, 1995

Flying Scot, Thistle, Highlander, & Lightning classes. Sunfish class for Juniors only. Camping and lodging available. Contact Debby Stipkovich: (216) 456-2100 (days), (216) 499-7391 (eves) or Flo Lauffer (216) 343-2564.

### 1995 WIFE-HUSBAND Lake Norman Yacht Club Charlotte, NC

Memorial Day Weekend, May 26-28, 1995. Five Race Series — Lots of fun. Registration form in next issue.

### DOUGLASS/ORR INVITATIONAL REGATTA June 3 & 4, 1995

Second Annual Invitational Regatta at New Haven Yacht Club,

New Haven, CT. Hosted by Fleet 177. It is the largest protected body of water on Long Island Sound, with fantastic sea breezes.

Open to all Flying Scots & Thistles  
"IT DOESN'T GET ANY BETTER"

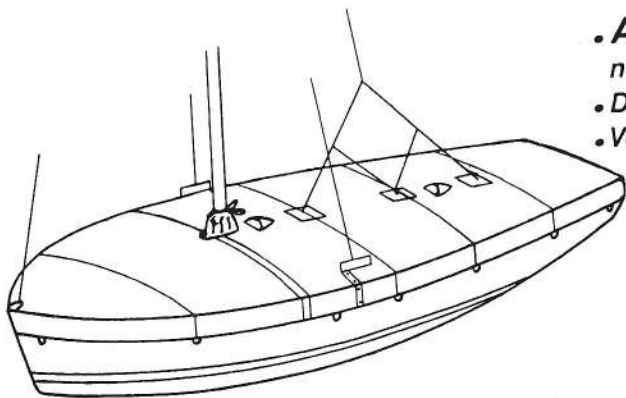
Contact Forest Rogers  
203-775-0665 (Phone)  
203-740-8810 (Fax)

"Home of the 1995 International  
Special Olympics and Sailed in  
FLYING SCOTS"

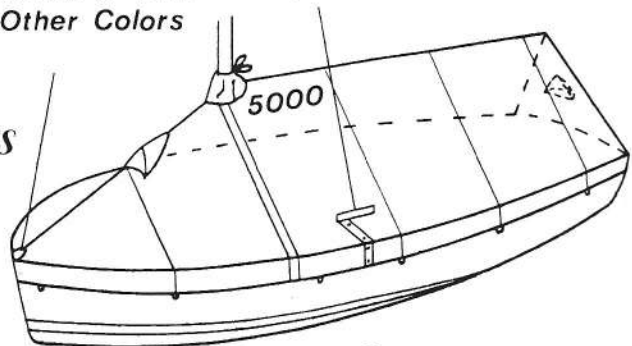
# FLYING SCOT NEW MEMBERSHIP

FLEET #	BOAT #	NAME	ADDRESS	CITY	STATE	ZIP
<b>Carolinas District</b>						
	3646	William C. Farris	3 Forest Drive	Lexington	NC	27292
<b>Greater NY District</b>						
	4224	Roland D. Goodwan	201 South Livingston Ave.	Livingston	NJ	07039
	3833	Wayne M. Simpson	242 Sprucewood Drive	Brick	NJ	08723
		Buzz Reynolds	36 Plymouth Road	Summit	NJ	07901
7		Daria Barry	27 Indian Point Lane	Riverside	CT	06878
<b>Gulf District</b>						
	4981	R. Scott Thurston	1702 Longview	Baton Rouge	LA	70806
121	3424	John C. Roboski	8441 Snow Circle	Tuscaloosa	AL	35405
<b>Midwestern District</b>						
	c03283	Bricker Lavik	4853 Emerson Avenue South	Minneapolis	MN	55409
		Claudia Smiley	709 Watford Drive	Bloomington	IL	61704
	1950	Rob Roy	1307 N. Harlem #2	Oak Park	IL	60302
<b>New England District</b>						
	76	Bruce Fitzpatrick	312 Old Post Road	Sharon	MA	02067
	105	Raymond Kasperowicz	172 South Main Street	Cohasset	MA	02025
<b>N.Y. Lakes District</b>						
	161	Peter B. Mitchell	P.O. Box 2535	Silver Bay	NY	12874
		Clark Cooper	2213 Lynnwood Dr.	Schenectady	NY	12309
<b>Ohio District</b>						
	0347	William C. Davis	290 Highgate Ave.	Worthington	OH	43085
<b>Prairie District</b>						
	83	Heron E. Pena	215 Rio Vista	St. Charles	MO	63303
	106	Carlton E. Clark	Box 325	Elwood	NE	68937
<b>Texas District</b>						
	23	Scott Mauney	8122 Old Moss Road	Dallas	TX	75231
<b>Florida District</b>						
		Warren E. Keene	1086 Larkspur Loop	Jacksonville	FL	32259
	5009	Stan & Rachel Wiencek	1832 Mahogany Drive	Orlando	FL	32825

## ACRYLIC FLYING SCOT COVERS



- **Acrylic**, an attractive, handsome material, will not rot, mildew or shrink—Lasts TWICE as LONG
- Delrin zipper covered by flap—velcro secured
- Velcro enclosures for side stays
- Very light & easy to handle
- Never stiff or brittle
- Ventilation by netted opening w/ hood
- White & Blue — FAST DELIVERY!
- Other Colors



FLYING SCOT	White	Blue	Other Colors
Flat 6" Skirt	\$284.00	294.00	308.00
Flat Full Side	376.00	391.00	411.00
Tent 6" Skirt	325.00	330.00	345.00
Tent Full Side	418.00	431.00	452.00
Sail # Installed	25 <sup>00</sup>		

CHRIS ROOKE  
901-744-8500

Check in advance - no UPS  
MC, Visa, AmEx - add UPS

**ROOKE SAILS**  
1744 Prescott South  
Memphis, Tenn 38111



# Flying Scot Mid-Winters March 27-31, 1995

68 BOATS AND BEAUTIFUL SUNSHINE ALL WEEK LONG! FAIR WINDS AND PLENTY OF BOAT SPEED IN 1994! We promise it all again in 1995! Ask anyone from 1994?

Seriously, Mid-Winters was great but we are attempting to make it better. Weather permitting, we will attempt to have the Awards Banquet on Thursday evening.

On Friday, if we don't have a makeup race, we will have an island picnic. There will be plenty of socials and activities for everyone.

If you have questions or need information, please call (904) 763-4793.

See you there!

*P.S. Someone said that Dave Dellenbaugh might sail this year!*

# 1995 Mid-Winter Championship Schedule of Events

## MONDAY, MARCH 27

Registration  
Sail Measurement  
Afternoon Tune-up Races  
FSSA Board of Governors Meeting  
FSSA Board of Governors Dinner

## TUESDAY, MARCH 28

Registration  
Sail Measurement  
Skipper's Meeting  
Races — Two Back to Back

## WEDNESDAY, MARCH 29

Races — Two Back to Back

## THURSDAY, MARCH 30

Races — Two Back to Back  
Banquet — Trophies if finished

## FRIDAY, MARCH 31

Race if necessary  
Trophies immediately following  
*OR*  
Family picnic outing  
*There will be plenty of racing and social gatherings.*

### Prizes - Prizes - Prizes Daily drawings

Skipper and crew prizes will be awarded for seven places in Championship and seven places in Challenger Division. Prizes will be awarded for winning Skipper and Crew of each race.

## 1995 Mid-Winter Championship Registration Form

Skipper \_\_\_\_\_

Address \_\_\_\_\_  
Street # City State Zip

Sail # \_\_\_\_\_ Are you a member of USSA? \_\_\_\_\_ If yes, number \_\_\_\_\_

Crew Name \_\_\_\_\_ Crew Name \_\_\_\_\_

Registration Fee: \$80.00 if received before March 10th, 1995 (Add \$5.00 if not an USSA member)  
\$100.00 if received after March 10th, 1995 — Save \$20.00. Mail back ASAP

Please mail registration to: Brenda Ruthven 702 Frederick Street Panama City, FL 32405  
Checks should be made payable to: St. Andrews Bay Yacht Club

*Six races with an excellent social calendar. Lots of fun and great racing.*

Racing will start Tuesday this year with two races. Some camping is available at the Yacht Club grounds. All motels listed are within fifteen minutes.

### MARK YOUR CALENDAR AND COME JOIN US!!!

Hotel: Best Western Bayside Inn 711 W. Beach Drive, (904) 763-4622  
Holiday Inn 2001 N. Cove Blvd., (904) 769-0000  
Ramada Inn 3001 W. 10th Street, (904) 785-0561

*These hotels offer special rates to Flying Scot Sailors*

For more information: Contact Brenda Ruthven, Phone # (904) 763-4793

# Caveat Emptor

**FS 1759** — Customflex; Fern Green and White; Teak; Hood Main & Jib; M&N Spinnaker; Midwest Aquatics rigged; Harken; Compass; Clinometer; Whisker pole; Telescoping Tiller extension; Centerboard Swivel Cleat; Crew hiking line; Guy clips; Mooring cover; Cockpit cover; Tilt trailer w/tongue jack; lightly sailed; dry sailed & inside storage at Clear Lake, IN. \$2500. Call Jack Horrell in Cincinnati, OH: (513) 321-2957 (H); 369-5666 (W).

**FS 1950** — Douglass. Very good condition: White hull and deck. Reconditioned in 1987. At that time: new sails; new mast; new boom; new trailer. Two sets of sails. \$3,000. Call Rob Roy in Chicago at (312) 649-0205 or Fax (312) 649-1743.

**FS 2854** — Customflex - Boat, trailer, sails - all in good condition. Murphy & Nye - main and jib. Never raced - no spinnaker. No bottom paint - light blue hull - white deck - motor bracket, in Ohio. \$3300.00. Call George Rootring - (216) 874-4541 (H); Office (216) 879-2686; Fax (216) 879-5556.

**FS 3202** — "SUN KISSED" Customflex built. Tangerine hull, white deck. Race rigged, full set sails, rainbow spinnaker. Two covers Full and cockpit. Motor mount and trailer. Always stored inside. A clean, fast boat. Looks new. \$5,200. Ernest Ayo, Sturgis, MI (616) 651-2109.

**FS 3683** — Douglas built Scot. White deck, blue hull. Original sails and spinnaker. Built 1982. Trailer, \$3500.00. John A. Miller. 128 Circle Drive. Herrin, Ill 62948. Phone (618) 942-4715.

**FS 3753** — 1982 Douglass, ivory with blue trim, 2 sets of MJS, equipment and covers, dry sailed. Tee Nee galvanized tilt trailer. All very good condition. \$4,250. Dave Wilkin (304) 523-5339 home.

**FS 4789** — 1991 factory race equipped, dry sailed, Schurr sails w/window, spinnaker, galvanized trailer, tire mount w/lock, nose wheel/jack, Outboard motor bracket, Jiffy reef system, Mooring Cover, sailed 5 times. Absolutely mint. Asking \$7,900.00. Phil Sacco Utica, NY (315) 733-5482.

## WANTED:

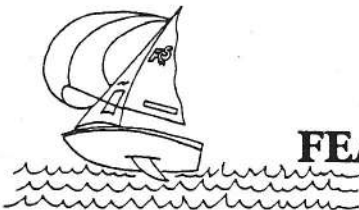
### Used Scot Sails & Equipment

The Mariner Sailing School would like to buy older sails (not racing quality) that you may have in the garage or basement. We need mains, jibs, spinn., sheets, & misc. parts & will pay shipping costs. Please call George Stevens at (703) 768-0018, H) (703) 768-9555.

## WANTED:

### 4 Flying Scots

(4) Flying Scots needed for an adult and youth community sailing program at the U.S. Sailing Center of Martin County in Stuart, Florida. We are a not-for-profit 501(c)3 organization looking for donations and/or reasonably priced Flying Scots. Phone (407) 287-1004.



## "AT LAST" A "One Design" Insurance Policy Custom Tailored

### For the Active One Design Racer

#### FEATURING:

Call John or Judy at  
**Wanenmacher Insurance Agency**  
 19120 Detroit Road  
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 (216) 331-0351

- Low cost, same rates coast to coast-
- No old age surcharge, surveys **not** required-
- All risk coverage, agreed value policy-
- 12 month coverage for unlimited navigation and trailering in continental U.S. and Canada- including, \$300,000 marine liability, \$1,000 medical payments, \$10,000 uninsured boater coverage-

Underwritten By One of North American's Premier Marine Underwriters  
**"For Racers By Racers"**

# The Alternative

## TECHNICAL REPORT

**Date:** July 19-23, 1993  
**Place:** Pensacola, Florida  
**Subject:** Flying Scot  
 North American  
 Championships  
**Boat:** Built by  
 Gordon Douglass  
 Boat Company  
**Sails:** Schurr Sails  
**Results:** Rod Steffel with  
 Bubby Eagan  
 crewing dominat-  
 ed this years  
**North American  
 Chapionships,**  
 scoring all firsts  
 and winning the  
 regatta by over  
 20 points.

### The Alternative:

## Schurr Sails

For more information on how to  
*Tune Up for Top Performance*  
 (get the fastest sails out there)  
 Call Steve Bellows at  
 904-438-9354



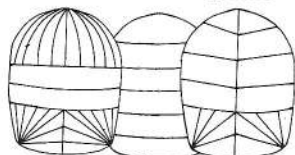
# Schurr Sails

Name	Price	Phone	Sail #
<input type="checkbox"/> 4.4 oz. Racing Cloth		Number Color: <input type="checkbox"/> Red; <input type="checkbox"/> Blue; <input type="checkbox"/> Green; <input type="checkbox"/> Black; <input type="checkbox"/> White	
<input type="checkbox"/> 5.3 oz. Cruising Cloth			
<input type="checkbox"/> Main & Jib	\$896	<input type="checkbox"/> Spinnaker Triradial/Biradial	\$450
<input type="checkbox"/> Main	\$629	<input type="checkbox"/> Spinnaker Crosscut	\$350
<input type="checkbox"/> Jib	\$267	<input type="checkbox"/> Spinnaker Turtle	\$35
<input type="checkbox"/> Mainsail Reef	\$35	<input type="checkbox"/> Brummels on Spinnaker	\$15
<input type="checkbox"/> Mainsail Foot Shelf	\$30	<input type="checkbox"/> Centerboard Gaskets	\$12.50
<input type="checkbox"/> Jib Radials	\$30	<input type="checkbox"/> Main Radials	\$80
		<input type="checkbox"/> Teltale Window each	\$10
		<input type="checkbox"/> Vision Window each	\$15
		<input type="checkbox"/> Mainsheet Retainer	\$8.50
		<input type="checkbox"/> Mainsail Cover	\$70
		<input type="checkbox"/> Deluxe Tapered Battens	\$22.50
		<input type="checkbox"/> Jib Batten Window	\$15.00

Price includes bag, battens and royalty.

Terms: Pay order in full Schurr Sails will pay freight or 50% deposit w/order. Sails shipped C.O.D. for balance.

### Mark Colors On Diagrams



TRIRADIAL      CROSS-CUT      BIRADIAL

### SPINNAKER COLORS

Black	Orange
Grey	Coast Gold
Natural	Yellow
Purple	FL-Yellow
Lt. Blue	FL-Green
Ocean Blue	FL-Pink
Green	FL- Orange
Dk. Blue	FL-Raspberry
Red	



**Pensacola Loft**

**490 South 'L' Street**

**Pensacola, Florida 32501**

**904.438.9354 / Fax: 904.438.8711**

# Flying Scot® Sailing Association Order Form

QTY	DESCRIPTION	PRICE FOR EACH	TOTAL
	FSSA Burgees	\$12.00	
	FSSA Shirt Colors: Red, White, Blue Sizes: S, M, L, XL, XXL with Boat # with any one name	\$28.00 additional \$5.00 additional \$5.00	
	FSSA Hat (Red, White, Blue)	\$9.00	
	Roster Pages	\$5.00	
	Handbook Updates	\$2.00	
	Bumper Stickers (Shipping & Handling included)	\$1.50	
Merchandise Total			
Add Shipping & Handling (\$1.50 per item)			
Subtotal			
Total Amount of Sale			

**SHIP TO: (Please Print)**

NAME \_\_\_\_\_  
 ADDRESS \_\_\_\_\_  
 CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
 Telephone Number (Daytime) \_\_\_\_\_  
 Method of Payment:  Mastercard  Visa  Check (Payable to FSSA)  
 Credit Card Number \_\_\_\_\_ Expiration Date \_\_\_\_\_  
 Signature \_\_\_\_\_

Mail Order Form To: Flying Scot® Sailing Association  
 3008 Millwood Avenue • Columbia, SC 29205

Credit call orders may be placed by calling 1-800-445-8629 between 8:30 am and 4:30 pm EST  
 Flying Scot® and the FS logo are registered trademarks of Flying Scot, Inc.

**MY ADDRESS LABEL IS NOT CORRECT**

Name \_\_\_\_\_  
 Street \_\_\_\_\_  
 City \_\_\_\_\_  
 State/Zip \_\_\_\_\_

Change:  Temporary  Permanent

Please send change of address to: FSSA, 3008 Millwood Avenue, Columbia, SC 29205

Flying Scot® Sailing Association  
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 Columbia, SC 29205

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RICHARD T. WADE  
 8723 BACARDI  
 DALLAS TX 75238

# District Governors

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Robert J. Post, Jr.  
 HC 72, Box 581 Lake of the Woods  
 Locust Grove, VA 22508  
 (703) 972-7134

**CAROLINAS DISTRICT**

William B. Ross  
 178 Woodstream Rd.  
 Mooresville, NC 28115  
 (704) 664-9511

**FLORIDA DISTRICT**

Thomas C. Hudson  
 986 Haas Ave. NE  
 Palm Bay, FL 32907  
 (407) 727-5117

**GREATER NY DISTRICT**

Joseph J. Gulick, Jr.  
 193 Wilton Rd. West  
 Ridgefield CT 06877  
 (203) 438-9779

**GULF DISTRICT**

Dan Kolenich  
 4 Navy Lane  
 Spanish Fort, AL 36527  
 (205) 626-7175

**MICHIGAN-ONTARIO DISTRICT**

Douglas P. Christensen  
 9215 McGregor Rd.  
 Pinckney, MI 48169  
 (313) 426-3510

**MIDWESTERN DISTRICT**

Bill Vogler  
 1902 E. Taylor Drive  
 Bloomington, IL 61701  
 (309) 438-8235

**NEW ENGLAND DISTRICT**

Gary C. Powell  
 PO Box 2061  
 Duxbury, MA 02331  
 (617) 934-7320

**NY LAKES DISTRICT**

Peter Seidman  
 33 Huckleberry Lane  
 Ballston Lake, NY 12019  
 (518) 877-8731

**OHIO DISTRICT**

Michael Cullen  
 1169 Three Forks Drive S  
 Westerville, OH 43081  
 (614) 860-5516

**PACIFIC DISTRICT**

Charles A. Bencik  
 4380 Charger Blvd.  
 San Diego, CA 92117  
 (619) 565-2715

**PRAIRIE DISTRICT**

Graham M. Hall  
 1047 Porter Street  
 Wichita, KS 67203  
 (316) 267-9235

**TEXAS DISTRICT**

Robert Harrington  
 3721 Lariat Lane  
 Garland, TX 75042  
 (214) 276-1954

Address Correction Requested