

SCOTS

n' water



OFFICIAL PUBLICATION of the FLYING SCOT SAILING ASSOCIATION - Charles S. Silsbee, Editor

VOLUME XI, NUMBER 8

AUGUST 1969

NOW
WOULDN'T
YOU
RATHER
SAIL
A
SCOT?



BOB
FORNELL'S
SON
AND
DAUGHTER
ON KEYSTONE
LAKE NEAR
TULSA
-- Photo by Bob

--- AT 23 KNOTS ---

WE ARE INDEED HAPPY TO REPORT NEW FLYING SCOT FLEETS RECENTLY CHARTERED:

FLEET 76, MENAUAHANT, MASS. - Vineyard Sound

FLEET 77, SHARON, MASS. - Lake Massagoag

FLEET 78, MOREHEAD CITY, N.C. - Neuse River

FLEET 79, GULFPORT, MISS. - GYC-Mississippi Sound

Also - FLEET 60, CHICAGO, ILL., Lake Michigan, has again become active and is reinstated.

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HIGHLIGHTS OF SCOTS N' WATER

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AS MANY OF YOU GUESSED, THE GOOD LOOKING "GREEK" SAILOR ON PAGE 2 OF THE JULY ISSUE WAS NONE OTHER THAN OUR NEW FSSA PRESIDENT FOR 1970 - ERNIE GODSHALK. ACTUALLY HE WAS ON A JUNKET TO GREECE BUT HAS DECIDED TO HANG ON TO HIS REGULAR JOB AS HEAD OF THE LEGAL DEPARTMENT OF STANDARD OIL OF INDIANA RATHER THAN TO PICK UP A FRANCHISE FOR A GREEK RESTAURANT. IT GIVES HIM MORE TIME TO SAIL.

There will be complete coverage of the 1969 Flying Scot North Americans and the annual meeting next month.

To keep the FSSA Membership informed, and as reported at the July 7th Governing Board Meeting, for the approximately 1,400 copies of Scots N' Water printed each issue, the cost runs in the \$300-325 range, well within the budget. Of the total, roughly 60% goes to the printer, 25% covers make-up, typing, addressing and mailing and 15% for postage. The advertising revenue nearly offsets the editor's fee.

A number of Flying Scot sailors have commented that possibly the pros and the amateurs racing at the various regattas should be separated, with the pros not listed in the final standings along with the regular sailors. At this point, the only name that pops up in the pro ranks is Sandy Douglass, but Vince DiMaio might come within the pro definition if he continues at the present pace. Some people feel that F/S Class Morale is not helped when the sailors have to compete against such an outstanding and experienced person as Sandy. Of course, it has often been mentioned that they could all learn much from Sandy in the same regatta, except that he gets so far ahead that they can't see what he is doing. These remarks are passed along in the interest of the Class and we will be happy to receive ideas on this from Scot sailors wishing to comment.

We have also received quite a few complaints lately that new members are not receiving their individual FSSA membership cards, boat registration certificates and answers to correspondence within what they consider a reasonable time. We know that this situation does occasionally occur, due to the terrific workload under which our Corresponding Secretary is currently operating. Please bear with Mrs. Ann Stokes - she will clear up these complaints just as soon as possible.

THE DEADLINE FOR THE NEXT SCOTS N' WATER -- THE COMBINED SEPTEMBER-OCTOBER 1969 ISSUE -- IS SEPTEMBER 8TH.

SCOTS N' WATER

F S S A R E G A T T A N O T E S

TROPHIES FOR THE TOP FOUR PLACES WERE AWARDED AT THE F/S OHIO DISTRICT CHAMPIONSHIP held at Port Clinton, Ohio on July 26-27th as follows. First place was won by Vince DiMaio, Toledo, Burt Preston, Mansfield, took second place, Dr. Ralph Snelson, Warren, was third and Carl Rippel, Westerville, came in fourth.

Nineteen boats competed in good weather with an excellent wind for planing. Dr. Snelson was re-elected F/S District Governor for the next year.

-----Mrs. Helen Rippel

TWENTY-FIVE BOATS SAILED IN THE CAPITOL DISTRICT REGATTA JULY 26-27TH AT DEEP CREEK LAKE, OAKLAND, MARYLAND. With good weather - light to medium breezes prevalent - one of the natives, G. K. Douglass, appeared to be entirely familiar with the local sailing conditions and won the regatta without too much difficulty in #1350 with a low total of 4-1/2 points.

Pete Nicholson, #749, was second with 10 points, Tom Cramer, #430 and 10-3/4 points was third. Others in the top eleven boats finished in this order: - Dick Peake, #1618 - 12 points, Don Hott, #1329 - 14, Ed Gibbs, #1328 - 18, Ed Sharp, #3 - 31, M. Pusey, #1313 - 34, Joe Galliher, #735 - 37, Eric Ammann, #11 - 38 and Cobe Marston, #1089 - 40 points.

THE 1970 FLYING SCOT NORTH AMERICAN CHAMPIONSHIPS have been awarded to the Milwaukee Yacht Club, the home of Flying Scot Fleet #25. An official letter has been sent to Mr. Joseph F. Schoendorf, Jr., Commodore of the Milwaukee Yacht Club, by FSSA President J. Fred Weintz, Jr.

It was indeed appreciated that two other bids for the Flying Scot 1970 North Americans were also received. Bob Cowles, F/S Michigan-Ontario District Governor, ably presented the Detroit Yacht Club bid and Bob Hanna did the same for the Crab Orchard Lake Sailing Club bid, Carbondale, Illinois. President Weintz has acknowledged these by respective letters to Mr. John F. Maher, Manager of the Detroit Yacht Club and to Ted Glass, Crab Orchard Sailing Club Commodore. The Milwaukee bid was presented by Mrs. William Claypool and the Lou Cosentines of F/S Fleet 25, along with the Cowles and Hanna presentations, before the Governing Board on July 7th.

THE ANNUAL HOSPITALITY REGATTA, with the Jackson (Mississippi) Yacht Club as host will be held this year on October 17-19. This annual event is growing tremendously in popularity and the same fine southern hospitality is promised again this year. Do plan to attend. At this point, you may write Jane Honeycutt, 809 North State St., Apt. 609, Jackson, Miss. 39201, for further details.

F S S A R E G A T T A N O T E S -(Continued)

THE TEXAS DISTRICT REGATTA was held at the Houston Yacht Club on July 12-13 with 17 Scots competing. F/S Fleet 49 was host and their Joe Ellis captured the permanent trophy held last year by Manning Grennan of Dallas. Herb Swafford, Dallas, won second place, H. G. Henderson, Seabrook, was third and Bill Drum, Dallas, came in fourth. The three races were held in some very interesting winds - it was not unusual for two boats 100 feet apart and both sailing parallel close hauled courses to be on opposite tacks. Competition was tough - Joe and Herb both finished with equal points, with the victor decided on the basis of who beat whom most often.

-----Linda Colthart, Sec., Fl. 49.

THE F/S PRAIRIE DISTRICT REGATTA held on July 19-20 at Port Grove, Grand Lake, Oklahoma was a huge success even with Saturday winds of nothing to almost nothing and 5 to 8 mph on Sunday and from several directions, according to Bob Fornell.

Joe Becker of Tulsa, Fleet 59, took first place, Bill Burden, Joplin, Missouri, Fleet 39 was second and Dan White, also of Tulsa and Fleet 59, was third.

Host Fleet 59 presented a well organized series with fine launching and docking facilities. The Port Grove Sailing Club ladies served an excellent dinner Saturday night followed by a short business session at which Preston Pate of Joplin, Missouri, Fleet 39, was elected District Governor for the coming term and Hillis Eskridge of Tulsa, Fleet 59 Alternate.

Bob also reports that Fleet 59 is holding their so-called "Sail-Away" at Lake Tenkiller, one of the country's most beautiful lakes, the week-end of July 26-27. This is a repeat of last year's sailing, swimming, eating and fun "Sail-Away" that the other generation says "was a blast".

THE M and M YACHT CLUB at Menominee, Michigan - Marinette, Wisconsin, F/S Fleet #64, will be host to the Midwestern District Championships in 1970, according to Judge Russell W. Bradley, F/S #1168, Menominee.

The Club held its Annual Regatta on their Olympic Course June 26th and 27th, with 11 boats representing 3 F/S fleets in the area. This is the first 1969 regatta counting toward the Green Bay Yachting Association's award of "Scot of the Year", participating yacht clubs being Ephraim, Sturgeon Bay and Egg Harbor. Winning skipper was F/S Fleet Captain Edgar Nelson of Menominee, the 1968 winner of the Scot of the Year award and recently elected Assistant District Governor.

Judge Bradley also mentions that the M and M Yacht Club is hosting the National Mens Championship competition for the Mallory Cup this year which will insure that the local people will be well prepared to handle the district championships in 1970.

SCOTS N' WATER

A FEW PROPOSALS FOR CHANGE....AND A PHILOSOPHY

(Note: Sandy Douglass, the editor and others have for some time been asking Frank Bloomer, the 1968 FSSA Champion, to write an article for Scots N' Water. We believe most of us will enjoy reading the following comments recently received from Frank. They are of course his personal views and are not necessarily those of the FSSA.)

The Flying Scot class has rightly prided itself on its strict adherence to the one-design concept. This has been an important factor in the class' remarkable growth. Adherence to one-design specifications has helped keep the Scot (an unusually sturdily-built racing boat) a good investment and ensures that "racing shall be to determine the skill of skipper and crew ... in boats of essentially identical design" (F.S.S.A. Constitution Art IV, para. 3). Unfortunately, some of our specifications defeat this latter purpose. Moreover, such specifications can rob the sport of dimensions which, I think, are a part of its appeal to the serious racing skipper.

Whatever the ideal might be, in practice one-design sailing cannot achieve racing between boats of identical speed so that the sole determinate will be the tactical skill of the skipper. The statement from the F.S.S.A. Constitution above presupposes a difference in boat speed between Scots and requires only that the difference be limited (that the boats be "essentially identical") and be within the control of skipper and crew. By way of illustration, I wish to make several proposals with respect to our class specifications which, if accepted by the class, would permit the Scots to race more evenly because skippers would be able to bring their boats up to a common high standard that the present specifications permit only random boats to achieve, and to maintain that high standard in various weather conditions with a single suit of sails.

First, I propose that turnbuckles be permitted on the shrouds. This would permit precise positioning of the mast. At present, there is a turnbuckle only on the forestay, and positioning of the shrouds is governed by two holes in each chainplate and three holes in each of the sets of tangs which connect the shrouds to the chainplates. Adjustment is made by running a clevis pin through one of the three holes in the set of tangs to one of the two on the chainplate. However, moving from one position to another changes the shroud position no less than 3/8". A couple of examples may serve to illustrate what this means. This spring I put a new mast step fitting on MARY. Owing to the fact that the new fitting was a different shape and thicker than the old one, the mast ended up 1/4" higher than it had been. Since the boat had been going well, I wanted the mast rake to be just what it had been before. But because the only changes that could be made to the shrouds were at least 1/8" greater than the increase in the height of the mast, I found I could not put the mast back where it had been. Also, shrouds are not always exactly the same length, and I know of one case where the skipper found it necessary to position the tangs over the chainplates differently on the port and starboard sides in order to get the mast to stand relatively straight athwartships.

Secondly, I propose that "stretchy" luff jibs, such as zipperluff and monofilament luff jibs, be permitted and that the bow toggle plate be optional so that only the forestay might terminate at the toggle plate's location. The point of both changes is to permit adjustment

A FEW PROPOSALS FOR CHANGE (Cont.)

of the tension on the luff of the jib similar to the adjustment which is possible on the luff and foot of the mainsail. Up until the time when the Scot was designed, jibs were all made with a wire luff which did not permit any such adjustment. Recently, however, sailmakers have devised ways of permitting such adjustments. These include jibs where there is wire inside the luff but where the cloth is not fixed to the wire, such as jibs with a zipper-luff or with a luff wire sewn loosely into the sail, and jibs with a rope or monofilament in the luff rather than a luff wire. The bow toggle arrangement on a Scot does not readily lend itself to jibs of this sort since the forestay and jib halyard should have the same amount of tension on them or an uneven strain is placed on the bow toggle. Most Scot owners like the idea that a Scot is a modern boat, and it seems to me most unfortunate that the Scot class is turning its back on one of the most significant developments in the sailmaker's art since the advent of synthetic sails. Nothing tricky is involved here, as adjustment of the luff of the jib is based on the same principles as adjustment of the luff and foot of the main. Adjustment of tension on the luff of the jib would permit the shape of one jib to be adjusted for all wind conditions.

One further point. A change in the specifications which would outlaw the Cunningham hole in the mainsail has been proposed to the Measurement Committee of the F.S.S.A. This proposal is apparently based on the mistaken assumption that the Cunningham hole is a device which permits an increased sail area because it permits an increase in the amount of sail at the luff. This assumption is faulty since increased length at the luff will mean less area on the foot owing to the controlled dimension from the head to the clew. What the Cunningham hole is is a means of controlling sail shape. It permits an increase in the tension on the luff while retaining a degree of fullness in the sail, particularly in the lower part. Here again the adjustment helps to make one mainsail flexible so that it can be adapted to different wind conditions. If the Cunningham hole is to be read out of the class, it should be done because the class feels that such adjustments should not be permitted for some reason.

The amount of flexibility to be permitted the skipper in setting his sails is the central question with respect to all the points discussed above. The answer to all of them depends upon whether or not the class wishes to attract experienced sailors. Perhaps the beginner, not knowing how these factors affect performance, would prefer not to be bothered; he can (and will) just assume the other fellow's boat is faster and that there is nothing he can do about it. But the more experienced sailor will not be so easily satisfied; he will want to be able to make his boat as fast as the other fellow's. I submit that the point of one-design is to permit this.

H. Franklin Bloomer, Jr.

10 YEARS AGO - On the following page are excerpts from several of the 1959 Scots N' Water issues, a single 8½" X 14" sheet mimeographed on one side and published each month (usually). Bob Meese, Mansfield, Ohio, was editor as well as being National Sec.-Treas. of the FSSA, receiving cooperation from Truman Clark, FSSA President, and from others, each issue being signed "The Executive Committee". A contest during the year for the right name for the publication ended with SCOTS N' WATER - a well chosen title.

Vol. I
No. 3
Jan., 1959

Publication of the Flying Scot Sailing Association
- 1959 -

SCOT-Tlebut

Happy New Year! This is the year that the Flying Scots really make their mark. Who will be the National Champ?

Who wants to contribute a short treatise on the technique of making a Scot plane?

Sandy Douglass reports that, after consultation with a number of sail-makers, he has completed the final figures for the official sail-plan. Bob Schneider is re-drafting this data and the plan will become a part of the official specifications.

Vol. I
No. 4
Feb., 1959
SCOT - ISSUE

Fleet Charters have now been issued as follows:

- #1 Cowan Lake, Ohio
- #2 Leatherlips Yacht Club
- #3 Sheridan Shore Yacht C.
- #4 Mansfield Sailing Club
- #5 Mallet's Bay Boat Club

Vol. I
No. 5
Mar. 1959

SCOTS n'Water

The above name suggestion came in from V. W. Kenerson (#58) as "Scots & Soda" - we changed it to suit our tastes.

Vol. I
No. 6
Apr. 1959

THE PIBROCH

Remember the National Regatta
- August 29-30.

Vol. I
No. 7
May, 1959

THE MAST HEAD

A little late again. Apologies.

Unfortunately, this is the way your Editor starts too many races.

We are in process on Fleet Charters for Edison Boat Club and for Deep Creek Lake

HELPFUL HINT DEPT. - Sandy reported that #100 operated well under spinnaker on a reach - even with the wind slightly forward of abeam.

Just a word on membership. As of this moment 55 owners have seen fit to send us \$5.00 for an active membership - and 21 associate members (\$2.00) are on the rolls. We would like to hear from the rest of you who feel that organization and promotion of the Class is worth a small investment. A check payable to the F.S.S.A. and sent to the Secretary-Treasurer (Robert B. Meese, 868 Millsboro Road, Mansfield, Ohio) is sufficient.

Vol. I
No. 8
June, 1959

We're a little late getting across the finish line this month. No wind. Voting for the name of this publication is still incomplete and a decision is not ready for announcement. "Scots 'n Water" and "Mast Head" are the front runners. Looks like the Exec. Comm. will have to meet.

UNDECIDED

We are on the home stretch in preparation for the first National Regatta at Mansfield, Ohio, on August 29-30. As of this moment, the following are officially registered;

Vol. I
No. 9
Aug.

SCOTS n'WATER

- #45 Ev. Ohnsmann
- #90 Mason Pilcher
- #100 Sandy Douglass
- #35 Jack Beierwaltes
- #47 Chambers-Silsbee
- #89 Dan Howland
- #70 C. E. Stewart
- #15 Russ Stinchcomb
- #11 Ken Perkins
- #12 John Thierman
- #10 Ted Beach
- #29 Don Hott
- #96 Larry Abt
- #36 Jack Lacey
- #58 V. W. Kenerson
- #76 Ralph Corey
- #13 Dick Peake
- #34 Bob Schneider

In addition to the eighteen boats listed, there will be nine boats from Mansfield, and we expect three boats from the Edison Boat Club of Detroit, although at this moment we have not received an official registration. We also expect Russ Fetter from Sturgis, Michigan.

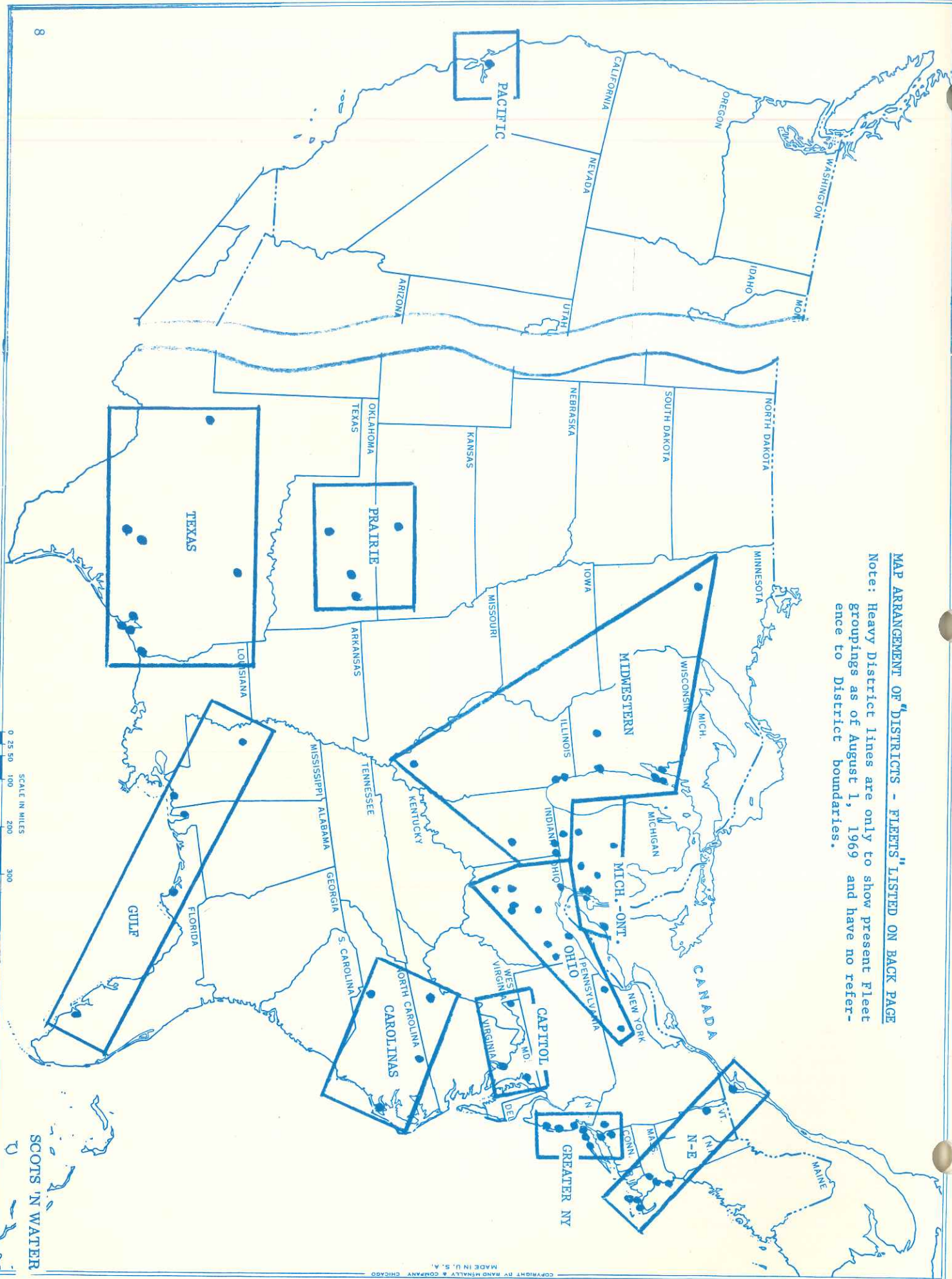
Class Measurer Bob Schneider has completed the final draft of the Specifications which will be published and distributed in the near future and mailed to all boat owners. Registration Certificates are also in the mill and should be forwarded to all of you with our next regular publication.

It has been suggested that local fleets, particularly in the larger cities, devote some effort to obtaining local publicity for fleet activities. We have learned also that many of the larger yachting and boating magazines have editorial correspondents in the larger cities who would be receptive to local fleet news. We would like to have everybody know that the Flying Scot is here to stay.

— The Executive Committee

MAP ARRANGEMENT OF "DISTRICTS - FLEETS" LISTED ON BACK PAGE

Note: Heavy District lines are only to show present Fleet Groupings as of August 1, 1969 and have no reference to District boundaries.



NEWS FROM THE FSSA FLEETS

MILWAUKEE F/S FLEET #25, as reported by Brenda Cosentine, Correspondent, has as its new slate of officers - Ed Kirkham, Fleet Captain, Jerry Dowe, Sec.-Treas. and Frank Fisher, Measurer. With several of the original Fleet #25 skippers moved up to larger keel boats, a number of younger Scot sailors have taken their places with much enthusiasm. The 1969 Spring Frostbite season introduced several of the new Scot owners and as September approaches the fleet is eagerly looking forward to the Fall Frostbite Series to be held on Sunday through November 1st. The Milwaukee harbor is large and the clubhouse new and inviting. Plans are being made for the 1970 F/S North Americans to be held at Milwaukee next summer.

F/S DISTRICT GOVERNOR BILL MYATT describes Flying Scot Fleet 27 S.W.E.A.R. party in his May 1969 Newsletter as the best of the six that have been held. We quote - "The Scotishosity of the setting, Mac Gregor Downs Clubhouse, the kilted bagpiper giving out with his skirls and flourishes amid the giggles and gurgles of our happy hour, our short wittily-Em Ceed (by our astute Fleet Captain and 1968 Champion, Dr. A. C. Triantaphyllou) program with our promised 9:30 adjournment - all was a delight for our 65 in attendance."

OUR FIRST COPY OF F/S FLEET 70's "MAINSHEET" has just been received from Mrs. Jack Lester, Fargo, N.D. Jack Lester is editor and in this initial issue is mentioned how rapidly the Cotton Lake, Minnesota Viking Fleet is growing and how much their local racing is improving every week, with the newer sailors giving the original Viking members a run for their money. For example, in two recent weeks Dick Hodgson had Hodgson Senior along as crew and came in first and the following week Bill Gjerde had Dr. Bill along and won the race with that prescription. Fleet 70 has two divisions - the Championship and the Challenger groups. Through the end of July for the season to date Gjerde leads the Championship Division with Hodgson, Helmeke, Lester (#824), Lester (#1384) and Ulmer following in that order. For the Challenger Division, Bobo is in the lead with Casler, Muscatell, Melhus and Rehn in the next four respective positions.

CRYSTAL LAKE, MICHIGAN, F/S FLEET #41 CAPTAIN EUGENE MARTINEAU has written in about the fleet's second annual Scot Sail-a-Long Dinner which started at one of the member's cottages for cocktails, sailed across the lake for soup at another cottage, boated back to salad, etc. and ended up back at the club with the five courses lasting six hours. All the Scot sailors and guests had a grand time according to Gene and they recommend it to others. Fleet #41 lists nineteen boats this year. Editor Duane Smith's Jib Sheet reports on the FJ/FS Invitational Regatta held July 12-13, with 21 FJ'S and 10 FS'S participating. Duane placed first for the Scots, followed by Leuchtenmeuller, Tellshow, Remsberg, Redman, Martineau, Hamilton, Kopchick, Keiser and Refior in that order. Winds were light - from a minus zero to a little better than minus zero - and Duane adds "At least it didn't snow". (Midwest sailing weather apparently hasn't been up to par anywhere this year, from various reports received. - Ed.)

ABOUT OUR F/S GOVERNORS

DR. JACK M. WALKER, F/S FLEET 29, has been elected the new Governor for the MIDWEST-ERN DISTRICT.

THE NEW PRAIRIE DISTRICT GOVERNOR is Preston Pate, Fleet 39, as mentioned elsewhere in this issue. Also, see page 3 about Dr. Snelson - OHIO DISTRICT.

WILLIAM E. SUDDATH HAS RECENTLY BEEN ELECTED FLYING SCOT GULF DISTRICT GOVERNOR.

Mr. Suddath is a lawyer associated with the law firm, Watkins & Eager, P. O. Box 650, Bankers Trust Plaza Building, Jackson, Mississippi and he prefers this address for mail purposes. His residence is 4047 Boxwood Drive, Jackson, Mississippi. His residence phone is 366-5427, his office phone is 948-6470.

Bill is a wonderful enthusiastic Scot sailor. He is competitive and a good sportsman. Since buying his Scot in 1964 he has raced all the way from Ft. Myers, Florida to Carbondale, Illinois, Dallas, Texas, Houston, Texas and points between being New Orleans, Gulf Port, Biloxi, Mobile, Pensacola. When someone says, "race" Bill is ready. Prior to joining the Scot fleet, he owned an unusual sail boat which was also motorized. It was a Ski-Breez, an eighteen (18) foot fiber-glas hull built in Sweden and was sloop rigged. In addition, it carried a thirty-five (35) horsepower outboard motor. Bill also participates in offshore racing when the opportunity presents itself. He has, over the past few years, won the Fleet 45's high point championship and fleet championship.

-----John C. Batte, Jr.
Retiring F/S Gulf
District Governor

TEXAS DISTRICT GOVERNOR FRED TEARS was unable to attend the FSSA Governing Board Meeting in the Chicago area on July 7th, but did mail in over six typed pages expressing his own views on certain proposed changes to the Constitution, By-laws and Specifications. These were given careful study and several of Fred's ideas were incorporated in the final decisions, his personal concern being with regard mainly to racing, but also for the future of the Scot.

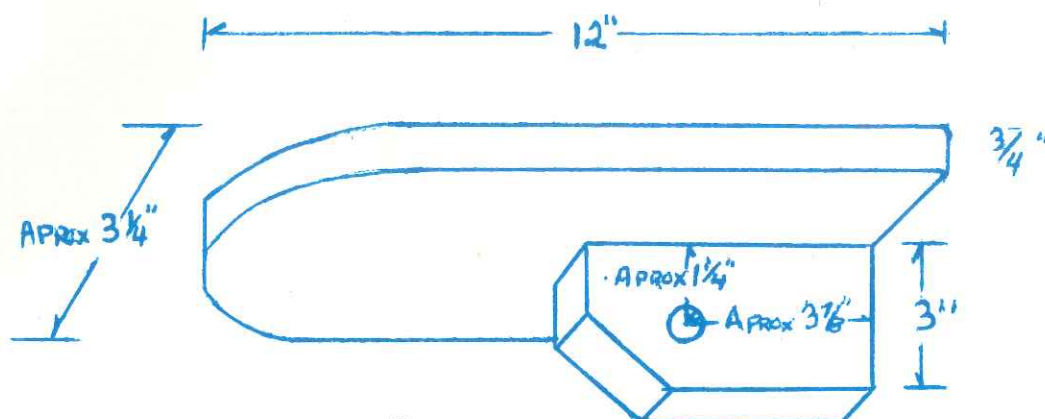
ALSO, PLEASE NOTE THAT:-

HIGHLIGHTS OF SCOTS N' WATER, the new Flying Scot sailing manual, should be available within the next month. If you haven't yet sent your \$2.00 check to Mrs. Ann Stokes, Corresponding Secretary, for a copy, we suggest that you do so. Further details are in the box on page 2.

COPIES OF THE FSSA CONSTITUTION and SPECIFICATIONS incorporating amendments proposed by F/S Fleet #7, as reviewed by the Amendments Committee and the Governing Board, for recommended adoption at the FSSA Annual Meeting at Fairhope in early August, were mailed out directly following the Governing Board Meeting on July 7th by the Corresponding Secretary.

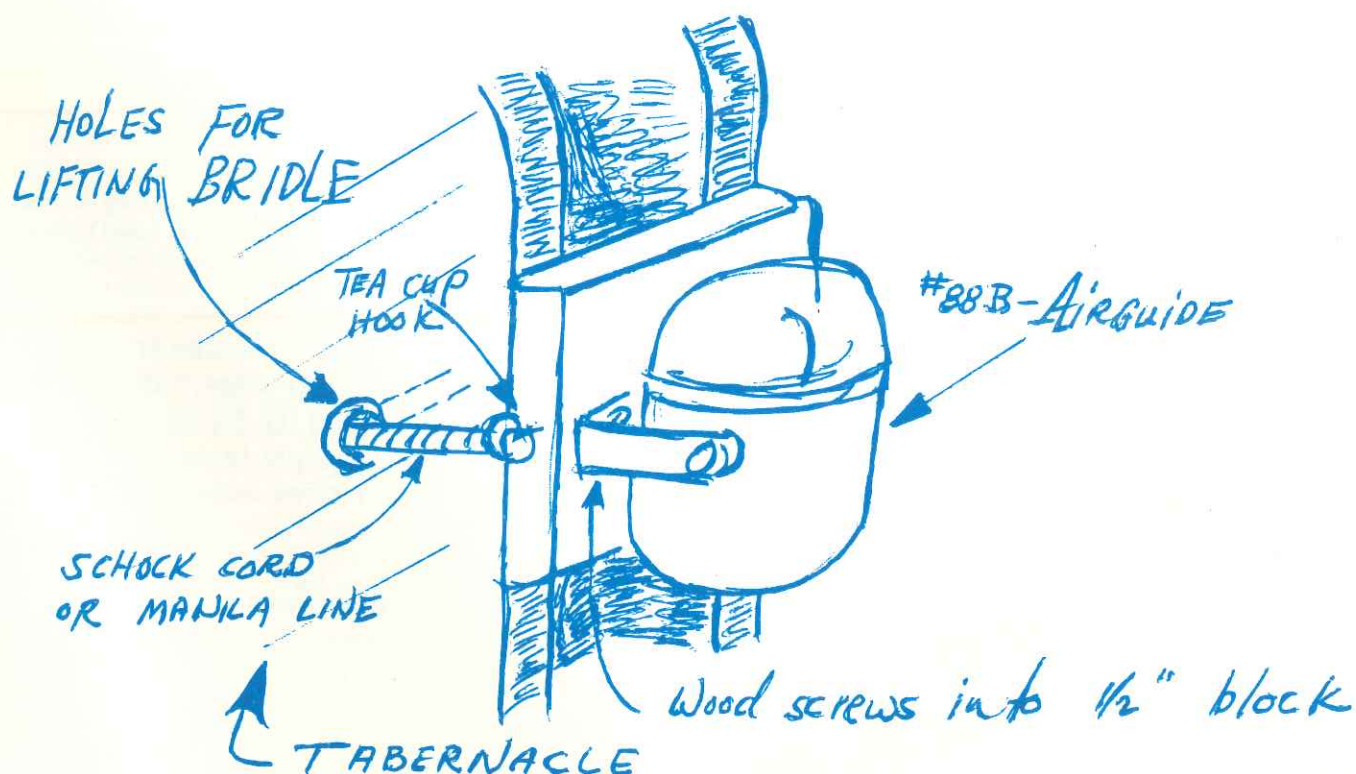
COMPASS MOUNTING IDEAS

Harold Smith, Melville, N. Y., uses this compass bracket on his #1480. It is held in place by the same bolt that holds the hoisting cable and should be made to fit with its back square against the support and the top of the bracket up against the lip of the deck. The hole should be slightly larger than the bolt. The dimensions are approximate and will have to be fitted for each boat individually, and it might be necessary to taper the sides slightly. Glue and screw the two parts together and coat with your favorite finish. An Airguide Sailboat Compass Model 78 mounted near the rounded end of the bracket works fine. Several members of F/S Fleet 72 also have adopted this arrangement.



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Jim Colthart, F/S #1199, Fleet 32, Houston, Texas, has this arrangement on his boat and finds it very satisfactory. The line is fixed on one side, passed through bridle holes and then attached with a hook on the other side.



COMPASS (Continued)

One other rather simple compass arrangement submitted is entirely portable and consists of an Airguide unit mounted with screws in the middle of a 6" x 6" piece of varnished mahogany 3/4" thick. The bottom of the wood has a 6" x 6" x 1/4" piece of cork secured with adhesive to prevent movement as much as possible in the boat. This, of course, is not for the top racers, but has worked out quite well for more casual sailing and may be placed in any handy location in the boat.

EVENTS OF INTEREST TO FLYING SCOT SAILORS

Sept. 6-7	-	Hoosier Hot Scot Regatta, Prairie Creek Reservoir, Muncie Indiana
Sept. 13-14	-	President's Cup Regatta, Washington, D. C.
Sept. 13	-	SBRA Regatta, Inverness Yacht Club, Inverness, California
Sept. 20-21	-	Middle Bay Light Regatta, Buccaneer (Mobile, Ala.) YC
Oct. 4-5	-	CSSA Fall Regatta, Port Grove SC, Grand Lake, Okla.
Oct. 5, 12, 19	-	Fleet 7 Fall Invitational Series, Riverside, Conn.
Oct. 11-12	-	Fall Sailing Festival, Fairhope (Alabama)YC
Oct. 12	-	Fall Lakeway Regatta, Austin (Texas) Yacht Club, Lake Travis
Oct. 17-19	-	Hospitality Regatta, Jackson (Mississippi) YC
Nov. 7-9	-	Frosbite Regatta, Pass Christian (Mississippi) YC
Nov. 8-9	-	CSSA Frostbite Regatta, Shangri-La Lodge, Grand Lake Okla.
Dec. 27-28	-	Sugar Bowl Regatta, New Orleans, La.
Feb. 11-12 (1970)-	-	Mardi Gras Regatta, New Orleans, La.

Here are some thoughts for Scot sailors -

For those wishing to carry an emergency rudder pin, it is cheaper and less bulky to stow 2 galvanized machine bolts 2 1/2" x 3/8". They work fine until a new rudder pin can be obtained.

To paint the bottom of a Scot on dry land I find it is easier to do so when she is tipped on her side. I step the mast with a long line secured just above the shroud tangs. By pulling on this at a 45 degree angle, the boat comes over relatively easily and the top of the mast is low enough when the boat is on her side so that very little safety weight is needed to insure the boat stays in that position. I always put about 3 no-good rubber tires under the rub rail where the boat rests on the ground.

When tipping the boat over in the water, the spinnaker halyard serves as the pullover line, but it must be wrapped at least one full turn around the mast. These being above the tangs, pressure is in the right place. Unless the halyards are wrapped around the mast, there is a good possibility of breaking off the halyard sheave.

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