

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXXIV NUMBER 3 MAY/JUNE 1992



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Scots n' Water

COVER: John Domagola kipping
Granny Dee's and Chris Sullivan during
the 1991 Midwinters. (Photo by Joe
Gold)

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DEADLINE FOR SCOTS N' WATER

If you want yours to be in the
JANUARY/February issue
MARCH/April
MAY/June
JULY/August
SEPTEMBER/October
NOVEMBER/December

Needs to be to me by
November 1st
January 1st
March 1st
May 1st
July 1st
September 1st

It sometimes takes the mail a week to get to Mahomet so you might also mail before the deadline. I also have a FAX in my office that is on 24 hours a day 217/355-2587.

Scots n' Water

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TO THE EDITOR

I have enjoyed all of your hard work in publishing *Scots n' Water* this past year and just wanted to say thanks!

Though I would like to be able to share great sailing secrets with the rest of your readers, I have none (I have a perfect record of last place finishes in major regattas). Even though I may not trophy, I did have the real pleasure of sailing with my son in the Great Scot Regatta (B'ham). The time I spent with him will always be my trophy and one day, with more practice, some patience and a bit of luck we will be challenging the front runners.

Until that day, I will continue to enjoy the success and secrets of my fellow Scot sailors in *Scots n' Water*.
Jerry Harvey

Thank you for reprinting Read Hayward's discussion of Rule Compliance as well as John Beery's thoughtful comments. I agree that *Scots n' Water* is an excellent forum to air different views and am looking forward to future discussions.

I concur with most of the authors' comments and hope that we, as a class, can help to discourage and turn around the apparent tendency for overlooking rule infractions. With today's opportunities for exonerating infractions on the race-course, pre-race warnings to avoid protest meetings or "\$50 Protest Forms" must be interpreted as admonitions to "follow the rule and do your 720," not to "disregard the rules." In reference to the oft-quoted concern of a late dinner or postponement of trophy presentations, the practice of pre-protest consultation offered by experts during the first hour after the race has been found to be useful for avoiding protest meetings via clarification of rules and resulting withdrawal of protest or self-disqualification.

I believe that the final responsibility lies with the fleet to whom the racer belongs. Its members must see to it that new racers clearly recognize that learning and sailing by the rules is [a] skill which is just as necessary to learn as is the best way to be at the starting line when the gun goes off or how to adjust sails with changing wind conditions. In other words, there is more to racing than just knowing how to sail. If the fleet involves all its racers in teaching and training new racers, the importance of the rules and their benefits will become pervasive. It should also go a long way to recognizing the "Waffle," "Bully" or "Turkey" for the aft end of the horse they represent. Not only will this approach improve the safe-

ty of racing but "improve our self-discipline, self-respect, tactical thinking and sensitivity to the rights of others," to quote Mr. Hayward.

Let's continue to show our pride in a sport where we depend on the honesty and integrity of self-policing and be grateful for alternative penalties which, as some of us remember, used to mean self-disqualification as the only way to comply with recognized infractions.

Curtis Elmer, FS 4294, Fleet 83

I read with interest in Jan/Feb 1992 edition about painting the old Flying Scot. The Scot I purchased two years ago came with bottom paint which I wanted to remove. After wetsanding for hours and hours and seemingly getting nowhere, I searched for something that might be more efficient.

I came upon Interlux 299 Bottom Paint remover, through Boat U.S. Using it according to directions, I was able to get the bulk of the paint off with a putty scraper. Wetsanding removed the rest as I got close to the gelcoat. The only caution is to not leave the remover on longer than the directions dictate, or it will eat away the gelcoat. It worked wonders and save hours and hours of sanding.

Gene Kendall, Jr., FS 3354

I really enjoyed John Beery's comments on Read Hayward's article, "A Hard Look." It always seems to take so many sailors by surprise when they are confronted with the first foul or conflict in a race series, whether they were involved or were a witness. I think this is because no one knows what the tone of the series is going to be just yet. I've been in race series which were so laid back that everything was overlooked or forgiven. This seems particularly prevalent in light-light conditions where you have those drifting-around situations right after the start and around the marks where course confluences and tacking erase helm and boats drift into each other after a 15-minute wait for a puff, going nowhere. This also happens by direction or implication from the race administration, as Read Hayward points out, where sailors are sort-of asked not to protest.

Then there are the races where the breeze is fresh and the action is fast. Tacking is crisp and tactics reap quick results. Here is where the rules are invoked more strictly. Hayward pointed out in his example "the Bully" that some sailors aggressively cheat. In John Beery's somewhat apologist response letter a probable no-protest situation is

cited by example where a boat 2-1/2 lengths away on a beam reach sails below his proper course momentarily. I think that the rules have gone through enough development that they anticipate these situations as leading up to a "Bullying" confrontation enough times that the rule is warranted. In this example, when this sailor briefly sails below his normal course, he is gaining position and even though he corrects this "oversight" the damage is done. I guess what I'm saying is that many if not most "minor" or "no-harm" infractions end up benefiting the offender. I'm sorry, but that's a foul.

When the rules recently came under close scrutiny and so many of the appeals and cases were either incorporated or thrown out, things got easier to understand. I do not find the rules impossible to follow or understand, even if I don't have them all memorized. Although John Beery has made a very good point that protests will not instill or restore the Corinthian principles, I believe that an understanding of the rules, along with strict observance by the sailors and the administrators will inevitably lead to fewer confrontations and protests, not more.

Steve Hartman, FS 4305

I think it was a bit of a cheap shot for Bob Neff to wait until essentially the last minute to publish such a provocative and one-sided article, and I think it is important for the FSSA members to understand that other points of view do exist in the organization. Unfortunately, I did not take this issue as seriously as I should have when it first came up. It seemed to be such a silly thing to object to that I couldn't conceive that it would ever actually come to a vote.

I would be naive to think that my opinion carries any weight with the FSSA or its Chief Measurer, but I cannot let Bob Neff's article in the January issue of *Scots n' Water* go without comment. I will respond to the three categories he raises.

Performance: I think all agree that cleating the jib on the seat does not make the boat go faster.

Convenience: Cleating the jib on the seat is crew-friendly. It allows a middle-aged, not very strong woman like me to control and cleat the jib from a natural angle: I pull inward and slightly upward, just like the skipper. I can actually cleat the jib in fairly heavy air without straining my back and shoulders to reach a cleat at my side. It's also easier to uncleat, so

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To The Editor

(continued from page 4)

it's potentially safer. So why not cleat it on the center board trunk? (Do you think Sandy would have objected any less vehemently?) Because then there is a non-crew-friendly lump of hardware in the perfect position to collide with my shin and grab my ankle. And it doesn't offer the second great convenience of seat cleating: seat cleating opens up the forward cockpit on the offwind legs. It is a joy (I think even Sandy would appreciate this!) to be able to move fore and aft without having to maneuver over jib sheets across the cockpit.

Philosophy: Over the years the FSSA has allowed changes in the Scot's rigging that have made the boat more skipper-friendly, for example, the mid-boom main sheet lead and main sheet centerboard ratchet and cleat just below it. This allows the skipper to control and cleat the main sheet from a natural angle. Another change is leading the spinnaker sheets through holes in the aft deck. Did I say holes? In the deck? Gasp! Was Sandy less proud of his deck than his seats? I doubt it. But holes in the deck and other changes have suited the skippers' objectives, whereas hardware on the seats are only for the crews' convenience.

Bob implies that hardware on the seats may reduce the seats' contribution to stiffening the boat or their "hedge against swamping," as if the seats would be riddled with gaping holes. Let me assure you that, properly done, the few small holes required for bolts are not left gaping.

Yes, the upcoming vote is a vote on class philosophy. That philosophy is also supposed to include heavy emphasis on family and couple sailing and racing. Allowing the jib to be rigged for easier control by a woman or young person can only promote greater family participation, thereby making the class even stronger. Yet I predict that the skipper-heavy Association will smugly and self-righteously vote to ban the evil seat cleats, and wait for something to show upon the back end of the boat that they can vote for.

Susan Hauser, crew on FS2303
member of Fleet 97

(Here's another letter for the heap I'm sure is building over the issue)

I didn't expect to be pulled into this controversy, but I'm starting to sense a fair amount of nastiness on both sides of the jib cleating issue. The battle lines are

clearly drawn now, but perhaps a view from the middle can restore a little sanity. As a Fleet Captain, I've been asked twice in the past year and a half to poll my members — the first was a straw vote on three options, and the second as we all know was Fleet 80's amendment that was finally to be resolved at the Midwinters but has received a short reprieve. Both times, my fleet had some differing views.

Right off the bat are two "knowns" from me: (1) I can't stand the jib cleating on the seats. Three years ago I tried it for about an hour in Larry Lewis' boat, and can't imagine why anyone would make life that difficult, especially in heavy air trying to initially cleat it or trim it. But what do I know (I admit, releasing the jib is easy)?; (2) However, what puts me in the middle on this issue is that I will not vote for the amendment, any more than I would try to tell the innovators of the ten other (at least) jib systems I've seen what they can or cannot do. I don't like the way Larry runs a lot of his lines (I don't even know what half of them do) up on his centerboard cap. Hell, for that matter, I don't like where Dan Goldberg puts his compass. But who am I to tell them how to rig their boats — they'd probably get lost on mine and have just as many nasty things to say! None of their rigging is going to help them beat me. They know how to do that all on their own.

Do you folks realize we are all squabbling over nothing more than the positioning of some running rigging? So many people are trying to make this into a one-design issue, that I wonder if they really know what they are talking about. This is not about real changes like adding barber haulers or mast rams or a running backstay or trapeze or airfoil rudders, etc. The Flying Scot is "one-design." There has never been anything like her spanning a period of almost four decades. The real one-design battles on the boat have already been fought and won. Individual desire for a certain positioning of jib sheeting, so long as performance is not affected, is not going to make her any less of the one-design standard that is now legend.

The "purist" issue keeps coming up in these discussions. Some of you out there are truly old salts and I salute you. But many of you professing to be purists are nothing but a bunch of camp followers. I'll never forget my first visit to West River soon after I had purchased my Scot back in '86. Some guy came up to me while I was rigging and threatened to

protest me because I had internal spinnaker sheeting. "How could my boat be out of spec?" I said, for the boat was new and it had all been factory installed. Well, he didn't protest and I didn't have a copy of the FSSA manual handy to shove in his face (which is too bad because it's in there), so we reached an impasse. But you know something, I happened to get a look at his boat that day, and it wasn't pretty. It looked as though the wood hadn't been touched in ten years nor had any attempt ever been made to keep her clean. If I remember right, the boat didn't even have a name! Now everybody knows that the first rule of becoming a purist is "you have to name your boat." This guy was not a purist, he was an imposter. To really know what a purist is you have to have been raised by one. My father was the granddaddy of all one-design purists. I'd put him in the same league as Sandy Douglass. They both would have made the so-called purists of today look like snake-oil salesmen! Serio designed and built the first nine Hampton One-Designs. My Dad built #10 in 1936 and sailed and raced it for 50 years. Fifty years of sanding, caulking, varnishing, and loving care on his one boat. Fifty years of removing everything that moved off the boat every winter. (How many of you out there can say that? I get laughed at for doing the same thing on the Scot, but one of these winters it's going to pay off!) I remember the heartache he went through when he could no longer buy cotton sails! Nothing on that boat changed, and I mean nothing: same wooden blocks, brass cleats, mahogany rub rails, old battered (and continually banged out to reshape) wind pennant, real luff tracks on that piece of art called a mast. One year in 1980 though, something happened. He kind of liked the mid-boom sheeting that he had seen on my Harpoon and so he put it on the Hampton. Did this suddenly change #10 from being a one-design? Of course not, but I'll tell you what did; the same thing that changed damn near every other original one-design class — going from 850 lbs of oak framing, cedar planking to 350 lbs of fiberglass to where trapeze rigs become a necessity, going from wooden masts to tapered aluminum, etc. Many Saturday mornings I'd traipse behind my father, getting his tools while he'd measure a new Star for Skip Etchells. You really don't know what a thing of beauty was unless you'd seen an Etchells Star. What do you think Skip

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To The Editor

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thinks of the Star now? Same can be said for the Lightning, the Snipe, the Int'l 14, the list goes on and on, but it doesn't have anything to do with where to position a jib sheet!

How many of you that are now planning to vote in favor of the amendment have stuck with the original cross cockpit windward jib cleating, or refrain from using a mid boom mainsheet block or a main ratchet block? That was the original design and in fact the windward sheeting is still standard unless you specify something different.

We all want an "edge." Don't deny it if you race because you'd be lying. I experimented with increasing the height (about 1/4") of the standard wooden block for the jib ratchet for leeward cleating until it allowed my wife to unclean in heavy air at a level of stomach high instead of having to reach for the stars. Harry tried it and liked it and I believe they now offer it. But the point I'm trying to make is that this now gives me what I perceive as an edge. I sand the bottom with 1200 grit cause I think it makes for a faster bottom. I've got enough purchase on my boat (all legal) to become a display ad for Harken — this to make every task easier for my wife, and thereby adding another edge. I've got light air main and jib sheets to give me a hoped-for edge in — you guessed it — light air. I put a center bolt in the rudder head plates to eliminate some slop of the tiller. It works and I think I've got an edge. My new sails are going to have a jib leech window in the mainsail because I think this is going to give my crew an edge. I sure as heck ain't going to feel guilty about trying to obtain all of these "edges," cause I know every other racing sailor is doing the same or more, as they should be. But you know something, things do go bump in the night, and many times I've lain awake knowing deep down none of this stuff really means anything. Harry Carpenter, Greg Fisher, Larry Lewis — any of these guys — can take a boat right out of the box and beat the pants off us, but I would never, ever trade boats with them. Because I like the way mine is rigged!

John Beery, FS 4257

FROM THE EDITOR

The following is not an opinion of the Association, the Class, or from the Board. It is strictly my viewpoint.

Lynne "Sunshine" Hartman

Regarding jib seat cleating...

Eight years ago, someone (I am not mentioning names) put cleats for the jib on their seat since they felt for their crew, it would be easier to unclean. It apparently was because they still have them and love the way that juniors and/or a small wife could unclean the jib in heavy air much faster. Several people in his club followed suit. At the Midwinters that year several boats had the cleats on the seat.

The Midwinters were won by someone who got permission from the chief measurer to have cleats on the seat. Since we always stay in the parking lot, we saw and heard a lot of comments regarding the cleats and that they obviously make the boat faster. At the Nationals and the next year at the Midwinters, the voices were divided. Is that legal? Is it faster? There seemed to be two groups, the instigators, who look up rules and like to discuss possible changes (to me these, for the most part, were the sour grape, 'let's knock a winner down a peg' group, since they were concentrating on one individual) and the other group really liked the new way of cleating.

Several years past, there was a lot of discussion, letters, and print in *Scots n' Water* on the issue. When I was given this job of being your editor, the discussions were still ongoing. I printed a few things regarding this issue. Then last year, after the vote that the measurer called for and the response was so little (no one really cared to send in much and the general consensus was that it was an individual preference that was not faster or against any rules) the board decided that there was no need to make a ruling.

For the last year I took the attitude that it would not be in the best interest of the class, membership or the magazine to waste space by printing the for-or-against sides of this issue since it seemed to be dying down.

Then last month I started receiving phone calls from members who were very upset

by the article that was printed in this magazine by the Chief Measurer, regarding the vote that was to be taken to outlaw jib seat cleating on the seats. Since I had never seen the article, I got my copy out to read it. While I am not apologizing for the article, I would like to state that I believe when a vote is called for, both sides should be presented or a simple statement of what the vote is for would do. The slant that this article took was biased, and as your editor, if I had had the opportunity to do my job, it would not have been printed the way it was.

My personal viewpoint on this issue is that it was let go for too long. It seems to me the people who use it love it, and the people who don't want everyone else to stop. Why? Aren't we all individuals? We have different colors of boats, different ways to rig a boat within the rules of the class, even differences in the way we sail and/or race. What's the big deal?

The above editorial was written before attending the Midwinters and the Governors Meeting in Panama City. My views have not changed, in fact, we put the jib cleats on the seat for the races so that I could see how they worked and what the big deal was . . . I loved them. They were much easier to unclean in heavy air.

At the Governors meeting the Board, the Association and I explained how there was a breakdown in channeling and communication and that because of these breakdowns, the article by the Chief Measurer was printed in the January/February issue of Scots N' Water. We all apologize for this mistake and the breakdowns.

Moving on, at the Governors meeting, procedures were discussed as to how situations like this could be prevented by quicker action. I will be printing articles on possible clarifications, reforms, suggested procedure options, etc. and would like to hear from you if you have any ideas. I believe from this jib seat cleating issue, we have come into a real positive feeling that we can and should all work together for our class. In closing, I urge you all to vote. We all need to get this matter resolved and behind us.

BURGEE NUMBER 6 IS THE WINNER!

We would all like to thank you for your wonderful response to the burgee contest. We received many replies and comments and they were discussed at the Governors Meeting at the Midwinters in Panama City. Due to your favorite burgee being number 6, as seen in the January/February issue of Scots N' Water and that the board also thought that the shape was right, the colors were right, they voted to adapt this design. They are looking into costs and companies to manufacture and hopefully we might have some available soon. Thanks again to all of you who participated!

1992 FSSA NAC

General Information

Boats will be dry sailed with parking provided. There will be a Women's and Juniors' Regatta scheduled to be sailed on Sunday, July 12 if a five boat minimum registration is met, by class, by July 1. Contact Suzie Knight for information, 314-874-0416.

Carlyle Sailing Association, the site for the 1992 Flying Scot Nationals, has been the location for 3 previous NAC regattas. Excellent reserved boat parking facilities are provided. Please plan to sign up early so that the NAC Committee will be in a better position to properly plan for this annual sailing regatta.

LOCATION: This year's NAC will be held on Lake Carlyle, about 55 miles east of St. Louis. Your host is Fleet 83 or Carlyle Sailing Association, with substantial support from Fleets 135 and 23. Winds are generally 5-15 MPH in July. Please join us for a week of fun and good sailing and Steve Hartman's cooking!

TENTATIVE SCHEDULE OF EVENTS

Sat, July 11 Registration, Measuring
Sun, July 12 Women's Races (3)
Juniors' Races (3)
Registration, Measuring
1715 Skippers' Meeting
Trophies for Women and Juniors
1800 Welcoming Function
Mon, July 13 AM-Qualifying Race
PM-Qualifying Race
1800 Cookout at CSA

Tues, July 14 AM-Qualifying Race
PM-Open
Wed, July 15 AM-Championship Race
PM-Championship Race
1800 Cookout at CSA
Thur, July 16 AM-Championship Race
PM-Championship Race
1830 Annual Dinner
Fri, July 17 AM-Championship Race
1830 Awards Dinner

HOTELS AND MOTELS IN THE AREA

Best Western, Greenville-15 min.-800-528-1234 or 618-664-3030 (Single \$33, double \$37), **Budget Host BelAir**, Greenville-800-283-4678 or 618-664-1950 (Single \$27, double \$31), **Knotty Pine, Breeze**-15 min.-618-526-4556 (Single \$25, double \$35), **Motel Carlyle**, Carlyle-10 min.-618-594-8100 (Single \$22, double \$25), **Carlyle L & N**, Carlyle-618-594-2474 (Single \$25, double \$30)

CONTACT: Hotels directly for reservations or Jim Harris for additional information (314-966-8404)

CAMPING An excellent campground is adjacent to CSA and offers tent, trailer and RV spots with water, electricity and showers.

ABOUT CARLYLE

Carlyle Sailing Association is located at Philippi Harbor, Lake Carlyle, Illinois. The 26,000 acre lake, which is approximately 8 miles long and 3 miles wide, provides excellent sailing water. Flat lands surrounding the lake permit good winds with little obstruction.

CSA facilities include a "sail boat only" harbor with 800 feet of floating docks, served by three jib cranes and a

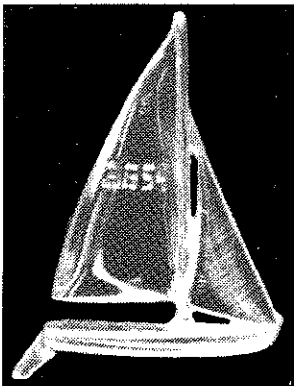
launching ramp. Tie down trailer parking for 300 boats supports this dry sailing facility. The facilities are probably the best in the U.S. for small boat racing. (CSA has been selected as the sailing venue for the 1994 Olympic Festival, which will be held in the greater St. Louis area.)

A club house, pavilion and restrooms with showers enhance shore activities. A full time on-site harbor master, plus the rural location make additional security measures unnecessary. Camping is available nearby on a first come basis. Camping is not available at the harbor. **PETS ARE NOT PERMITTED ON CSA PREMISES.**

Nearby Carlyle and close-by Greenville provide motel and restaurant facilities. Carlyle is about 10 minutes and Greenville is about 15 minutes from the harbor. Additional motels are located in other nearby towns.

St. Louis is some 55 miles west of Carlyle, with numerous attractions such as the Gateway Arch, the nationally famous zoo, botanical gardens and a stunning new science center. St. Louis also offers many excellent restaurants.

Weather during the NAC will likely be fair with moderate to light wind. The temperature is usually in the 80's or 90's. The short distance to the racing area from the harbor allows wind-waiting in the shade rather than out on the water!



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A GUIDE TO LOCAL KNOWLEDGE— *Carlyle*

Where the 1992 Nationals Will Be

Barry A. Moore, FS 3076

Many times I have traveled to unknown waters knowing that luck and prayers might be my only salvation when competing with the local sailors. My real feeling when the competition was over was that I wish they'd have told me about that shore breeze or that favored left side, etc., before I had to discover it for myself, all too late.

Well, by gosh, I realized that when competing in my territory if I could help out the other competitors we could all race on equal terms and truly test our skills, not being disadvantaged by one competitor's local knowledge.

For those sailors not planning to attend this year's NAC at Carlyle Lake, IL: if you're planning to stay away because of the notoriously difficult navigation of our waters, your troubles are over. Announcing "A Guide to Local Knowledge — Carlyle Lake."

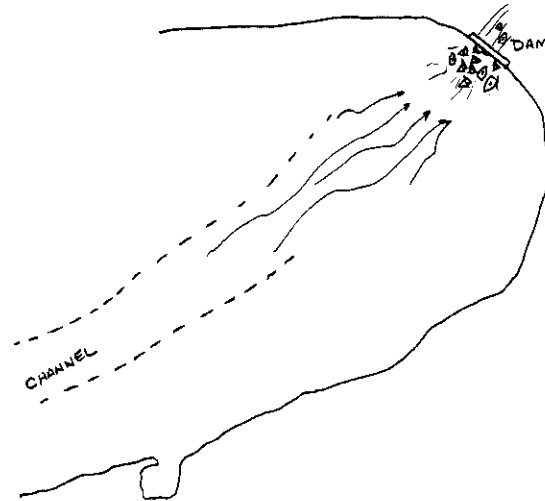


ILLUSTRATION A

There are basically four major "local effects" that one should be concerned

about when navigating Carlyle. In order of importance they are:

- The 3:30 Suck
- The Summer Aquatherm
- The North Breeze Phenom
- The Reverse Cloud Effect

3:30 Suck:

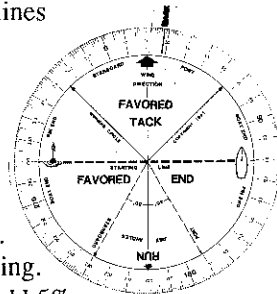
On many days the Carlyle winds will subside at around 3:30 and many times you will often find women using the smooth water to fix their hair and men spitting at water bugs, even though of course their concentration is upon the race at hand. Breezes pop up now and then and carry them on their way. What is important to know here is that when the Carlyle Dam is operating there is a sucking phenomenon, normally called a current, that is created through the channel area of the lake (illustration A).

However, as with any change there is always opportunity. The key to working with the Dam Suck is to first know if it is in effect. There are several approaches to this. What I often do before I get to the harbor is to drive out to Hwy 143 and on into the town of Carlyle to the Dam to see if it's operating. Once there, I ask for Bert

(Continued on page 9)

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(Continued from page 11)

the engineer (he'll be in the green engineer hut on the west side). Bert will let you know of the Dam Schedule for the day. Another, more pleasant, approach is to head out to the race course a little early and test for the Dam Suck. Once you get to the area of the channel, about a third of the way across the lake, sprinkle some floating particles as you travel across the channel. Most Carlyle sailors commonly pick up a bag of puffed rice at the grocery before heading out to the lake. If the Dam Suck is in effect, the puffed rice will start working its way toward the center of the channel and down toward the dam. Once you determine that the suck is on, treat it as you would any current.

Summer Aquatherm:

I recall the 1979 NAC at Lake Norman, NC. This was a year that there was very little wind and each race was a major test of patience and skill. I also recall this as the NAC in which one race only allowed 15 competitors to finish. The rest of the fleet had DNFs in this race which had a severe impact on hopes for many for the whole regatta. In fact, it was in this one race that I observed Jerry Hartman in the

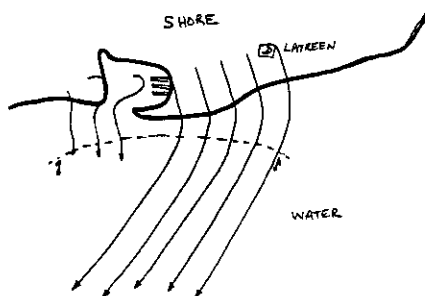


ILLUSTRATION B

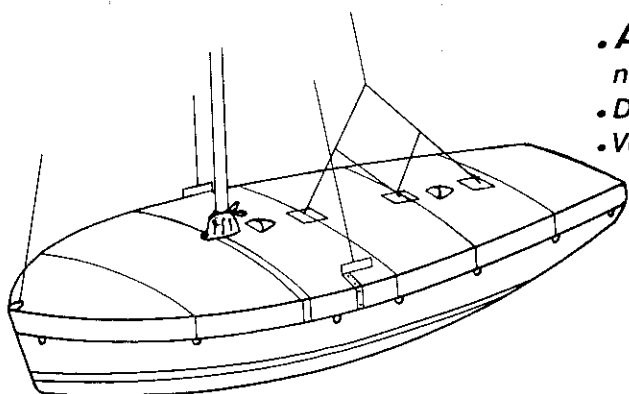
Lucky Lemon II do a most amazing job of roll tacking up the last leg, hitting every shift, leaving dust on our sails, finishing just seconds before the gun. However, this was also the same day that everyone kept hitting the weather mark. At day's end I remember the evening grumbings and it seemed as though everyone had run into trouble at that same mark. It wasn't until years later that I discovered that there was a reason why this situation had occurred. This phenom-

enon, called an aquathermal, is a situation where, when lakes turn over during the year, the top layer of water, replacing the bottom layer, creates a current. This current is basically negligible with one exception. As the turnover cycle operates, the shallow areas have a shorter distance in which the water must travel. In essence, the shallow areas have a great current. In some cases this current works against the mark you may be rounding.

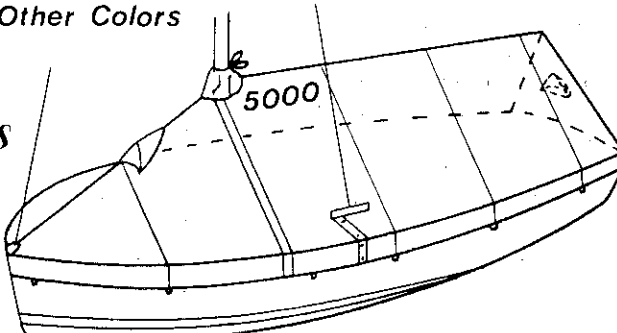
Now, most lakes only turn over once or twice a year. Some lakes, especially those in the midwest, develop this cycle on a more frequent basis, some even daily. Midwest lakes turn over more frequently because of, believe it or not, fertilizer content. In the midwest, lakes surrounding soy bean crops have a high content of dianomyde sodium sulfite. This causes more vegetation to grow in the lower depths of the lake. With this greater vegetation content the bottom layers are warmed. This warming is the major cause for the cycle. Clinton Lake, IL is notorious for the aquathermal effect although for different reasons than that just described. Clinton is the source of a nuclear reactor coolant system. The water there is consistently warm in the

(Continued on page 10)

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(Continued from page 14)

depths. The turnover in Clinton usually takes place in the late night to early morning hours. If you've ever noticed at Clinton regattas, such as the Glow, most races start late and people sleep in. This is the reason why.

Again, the secret to the aquathermal is the depth. Knowing where the shallows are will be critical at this year's NAC. Once you know the shallows, always overshoot the mark by about five boatlengths on warm days and eight to ten on cooler days (below 70 degrees).

North Breeze Phenom:

In the Northern Hemisphere it is a known fact that as wind moves from land onto water it changes direction by about a five to 10 degree veer. This effect is only of concern for Carlyle racing when the wind is out of the north. When there's a northerly and the weather mark is set near the north shore, the reach leg will be effected by a good point of sailing the further north you go but an extremely poor one to finish the leg off. This is not abnormal. However, there is an exception to this when the reach leg is around the area of the harbor (illustration B).

Around the harbor there is an unexplained wind shift that occurs only periodically. What happens is that on the reach if you stay close to the shore you get a lift effect that never ends because of a wind bend straight out of the harbor. This bend tends to give a faster point of sailing all the way to the jibe mark. However, the inexplicable thing about this situation is that it only occurs when the temperature is above 90 degrees and the air is stable. The strangest thing is the rule of thumb that we've developed at Carlyle when the winds are out of the north. When the weather mark is near the harbor take note when you approach it. If you can smell the harbor latrine just before the weather mark, sail the second leg high. Evidently the hot temperature in combination with the unusual wind variants at the harbor entrance causes the smell of the latrine (at the top of the hill overlooking the lake) to be noticeable at the weather mark. Simple rule here is if it smells bad, go check it out. Some people have called this strategy 'the crap shoot.'

Reverse Cloud Effect:

If you've sailed off-shore you're probably familiar with the winds associated with large cumulus clouds. If you've ever

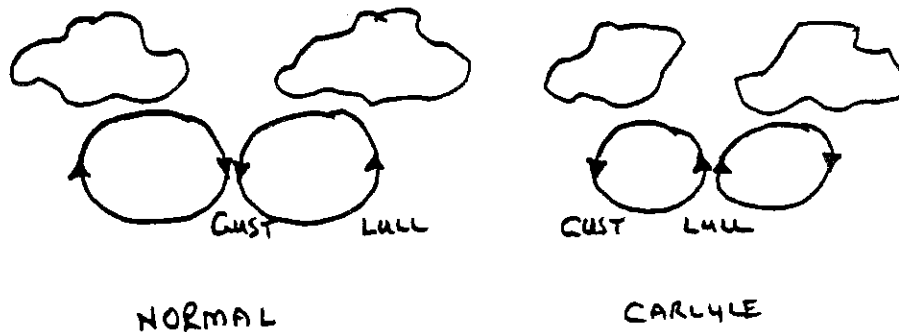


ILLUSTRATION C

noticed when unstable systems move in, the puffy cumulus clouds grow in numbers, they usually come past us in rows.

The area between the clouds is where the wind velocity is the greatest and the area under the clouds is where wind is the weakest because it is basically the area of updraft that feeds moisture to the cloud (illustration C).

The simple rule to follow in most cases is that the wind velocity will decrease as the cloud moves overhead. At Carlyle the same rule applies but in reverse. This, of course, is completely inexplicable. No one knows why but they accept it (somewhat similar to the change to a 20 percent rule instead of a 720). The key here is to keep an eye on the weather. When the cumulus clouds start to roll in, find

one, get under it and away you go. At a recent Whale of a Sail event, after reaching over to a cume (we call them cume for short), I was so excited that I lost track of where I was on the course and ended up at Boulder Access, approximately five miles down the lake. The simple rule here is: Find your cume but don't lose your head.

I've often hesitated about revealing this vast amount of local knowledge that we have here at Carlyle but I've come to grips with the fact that sportsmanship is king and an equal opportunity is best for all.

I hope that these little tidbits will whet your appetite even more for this year's NAC as the clock ticks closer. Hope to see you there.

35th Anniversary Regatta — Ohio District Cowan Lake Sailing Assoc. — Fleet 1

Wind Gods willing, the best of Pond Sailing, near Cincinnati OH Tune Up Race Friday June 26 at 3:00; Regatta June 27, 28 Celebrate Scotting's 35th year with a 5-Race Regatta on Sat. and Sun. a.m. plus a Friday afternoon (3:00) tune up for early arrivers.

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Your Name _____

Payment enclosed ___ Yes ___ No

Return to Steve Yovan, 7246 Hamilton Hill Dr., Cinn., OH; 45244;
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I'm no different from other sailors. When it's time to throw the boat in the water and go sailing, I don't want to sit around the ramp fiddling with some piece of screwed-up gear.

That's why I have developed some convenience-oriented steps and gadgets on my Flying Scot which I think would work on other trailered boats as well as Scots. Most are very simple.

1. **Rolled sails** — Like many sailors I roll my sails up instead of folding them. It's quicker than folding both putting in and putting away. It's also kinder and gentler to the sails (fewer creases). All you have to do is curl the head of the sail into a roll and keep rolling the triangle, being careful to keep the leach end of the roll even. This will allow you to leave the battens in. One little innovation I've put in this is I now start the roll in the middle of the sails by placing the head of the sail down near the clew. This leaves me with one small crease instead of none but the roll-up operation is cut in half and I can attach the halyard and haul away instead of unrolling first, which causes the unfurled sail to wallow in the bottom while trying to attach the halyard.
2. **Gear basket** — Many sailors keep a laundry basket in the bilge to store all the "stuff" like extra lines and sunblock. Problem is the darn things skid around on tacks and dump over or slide away out of reach. My brother Mike has installed a shock cord beneath the Starboard seat of his boat which is threaded through one of the webs of his gear basket. When he needs something he grabs the edge of the basket and pulls it out. When he's done, he simply lets go and the basket disappears under the seat by itself. The shock cord pulls it back.
3. **Where, Oh Where is the halyard winch handle?** On my boat it is attached to a line which is fed through a large fairlead which is wide enough for the crank handle. The line is then led forward and attached to a 2:1 shock cord. A cam cleat is attached just aft of the fairlead. When I

CONVENIENCE SAILING: *How Can I Possibly Have More Fun?*

STEVE HARTMAN

Q: What's more fun than sailing?

A: Hassle-free sailing!

need the crank, there it is sitting in the fairlead. I pull it out far enough to use and cleat the line in the cam cleat. When I'm done, I release the cleat and the crank springs back under the foredeck and back into the fairlead. I also left a small loop of line where the line is tied to the shock cord. After I'm underway, before I put the crank handle away, I snap the free end of my bow line to the small loop and when I release the cam cleat the bow line is taken up under the foredeck and is there when I need it next.

4. **Tippy Trailer syndrome** — Ever hear a WHAM! as someone's boat and trailer tips suddenly back on its stern? Not fun. So we see small ladders jammed under the stern or we see crew standing on the trailer tongue. My solution is a "kickstand" mounted near the rear port trailer taillight on the frame. It's made from a pivoting trailer nose wheel with the wheel removed and a skid foot welded on instead. When I want to take my trailer loose from the van I swing the kickstand down and crank the nosewheel up until the kickstand is firmly stuck in the pavement or gravel. I can walk around in the boat and rain will drain out. Also I can leave it overnight. One Caveat: the frame on a Pamco trailer is too short for this trick.

The more I look around other boats the more ideas I get from other sailors which means I have more fun. These suggestions shouldn't necessarily be duplicated on your boat because I bet you can improve on them yourself. Share some of your gadgets with us!



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1992 Flying Scot Midwinters Challenger Results

Position	Boat	Skipper/Crew	Points
1	3204	Hartman & Hartman	8.5
2	4619	Pridmore, Davey & Bonapart	17.75
3	3951	Schneider, Russell & Schneider	64
4	3028	Sumpton, Sumpton & Sumpton	33
5	65 GYA	Ruthven, Ruthven & Ruthven	34
6	62 GYA	Sylvester, Swift & Sylvester	38
7	4310	Solomon, Solomon & Berick	40
8	4639	Swensen, Swensen & Sullens	58.75
9	1263	Perna, Christenson & Comen	60
10	3839	Terry, Hayward & Jurczak	63
11	4109	Dees, Dees & East	121
12	4420	Russell, Cornell & Schneider	67
13	3720	Jacobsen, Jacobsen & Lenahan	68
14	4700	Moore & Moore	69
15	281	McBride, Campton & Pope	69
16	62 GYA	Cooper, Adams & Mullis	71.75
17	60	Kalata, Penewitt & Burke	79
18	3911	Nickerson, Nickerson & Vanderho	82
19	2611	Cook & Berkel	83
20	4278	Vander Horst & Raser	86
21	4296	Harris, Woodworth, Pinkel	87
22	4115	Knight, Sanferd & Snyder	50
23	215 1394	Hainsworth, Banning & Shasteen	89
24	4825 GYA	Sweeney & Sweeney	79
25	391	Vokac & Leaach	108
26	534	Osler, Friend & Calleja	109
27	4305	Hartman & Hoffman	114
28	4777	Glass & Glass	127
29	4398	Berglund, Ioli & Berglund	128
30	4096	Rogers, Orr & Mizell	34.75
31	1282	Gramines, Gramines & Bossings	130
32	4471	Cremonni, Alkes & Al	117
33	46	McKenzie, Pell & Pell	142
34	3617	Boyer & Boyer	167
35	3474	Gerrity & Gerrity	170

1992 Flying Scot Midwinters Championship Results

Position	Boat	Skipper/Crew	Points
1	4816	Fisher & Carpenter	8.5
2	99 GYA	Stieffel & Merrigan	8.5
3	101 GYA	Faget, McClurkin & Vehar	18.75
4	4499	Clark & Smith	22
5	742	Vander Horst, Vander Horst & Wilsdorf	57
6	11 GYA	Merrifield, Bellows & Adams	33
7	4246	Ewing, Ewing & Vaught	35
8	4545	Gough & Grennca	34.75
9	4689	Draheim, Harrington & King	43
10	4343	Cohen, Hayes & Fisher	45
11	4470	Seifrick & Seifrick	47
12	4813	Carpenter & Malmgren	62
13	4271	Wade, Foerster & Sumpton	70
14	3323	Powell, McCoy & Phipps	71
15	3605	Hartman & Hartman	73
16	4801	Meredith, Dodd & Wolfe	75
17	29 GYA	Taggart, Salzar & Fore	80
18	4510	Taggart, Haydel, Cuevas	82
19	2741	Cullen, Baker & Faget	86
20	3666	Baughner & Baughner	88
21	1294	Crawley, Phipps & Fong	89
22	2068	Fowler, Harris & Harris	109
23	4530	Klick & Shinning	111
24	4552	Glassberg, Esddsm & Ruthven	112
25	4341	Smith, Smith & Van Orden	112
26	4104	Thorpe, Folio & Russell	114
27	4738	Meno, Meno & Myers	115
28	2714	Manicchia & Linck	118
29	4664	Patin & Patin	122
30	4468	Shaffer, Kerdock & Hoag	125
31	4647	Brown, Brown & Cline	134
32	4505	Leipper, Frankland & Denholm	139
33	4595	Bell & Bell	155
34	3577	Domagala & Fitzgibbon	148
35	2303	Newell, Newell & Hauser	159

THE FLEET 80 AMENDMENT A GOOD IDEA!

The winds of controversy are again visiting the Flying Scot Class. Those of us who have been around long enough to remember the last great "Rigging Controversy," or the jib track controversy before that, can sense a note of familiarity with what has been transpiring over the last few months as the class attempts to bring the Fleet 80 Amendment to a vote. As someone who has been opposed to "seat jib cleating" since it first appeared in 1984 at the Hamilton NAC, I have been asked to summarize the pro-amendment point of view.

One-design classes, through their very nature, tend to gravitate toward more and more complicated rigging. The list of boats that started out as simple daysailers and are now racing machines is quite long. The vast majority of these classes have seen the number of owners dwindle in direct proportion to the increase in rigging sophistication. Those of us who have been in the Scot Class long enough to have known Sandy Douglass will recognize the sound of this tune, but it is no less true today than it was at the time of his many articles on the subject in the 60s and 70s. Sophisticated rigs intimidate the newcomer so he chooses a simple boat. When a class cuts itself off from the novice, it is doomed to slowly sink into oblivion.

The theory of one-design racing is to compete in boats that are equal so that the abilities of the skipper and crew alone are what make the difference. This is a nice theory, but in the real world, everyone is looking for an edge. Quite often the enthusiasm for gaining an edge by "upgrading" the rigging of the totally committed racer spills over into the administration of the class. In most one-design classes, it is natural that many of the folks who travel to Nationals and other major regattas every year become the leaders of the class. Most often, these folks are also committed racers who seldom use their boats for daysailing. This tendency has led to the decline and near

extinction of a large number of other one-design classes.

Fortunately for the Flying Scot Class, the framers of the Constitution and By Laws recognized this tendency and set the Flying Scot Class Specifications up in a way that strongly discourages innovation and change. This has carried the class through 35 years of successful class management with officers who have carried on the tradition of simplicity and a commitment to the one-design concept.

Presently, the majority of new Scots are sold to novices. Most make first contact with the Scot through someone who already has one. This is the sign of a class that is growing. The number of boats at the NAC is not a good indication of a class's well-being. To find the real strength of a one-design class, look at how many new fleets are being chartered and how many boats are participating each weekend in fleet racing. The true strength of a one-design class is determined by the strength of its fleets. It is essential for a class to maintain a broad range of appeal through a low degree of sophistication. This keeps new sailors coming into the fleets and allows a class to continue to grow.

We are now seeing a greater number of new members from other classes as the field of choices for viable one-designs continues to narrow. The Flying Scot Class must work to help those coming from classes with more sophisticated rigging to realize that the Flying Scot is primarily a daysailer. The fact that the boats are all nearly the same and that it can be handled by two people in most conditions make it an ideal boat for racing, but the Flying Scot's daysailing characteristics are its real strength.

You ask what does all of this have to do with cleating the jib sheet on the seats? This innovation is an extreme breach of the Flying Scot "daysailing" philosophy. The seat of the Scot is eight feet long. To the novice, this looks bigger than what they were just looking at down the aisle on a 27-footer at the local boat show. There is plenty of room for the kids to sit up forward where it is easy to keep an eye on them and if they sit on the seat they are a long way from where they might fall in. The seat is one of the major assets of the Scot and a major attraction to the newcomer. Most seat jib cleating

(Continued on page 14)

THE FLEET 80 AMENDMENT A BAD IDEA!

Jib seat cleating on the seat has been adapted by many sailors in our class and is very popular. I believe that there is no question that the Fleet 80 proposal to ban jib seat cleating should be defeated. Lets go over the five areas that I feel support this view point.

Performance

The Board of Governors agree that there is no performance advantage for seat jib cleating. The significant reason for this is that the use of jib-weather-sheeting closes the "slot" more than any arrangement of the leeward jib sheet can afford. Bob Neff (our Chief Measurer) agrees with this and he so states in the Jan/Feb 1992 issue of Scots n' Water.

1. Legal:

The jib seat cleating was first used over 7 years ago. It complies with all of the rigging requirements for jib leads (refer to your FS Handbook under Chief Measurer's Rulings 6 and 48). It is in compliance with the widely quoted CMR 64, which clearly allows for seat cleating, and which I repeat here for clarity. "Brackets used to facilitate sheet cleating shall not be attached to the seat back or coaming so as to project into the cockpit area." The jib-seat cleating hardware is NOT attached to the coaming or seat back. One more key item that you may not be aware of, is that in 1985 the Chief Measurer was asked if the jib seat cleating was legal, and the answer was, "Yes, it is legal." Since then, subsequent Boards, Chief Measurers and Fleets have not challenged this decision. Why now?

2. Fairness:

This issue should not even be on the table. How can we in all good consciousness even consider overturning something that has been allowed and in use for over 7 years? How do we tell our fellow sailors that have converted their boats to seat cleating after trying other methods, or have bought boats new

(Continued on page 14)

GOOD IDEA

(Continued from page 13)

systems mount a number of fittings approximately two feet from the forward end of the cockpit. This reduces the size of usable seat by about 25 percent in the eye of the newcomer so that now the seat doesn't seem so big and if the kids are forward, they will be in the way of the sheet. Sure, the standard boat may not be rigged that way, but remember, most new owners see their first Flying Scot because of someone they know who has one. For this reason, it is vital to the continued growth of the Flying Scot Class that this system be prohibited.

Performance is also an issue. The actual advantage, if any, gained by rigging the jib cleats on the seat is minor. However, the fact that some of the top sailors in the Flying Scot class use this rig does encourage it to be perceived as a performance advantage. This will lead many less experienced sailors to believe this rig is one of the keys to success and encourage them to rig their boats in this manner. This can lead to an inappropriate focus for a fleet and hinder fleet growth.

The issue of safety has been raised on both sides. There is no merit to the safety argument on either side. There are plenty of fittings in other locations which pose an equal or greater risk of injury. By the same token, there are other ways to rig the jib sheet which are just as easy to cleat and release. It is a simple matter, for example, to add 2:1 purchase to the jib sheet. Did we really sail through the first 27 years of the Scot's existence with the jib sheets rigged in a way that prevented them from being cleated and released safely? Safety is not an issue as long as the seat fittings are not oversized.

The daysailing characteristics of the Flying Scot are slowly being destroyed. This is the primary concern of this issue. We, as a one-design class, are inch by inch, slowly by slowly, making our way down the path of destruction already taken by so many other one-design classes. I would like to see the class adopt a procedure whereby current approved systems are defined and anything that has not been specifically covered is strictly forbidden until it is formally approved by the measurement committee and the board of governors. A new system should need more than a call to the Measurer to be approved. The class must do all that is possible to stem the tide of radical development before it is swept away.

If you like the daysailing aspects of your Flying Scot, I would urge you to contact your fleet captain and indicate your support for the Fleet 80 Amendment. I would estimate that between 50 and 100 Scots are presently rigged in this manner. This is approximately 1 to 2 percent of the total boats built and perhaps five percent of the members of FSSA. It is true that we at Douglass Boat, and now Flying Scot, Inc., have installed this system on a number of new boats, but not without warning the owner that the issue was under review and may be outlawed by fleet amendment. With the number of letters and articles that have appeared in Scots n' Water (see Sep/Oct 89 p. 5 and May/June 90 p. 12) in recent years, it is difficult to understand how anyone who has installed this system did not know that it was under review. It is unfortunate that this issue has been allowed to drag out over eight years, but it is imperative that the class approve this restriction and reinforce an attitude that has built a strong one-design class filled with truly wonderful people.

BAD IDEA

(Continued from page 13)

from the factory which were legally rigged with seat cleats, or have bought used boats with the seat rigging already installed, that "sorry" you have to retrofit your boat? You will find these sailors throughout the Fleets, with all levels of competence and experience. Is seat cleating required to be a top Scot sailor? The answer is no, as evidenced by top sailors who have chosen other methods. Seat cleating is a choice for convenience for your wind conditions and with your crew limitation. Paul Patin, FS 4664 (Long Island, South Shore) states "the prime argument against seat cleating is that it prevents people from comfortably sitting on the seats. However, the reverse is also true of the "deck cleating" as provided on a stock boat, it prevents people from comfortably sitting on the deck. The point being, depending on the pre-dominant wind conditions where you sail, people tend to either sit on the seats or up on the deck."

3. Are Scots One-Design?

The definition of one-design has come up in this controversy so I offer two definitions.

The first, is that the boats should be as nearly equal in performance as possible, that all improvements in convenience and performance should be reasonable in cost and available to all,

that safety must be the watchword and not sacrificed for the benefit of speed, and that changes should not depart from the style of the boat or of the class.

The Scot Class clearly subscribes to this definition. We allow for personal choices within a strict set of rules while allowing for change. Have we changed from the original design? Certainly. For example, we now have mid-boom sheeting and a cam-cleat on the mainsheet (how many of you don't have a mainsheet cleat and still hold the sheet in your hand at all times?). We have replaced the jib drum winches with Harken Ratchet Blocks. We have a mast stepping hinge (how many of you step the mast using the original tabernacle method?) And the list goes on. These changes evolved as technology came about and as a wider range of sailors suggested improvements. So, yes, we can be one design without having all the boats exactly alike: say, white with a blue stripe, with all sails by one loft, and all the rigging identical.

4. The Proposal Itself:

The proposed amendment is a time bomb itself, not ending the controversy but rather opening up a whole set of questions. The amendment, as written, proposes to eliminate only jib-cleating hardware from the seat, but surprisingly makes no mention of the fate of the two other current arrangements that are also attached to the seat. One of which, is the hardware for the internally lead spinnaker sheets, and the other is the spinnaker turtle bags that are typically attached to the seat front.

This raises the question as to what the amendment is trying to do.

Is the intent "to clear the seats of hardware?" If so, then the amendment should read "the seats, backs, lip, and fore/aft sections shall be clear of all hardware" and therefore, eliminate the other two seat attachments.

Or, is the amendment's intent to restrict the number of jib cleating system is allowed. In which case we should select one jib cleating method and have everyone change to it BUT which one? We all have our preferences.

The bottom line here is that we are trying to force fit an exception into the rules that is not consistent and which will open the door for future controversy. I caution you to carefully consider what you are voting for.

5. Safety and Convenience:

I have saved this for last, because I want to leave you with some powerful

(Continued on page 15)

BAD IDEA

(Continued from page 14)

thoughts. It quickly becomes apparent, while talking with the many sailors around the country, why this jib sheeting method continues to grow in popularity. The answer is that "it makes the crews' job so much easier when the wind picks up" and therefore, eases the skipper's anxiety. Notably this happens more on the coasts and on the Great Lakes, and not as much on the inland lakes.

Below is a picture of my wife (Pat) in our Scot to illustrate why she likes jib seat cleating.

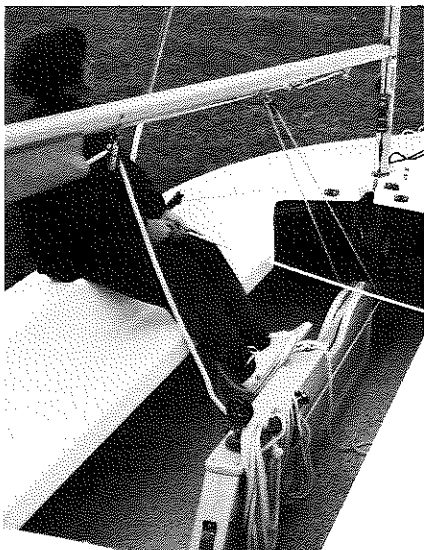
1. Note how clean and simple the boat looks, and how much deck area is clear of hardware, so that we don't have to sit on blocks. It's a pleasure to tack in a breeze and not plop down on deck hardware.

2. Note the upward lead angle on the jib sheet (*just like the skipper's main sheet*). It is very easy to uncleat, particularly when the wind blows and lines are wet, as can be the problem with leeward deck jib-cleating.

3. Note Pat's feet against the Centerboard trunk, thus gaining leverage when sheeting in, and thereby not requiring the Skipper's help, as is the case with windward deck jib cleating.

4. Note that the seat fittings are all screwed and sealed so that the watertight integrity of the boat is not compromised.

5. And finally note that the windward sheet has pulled the jib inboard further than the leeward sheeting could do by itself, i.e. no performance advantage.



In putting this letter together, I have talked to many Scot sailors around the country, and they all strongly agree that Jib-seat cleating works extremely well for their family style crews, and in their wind conditions. Look, again at the picture of my wife in our boat, and the advantages of the jib seat cleating that we enjoy, appreciate, and why my wife strongly agrees that jib seat cleating is best for us.

Summary

There is no question that jib-seat-cleating should continue to be allowed.

1. If jib-seat-cleating didn't work then it would have fallen out of favor, rather than growing in popularity and having many Scot sailors proclaiming its advantages.

2. The Chief Measurer ruled it legal in 1985.

3. The system combines convenience and safety.

4. Scots can continue to be One-Design, without making all the boats exactly alike.

5. There is no performance advantage.

6. It does not violate any rule.

7. It is easy to install.

8. It is in keeping with the class' philosophy to encourage and support family sailing in many wind conditions.

The Flying Scot Class is once again faced with a difficult decision. The issue is whether or not to disallow jib-seat cleating, after it has been legal for over 7 years. In retrospect, the Class must establish a process that deals with issues at their inception and not years later.

There is no question that Fleet 80's amendment to disallow jib-seat-cleating must be defeated.

For those who have no preference on jib cleating, you should still vote on the issue of FAIRNESS. You may not be affected this time, but consider how you feel if someone proposed that you have to reposition your boat's rigging; years after you bought your boat. Consider, also, that if jib-cleats were to be outlawed, that it should have been done in 1985 and NOT in 1992. It is ridiculous to ratify a change 7 years after allowing it.

Fleet 80 has given us the opportunity to put an end to the debates, and to avoid future controversy.

VOTE AGAINST THE ADMENDMENT

JIB SEAT CLEATING VOTE

By Bernie Knight

This article will serve three purposes: 1. It constitutes your OFFICIAL, NOTIFICATION of the vote to be taken at the 1992 Annual Meeting on the seat cleating issue for jib sheets. 2. It describes the voting procedure to be followed so that hopefully there are no surprises. 3. It provides a balloting procedure for those registered Scot owners who are not members of a fleet.

In the last issue of Scot's n' Water a Special Meeting was announced by the Chief Measurer's article and ballot to vote on whether jib seat cleating should be allowed in the Flying Scot class. Members of the Executive Committee received numerous calls and letters pointing out that the procedure being followed may not lead to a fair vote. Your Executive Committee met in early March and agreed with this conclusion. In the meeting last summer at Riverside, CT., the Board of Governors had laid out a procedure - the special called meeting - that was intended to bring the jib seat cleating issue to a vote as fast as possible, in order to get it behind us. We all felt that the debate had gone on far too long. Unfortunately, in our haste we executed a flawed process, and on behalf of the Board of Governors, I apologize to you for that. It was decided on March 4th by the Executive Committee, and confirmed by the Board of Governors on March 30, at the Midwinters that the jib seat cleating vote should be taken at the Annual Meeting in July, 1992. Votes sent in response to the Special Meeting have been sequestered by the Executive Secretary, and none of us know the results of that vote. This will allow more time for additional articles in Scot's n' Water and to ensure that the procedure followed was constitutionally correct. A special committee consisting of Paul Moore, Immediate Past Commodore, and Don Hott was requested to research the FSSA Constitution and advise us of the proper steps to follow. The Fleet 80 proposal dated March 23, 1991 is reproduced on page 16, it was referred to the Chief Measurer for action in accordance with the constitution. The Measurement Committee did its job, evaluating the Fleet 80 proposal and

(Continued on page 16)

(Continued from page 15)

recommending to the Board of Governors that it go to the membership for a vote. Hopefully, the "pros and cons" articles in this issue will help FSSA members make a more educated vote. Please keep in mind a vote FOR is to ratify the amendment (therefore banning jib cleating on the seat) and a vote AGAINST is to say that the proposal should not be ratified (or that the individual boat owners have the right to make a choice on where they wish to cleat their jib.) The vote will be taken as a piece of "old business" at the Annual Meeting in July, 1992, where fleet members will vote, either in person or by proxy.

Procedurally;

1. The Fleet 80 proposal will require 2/3 of the votes cast FOR the proposal to pass in order to amend the Specifications, per Article XX, para. 1.

2. There will be one vote per registered boat per Article XVIII para. 1. Thus fleets will be required to split their votes along the lines of individual paid members votes. For example a fleet will be required to record x-number FOR the amendment and y-number AGAINST the amendment and z-number abstaining or not voting.

3. Properly certified fleet proxies can be either mailed to the Executive Secretary prior to the meeting or delivered by fleet representatives to the meeting per article XVI. Proxies on this issues must be DESIGNATED proxies indicating the individual wishes of their fleet membership as per the Item 1 above. Thus no officer or member of the Governing Board will hold any discretionary proxies on this issue. If a boat owner votes an ABSTENTION it will be recorded as such and cannot be counted among the votes cast to determine the number of FOR votes required for a 2/3 majority. We feel that it is important that people having no particular opinion on the matter not be forced into an up or down choice unless they wish to.

4. Because several fleets went to considerable expense to publicize the issue internally and to poll their membership for the Special Meeting, they may be reluctant to repeat the exercise. We suggest that the previous vote for those fleets be simply resubmitted as the fleets proxy.

**PROCEDURE FOR NON-AFFILIATED MEMBERSHIP VOTES
BALLOT FOR REGISTERED SCOT OWNERS
WHO ARE NOT MEMBERS OF A FLEET**

Name: _____

Address: _____

Registered Flying Scot Hull Number: _____

I vote: **FOR** **AGAINST** **ABSTAIN** **(circle one)**
regarding the Fleet 80 proposal.

FLEET 80 PROPOSAL - Amend the third sentence of Specification Article S-III-5-g Jib Sheets to read as follows: "From the blocks or fairleads the sheet may be led and cleated as desired, provided that no blocks, fairleads, cleats, or other jib fittings are attached to the seat, the seat back, the seat lip, or the forward and aft vertical sections of the seat."

IF YOU ARE NOT AFFILIATED WITH A FLEET, please make a photocopy of the ballot below and mark your preference along with your signature, and mail to the Executive Secretary. (Address is inside the front cover.) All non-affiliated votes must be postmarked no later than July 7, 1992, in order to be counted. Remember, a vote FOR the proposal is a vote to outlaw jib cleats or any other jib sheeting hardware being attached to any part of the seats.

I certify that I am the legal owner of the above numbered hull and that my FSSA dues are paid current.

Signature _____

**Flying Scot Sailing Association Annual Meeting July 16, 1992
Annual Meeting Proxy Form**

Fleet captains are requested to photocopy this page and use the form below for your official fleet proxy at the Annual Meeting in July. Either mail your proxy to the Executive Secretary or have it brought to the meeting. Remember, only paid up FSSA members may vote.

FLEET PROXY

1. Fleet _____ members vote as follows on the Fleet 80 proposal to ban Jib seat cleating:

_____ **FOR** _____ **AGAINST** _____ **ABSTAIN/NO VOTE**
Number Number Number

2. Fleet _____ grants its unconditional proxy for the purposes of voting on any other issue that may come before the meeting to:

CERTIFIED BY: _____
Fleet Captain

Fleet # _____ **Date** _____

FLEETS IN

V.I.S.A. OPEN REGATTA

OCTOBER 5 & 6

SMITH MOUNTAIN LAKE, VA

Fleet 71 Larry Lewis, FS 3933

The mountain setting and the fall season make Smith Mountain Lake the prettiest lake we sail on. This continues to be a strong Flying Scot Regatta with 23 Scots registered this year. We had boats in attendance from Smith Mountain, Lake of the Woods, West River, Lake Norman, Lake Townsend and Carolina Sailing Club.

As we left home on Saturday morning, we were very concerned about the weather. A cold front was forecast to sweep the Virginia mountains later in the day with rain and high winds. Some of the Carolina District's more memorable blow-outs had occurred at Smith Mountain with the arrival of October cold fronts. In one past regatta, 12 Scots, including Harry Carpenter, turtled as the arrival of a front coincided with a tight Spinnaker Reach.

When we arrived at Smith Mountain, the sun was shining, the temperature was in the low seventies and the wind was light. However, the forecast was for winds of 10 to 20 mph and increasing with the arrival of the front. We tightened the shrouds and prepared for heavy air.

As we cast off for the race course, the wind started to increase. By the start of the first race, it was blowing 10-18 mph.

Since the wind was from the same direction as last year, we went left on the first upwind leg. It had worked last year. We were second at the windward mark with Baxter Gordon from Smith Mountain first. He had gone further left. Dick Schultz was third.

We managed to round the leeward mark first with Dick Schultz in second. On the way back upwind, we protected the left side. Unfortunately, the last big shift was to the right. Dave Batchelor had worked the right side and was first after the second upwind leg, with the Lewises a close second.

Dave led until the Jibe mark. Since the second reaching leg was tight, we all dropped spinnakers before rounding. As he rounded tight to cut us off, a gust hit causing Dave to broach momentarily. We had just enough warning to ease the sails and flatten the boat. The gust started us

on a plane through Dave's leeward side back into the lead.

We barely managed to cover Dave on the last upwind leg. The Lewises won by only a couple of boat lengths with Dave Batchelor second. Bob Post came on strong to finish third. Baxter Gordon held on to fourth with Gary Werdon finishing fifth.

The fleet was very aggressive during the start of the second race. There were moans and groans from some and cries of joy from those of us who were buried as the race committee signaled a general recall. Since the general recall moved our start to the back of the line, Dave Batchelor went in to replace a blown out batten. He did not get back in time to set up properly for the second race.

We did manage to get a good start during the second start of the second race. We went left again, tacked and crossed the fleet to round the windward mark first. Bill Ross and Bob Post rounded second and third. The race committee had improved the reaching angles so that the spinnaker could be carried on both reaches.

As we started back upwind we noticed that Bob Post, who was now second, was going faster. We had the vang on heavy and were hiking as much as pos-

sible. Bob had almost caught us as we neared the windward mark. He was going very fast in the heavy air.

We got a break when we were able to round the windward mark in front of a group of day sailors. Bob rounded in the middle of this pack of boats. We were able to add some distance to our lead as Bob had to fight his way through the day sailor fleet.

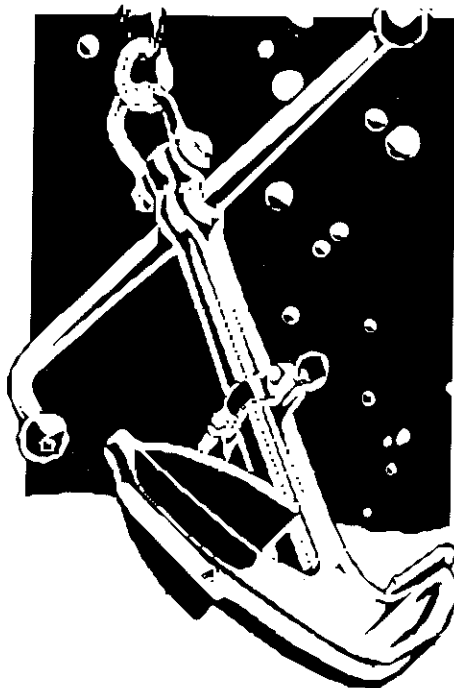
The Lewises finished the second race first with a charging Bob Post second. Bill Ross who had been over early during the first race finished third. Margaret Carson and Bill Sanjour sailed their usual solid heavy air race to finish fourth. David Batchelor managed to recover from his bad start to finish fifth.

We had enjoyed two great Saturday races with steady winds in the 10 to 20 range. As we prepared for V.I.S.A.'s usual outstanding social and dinner, the temperature was still in the seventies. Where was the dreaded cold front?

After dinner, the cold front made its appearance with lightening, thunder, rain and more wind. As everyone made a dash to the campsites, they had to dodge flying acorns along with the rain.

When we woke up on Sunday morning, the rain was gone, but the temperature was in the mid-fifties and it was blowing 15 with gusts to 25. The race committee postponed the 9:30 start when they found gusts of 25 to 30 on the water.

With the high winds and cool temperature, most of the sailors did not wait for a final decision by the race committee. By the time the race was officially cancelled at 10:30, most of the boats were already on trailers and packed for home.



Top 5 Final Results

	Boat	Total
1	Larry & Starr Lewis	3933 1.5
2	Bob Post	3201 5
3	Dave Batchelor	2324 7
4	Baxter Gordon	1581 10
5	Maggie Carson & Bill Sanjour	4579 12

NEW MEMBERS

Flt. #	Dist.	Boat #	Name	Address	City	St	Zip	Type
	Cap	4824	Joseph G. Johns, Jr.	Rt. 1 Box 63 B	Grasonville	MD	21638	Act
42	Cap	2793	Deborah Parshall	868 Flagler Drive	Gaithersburg	MD	20878	Act
97	Cap	2707	Roger L. Schermerhorn	3666 Pine Cone Circle	Waldorf	MD	20602	Act
	Cap		Charles M. Trammell, III	6212 Walhonding Rd.	Bethesda	MD	20816	Asc
27	Caro	2836	Daniel Albert	1309 Wildwood Dr.	Chapel Hill	NC	27514	Act
	Caro		William H. Forbes	5413 Kilkeel Court	Fayetteville	NC	28311	Asc
162	GNV	3869	Bruce Kohut	92 Hominy Hill Rd.	Colts Neck	NJ	07722	Act
173	GNV		Paul Jon Patin	40 Bergen Lane	Blue Point	NY	11715	Asc
	GNV	4718	Edward R. Perkins, Jr.	32 Park Avenue	Rumson	NJ	07760	Fam
	GNV	4822	Laszlo Potyondy	34 Battin Road	Fair Haven	NJ	07704	Act
	Gulf	0723	C. Matthew Lusco	3010 Warrington Rd.	Birmingham	AL	35223	Act
98	Gulf		Rod Stieffel	4444 Melvin St.	Jefferson	LA	70121	Asc
	Mid	4401	Mike Clayton	1090 Highway 19	Marshall	WI	53559	Fam
83	Mid	4796	Robert L. Jewell	803 Rustic	Robinson	IL	62454	Fam
95	Mid	3446	Stefan K. Peterson	13233 Irving Avenue South	Burnsville	MN	55337	Act
135	Mid	0345	Daniel R. Leach	815 N. Walnut	Monticello	IL	61856	Act
	Mid	2161	Terry R. Schroeder	1934 Plantation Lane	Mosinee	WI	54455	Act
	Mid	1815	Albert C. Schultz	730 S. Park Ave., P.O. Box 6	Neenah	WI	54957	Act
104	NE	0032	Elizabeth McC. Cowles	4 Hart Street	Burlington	MA	01803	Act
	NE	4015	John K. Dowd	258 East Side Dr.	Concord	NH	03301	Act
	NE	3249	Frank J. Minor	85 Ledgewood Hills Dr.	Nashua	NH	03062	Act
159	NYL	3067	Jeffrey Toor	RR #10 Box 155	Oswego	NY	13216	Act
80	NYL	3133	John McAdoo	1326 Oakhill St.	Pittsburgh	PA	15212	Act
176	Pac	4817	David M. Sacksteder	2840 E. Hoover Ave.	Orange	CA	92667	Act
	Tex	4689	Bill Draheim	309 North Oakland	Dallas	TX	75226	Act
140	Tex	1453	Richard Ulrich	5011 Edgecliff	Wichita Fall	TX	76309	Act
23	Tex	0296	Robert H. Welch	2728 Belmeade	Carrollton	TX	75006	Act



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313 • 426 • 5532 FAX

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In Stock: NEW SCOTS with our custom outhaul, cunningham, vang, and jib sheeting; adjustable universal hiking stick. Add our WACO type 360° centerboard control and custom spinnaker gear for a "kind-to-the-crew", race equipped SCOT. MAGI rigged SCOTS have won several NACs and fleet championships (and everyone knows it's the boat and not the crew or sails).

Previously owned SCOTS: All with MAGI warranty. Call or write for details.

Parts and Equipment in Stock: All the parts for DOUGLASS or CUSTOMFLEX boats as well as WACO type 360° cleats, crew hiking aid, shroud and tiller covers, custom cockpit "tent" covers, stainless or aluminum winch cranks, sailcloth centerboard gaskets, windvanes, plus all the necessary kits to update the rigging for your mainsheet, jib sheet, vang, and spinnaker controls. Instructions and photos. Catalog available.

Check your Gooseneck! We have all the parts to repair the STAR MARINE/KENYON gooseneck. Our uncollapsible universal replaces the inadequate universal which appeared beginning about 1971. \$6.50

Accessories: DOUGLAS GILL boots, absolutely the best wet sailing dinghy boot; CHUCK ROAST jackets and jumpsuits; HIGH SEAS foul weather gear; EXTRASPORT pfd's, ACCUSPLIT racing timers, at \$43 the slickest waterproof watch/count-down auto reset stopwatch you can buy; SILVA compasses, and much more. Call us for holiday or birthday shopping suggestions.

New Items: HARKEN HEXARATHCET® riser, form-fitting molded black plastic platform. No maintenance alternative to wood block to wedge ratchet up to horizontal. Leeward cleating is easy in the heaviest of winds! Now no excuse for cumbersome across-the-cockpit sheeting. \$33 package has (2) risers, fasteners, HARKEN #150 cleat wedges, and instructions.

Boat Hoist: Aluminum "A" shaped hoist, lifts four feet, unrestricted width, 1300 pound capacity; adjustable bunk systems for SCOTS and most other monohulls (we have a catamaran model too), tie-down system, anchor system, shipped partially assembled by common carrier or completely assembled on your SCOT trailer. Call or write for more details.

We ship daily by UPS. We repair hulls, centerboards, sails, and straighten masts.

The Starting Line

April 11-12, 1992

**Fleet 127
Harbor Island Yacht Club
Old Hickory, TN**

Nestled in the rolling hills of middle Tennessee, just 25 miles upstream from downtown Nashville. Private facilities, complete clubhouse (kitchen, showers, etc.) Ramp and hoist launch. Well-maintained campsites, nearby hotels and restaurants.

Contact: Nathan Dozier, office 615/859-9350; home 615/865-6484

April 11 & 12, 1992

**SANDY DOUGLASS REGATTA
Lake Norman, Charlotte, NC**

Open to Thistles, Flying Scots, and Highlanders. Class membership requirement is waived. Give your friends a chance to sail a real boat in a great regatta. Scots are invited to leave boats at the club and return for the Great 48 (May 2 & 3rd).

Contact: Bill Pitser, 919/748-1875 or 704/664-3487

April 25 & 26, 1992

**ATLANTA YACHT CLUB
INVITATIONAL
Atlanta, GA**

For details, contact: Kent Hassel, 404/395-7343

May 2-3, 1992

DESERT REGATTA 1992

Charbonneau Park on Snake River

At Charbonneau Park, behind Ice Harbor Dam on Lake Sacajewea...

Contact: Ken Dyer, 509/582-3231 evenings; Al Hopp, 509/545-4447

May 2 & 3, 1992

GREAT 48 REGATTA

Fleet 48

**Lake Norman Yacht Club
Charlotte, NC**

This is a Flying Scot Invitation. Great spring-time sailing at wonderful Lake Norman.

Contact: Mike Duncan, Regatta Chairman, 704/364-7842

May 16, 1992

**FULL MOON REGATTA
Fleet 157, Red Bank NJ
Monmouth Boat Club**

Fleet 157, now 28 boats strong and home of the '91 NAC Women's and '91 Wife/Husband Champions, invites you to

sail our five-race Spring regatta on the beautiful Navesink River. We have excellent launching and sailing facilities and everyone is invited to stay for club race (and possibly some team racing) on Sunday.

For info: Bob Markoff, 908/754-4275
For housing: Anne Korby, 908/747-6606

May 16 & 17, 1992

**BUCKEYE REGATTA
Fleet 37, Hover Reservoir
Columbus, OH**

Once again, Hover Reservoir will be the site of this year's first regatta of the Ohio District. This one promises to be a great weekend for all! Join us Contact: Tony DiBlasi, 6501 Sunbury Road, Westerville, OH 43081; 614/890-7979

May 16 & 17, 1992

**IRONMAN REGATTA
Birmingham Sailing Club
Birmingham, AL**

Contact: Wendell Hull, 205/979-5533

May 23-24, 1992

**GRAND OLD OPEN
Fleet 127**

**Percy Priest Yacht Club
Nashville, TN**

Bring the family to "Music City" for a fun-filled Memorial Day weekend. PPYC has a well-maintained public marina, with a ramp launch, new public docks and some beautiful countryside. Well-maintained campsites, nearby hotels and restaurants are waiting for your enjoyment. Y'all come! Contact: Nathan Dozier, office 615/859-9350; home 615/865-6484

May 30, 1992

**DANDELION REGATTA
Fleet 86, Magothy River
Pasadena, MD**

Fleet 86 invites you to come race on the Magothy River in the Dandelion Regatta. Hosted by Potapskut Sailing Association, this will be a one day event this year (May 30). The Magothy River is convenient to both Virginia and Pennsylvania, so there's no excuse for missing it! Contact: Gary Sullins, 410/461-6443 or Don Ziegler, 410/760-8124

June 6 & 7, 1992

**EGYPTIAN CUP
Crab Orchard Lake
Carbondale, IL**

June 6 & 7, 1992

**GREATER NY DISTRICTS
Shore Acres Yacht Club, NJ**

Fleet 31 will host the Greater New York District Championship on upper Barnegat Bay June 6th and 7th. Barnegat Bay has medium to fresh sea breezes with no current or tide. Fleet 31 is one of the largest fleets with 50 boats and hopes to make the trip worth your while. Contact: Kris Smith (908) 234-9459.

June 13-14, 1992

**BERLIN INVITATIONAL REGATTA
Berlin Lake, North Benton, OH**

Flying Scots, Thistles, Highlanders. Free camping on the club grounds. Meals at Clubhouse. Registration Friday evening, June 12, and Saturday morning, June 13th.

For details, contact: Gordon Shasteen, 102 Southridge Drive, Salem, OH, 216/337-6771

June 13 & 14, 1992

**CANDLEWOOD YACHT CLUB
INVITATIONAL
New Fairfield, CT**

Fleet 24 will host an invitational on picturesque Candlewood Lake, June 13 & 14, 1992. It promises to be very challenging, with top competitors from around the region. Come and enjoy our hospitality! Contact: Dave Jacobsen, 203/ 263-0769, or Forest Rogers, 203/775-0665

June 19, 1992

**MIDWEST SINGLEHANDED
REGATTA
Lake Delavan, WI**

Join us at Delavan Lake, Wisconsin, for the second annual Midwest Singlehanded Regatta. This one-day race regatta with spinnakers and without crew, will be held on the Friday preceding the Midwest Districts.

For more info: Jack McClurkin, 708/359-1190 (**Registration form in last issue of S N' W**)

June 19-21, 1992

**WIFE/HUSBAND NORTH AMERICAN
CHAMPIONSHIP**

Deep Creek Lake, Oakland, MD

Contact: Charles or Patti Buffington, 412/622-1013; fax 412/622-1015
Registration forms can be found in the Mar/Apr issue of Scots N' Water.

SCHURR ENOUGH...

Rod Stieffel and Charlie Merrigan win The Flying Scot
1992 Midwinter Warmups and place second in the
1992 Midwinter Championships



Pete Merrifield and Steve Bellows win the
1991 Flying Scot North American Championships



Harry and Karen Carpenter win the
1991 Flying Scot Mid-Winter Warm Ups,
and placed second in 1991 Wife and Husband Nationals



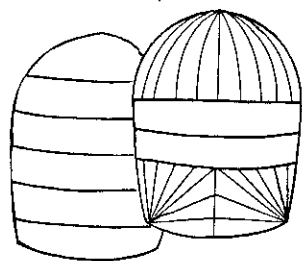
Schurr Enough...you too should be sailing with Schurr.

Name _____ Phone _____ Sail # _____

- | | | | |
|---|---|---|---------|
| <input type="checkbox"/> 4.4 oz. Racing Cloth | <input type="checkbox"/> 5.3 oz. Cruising 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"/> Main & Jib | \$745 | <input type="checkbox"/> Spinnaker Triradial | \$420 |
| <input type="checkbox"/> Main | \$523 | <input type="checkbox"/> Spinnaker Crosscut | \$325 |
| <input type="checkbox"/> Jib | \$222 | <input type="checkbox"/> Spinnaker Turtle | \$35 |
| <input type="checkbox"/> Mainsail Reef | \$35 | <input type="checkbox"/> Brummels on Spinnaker | \$10 |
| <input type="checkbox"/> Mainsail Foot Shelf | \$30 | <input type="checkbox"/> Centerboard Gaskets | \$12 |
| | | <input type="checkbox"/> Telltale 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 |

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.



Spinnaker Colors:

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|-----------|-------------------|
| Red | Black |
| Green | White |
| Ice Blue | Yellow |
| Dark Blue | Ocean Blue |
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| Sunset | Silver |
| Violet | Fluorescent Green |



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490 South 'L' Street
Pensacola, Florida 32501
904.438.9354 / Fax: 904.438.8711

STARTING LINE

(Continued from page 19)

June 20 & 21, 1992

MIDWEST DISTRICT REGATTA Delavan Lake, Wisconsin

Fleet 114 will host this year's Midwest District Regatta at Delavan Lake in southeastern Wisconsin. This will be a 5-race, 2-day event. For info: Jack McClurkin, 708/359-1190

June 27 & 28, 1992

THE 35TH ANNIVERSARY REGATTA Fleet 1

This super regatta is held only every five years and is always good sailing, good time and excellent competition. (At the 30th, there were 72 boats.)
Contact: Jack Rudy, 513/221-614

June 27 & 28, 1992

SPRITE ISLAND REGATTA Norwalk, CT Fleet 142, Sprited Island

Fleet 142 looks forward to having you join in for some top notch sailing.
Contact: Bill Faircloth, 19 Indian Cove Road, Ridgefield, CT 06877 (203) 438-6916.

July 4 & 5, 1992

JULY 4TH OPEN Fleet 48 Lake Norman Yacht Club Charlotte, NC

Twenty or more Scots participate in this extravaganza with fireworks and lots of fun. Contact: Bill Ross, 704/664-9511

July 11-18, 1992

1992 NATIONALS Fleet 83 Lake Carlyle, IL

Junior and Ladies' National will be run on the first weekend. Mark your calendars.

July 25 & 26

29th Annual Crystal Lake Classic Crystal Sailing Club Crystal, Michigan

Contact: Sonja or Chuck Sarrick (313) 651-2899

July 25 & 26, 1992

PETENWELL REGATTA Fleet 166 Regatta, Barnum Bay Yacht Club Club Wisconsin Rapids, WI

Contact: Peter Manley, H: 717/424-2948; O: 715/421-8440

August 1 & 2, 1992

1992 EPHRAIM REGATTA Ephraim Yacht Club Ephraim, WI

Contact: Jay Lott, before May 15: 312/944-3156; after May 15: 414/854-4071

August 1 & 2, 1992

INVITATIONAL REGATTA MARYLAND STATE CHAMPIONSHIP Dedicated to the Memory of Sandy Douglass by his home fleet, Deep Creek Yacht Club, Turkey Neck Deep Creek Lake, MD

Fleet 6 invites you to cool off this summer in the beautiful mountains of western Maryland. A five-race series with open house at the club Friday night and dinner Saturday night. Housing available with local sailors. Camping nearby (none on-site). Contact: Ted Rissell, Rt. 1, P.O. 81F, Swanton, MD 21561 or 301/387-6463

August 14-15-16, 1992

1992 NEW ENGLAND DISTRICT CHAMPIONSHIPS hosted by Plymouth Yacht Club 23 Union Street, Plymouth, MA

Contact: Ken Fosdic, 508/746-7520; Jim Cavanagh, 617/784-5088; Clubhouse, 508/747-0473

August 15 & 16, 1992

CANADIAN NATIONALS Stony Lake, ON

For more info, contact: Robin Collins, 416/444-3959

September 5 & 6, 1992

LABOR DAY OPEN Lake Norman Charlotte, NC

Another big North Carolina Fleet of Scots. Come and have fun with entertainment, and stay over for Labor Day R & R. Contact: Bill Ross, 704/664-9611

September 12-13, 1992

LAKE MASSAPOAG ANNUAL REGATTA Fleet 76 Sharon, MA

Located off Lakeview St.
For info and directions, contact: Jim Cavanagh, 617/784-5088, or Randy Rubinstein, 617/784-3075

September 12-13, 1992

MAYOR'S CUP Lake Townsend Yacht Club Lake Townsend, Greensboro, NC

This regatta is part of the Helmold/Singletary series and offers excellent competition between some of the region's finest Scot sailors. Lake Townsend is the home of Fleet 126 and offers some of the best facilities in central North Carolina. Come join the fun. Contact: Fields C. Gunsett, 919/299-2341, for additional details.

September 19 & 20, 1992

PIG ROAST REGATTA Fleet #1, Hoover Yacht Club

CANCELLED THIS YEAR. Dates for next year will be June 26 & 27, 1993. Contact: Jack or Nancy Rudy, O: 513/552-6505; H: 513/221-6144

September 19 & 20, 1992 BELLINGHAM BAY ONE-DESIGN REGATTA Bellingham, WA

The second annual Bellingham Bay One-Design Regatta hosted by Bellingham Yacht Club has been scheduled for Saturday, September 19 through Sunday, September 20, 1992.

In addition to great racing each day on Bellingham Bay, dinner and entertainment are being planned for Saturday night. T-shirts and on-the-water lunches will be provided. Invitations are being sent to the following fleets: Flying Scot, Laser, Laser>>, Laser Radial, Optimist, Tasar, 505, Etchells 22, 470, Laser Master, Fireball, San Juan 21, Thunderbird, International 14. Starts will be given to classes with six or more entries.

For information on registration, call or write: Vicki Brandt, Chair, BBOD Regatta, Bellingham Yacht Club, 2625 Harbor Loop, Bellingham, WA 98225; 206/733-7390, fax 206/738-0136; Home 206/733-4537.

September 25-26-27, 1992 THE "GLOW IN THE DARK" REGATTA Fleet 153

Clinton Lake, IL
Contact: Jerry or Sunshine Hartman, 217/586-3575; 217/355-1220; or Steve & Mike Hartman, 217/359-5828

(Continued on page 22)

STARTING LINE

(Continued from page 21)

September 26 & 27, 1992

CAROLINAS DISTRICT CHAMPIONSHIP

hosted by

Fleet 126 and the Lake Townsend
Yacht Club

Lake Townsend, Greensboro, NC

Fleet 126 looks forward to hosting this year's Carolinas District Championship. This will be a five-race regatta, three on Saturday, followed by two on Sunday — conditions permitting. Contact: Fields C. Gunsett, Carolina's District Governor for details and additional information, 919/299-2341

October 3 & 4, 1992

GREAT SCOT REGATTA

Fleet 118

Birmingham, AL

Also hosting Flying Scot Gulf District Championship. This will be located at the Birmingham Sailing Club.

October 10-11, 1992

FLEET 7 INVITATIONAL REGATTA

Riverside Yacht Club

Riverside/Old Greenwich, CT

Fleet 7 will host its third annual fall regatta on Long Island Sound. Last year's event was well-attended by fleets from the Greater New York, New England and the New York Lakes Districts. Contact: Alan Lovejoy, 203/637-8086 or John Pridmore, 914/381-2347

October 17 & 18, 1992

FLYING SCOT OPEN HOUSE REGATTA

Fleet 23, Corinthian Sailing Club

White Rock Lake, Dallas, TX

This is traditionally a three-race regatta with two divisions, raced in Flying Scots. The scheduled dates have been moved later in the year to encourage our fellow Flying Scot sailors from up North and around the country to come and enjoy the warm Texas October weather and the traditional good times and good racing characteristics of the "Open House Regatta." A number of loaner boats are available. This year's "Open House Regatta" is expected to draw 50 competitors in the Championship and Challenger divisions. In addition to racing, traditional festivities include a Friday Night Ice Breaker Party on the Dock, a Saturday Night Texas Steak Dinner Barbeque on the Dock, Sunday Morning Breakfast and an Awards Presentation to the top four finishing skippers and crew for each division. For additional details and entry forms call Deryl Earsom, 214/327-2714 for further information.

1992 FSSA
NAC

July 11-18
Lake Carlyle

Acrylic covers last "Twice as Long"?... Twice as long as what?

6 STYLES:

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BOOM TENT THAT COVERS FROM MAST
OF TRANSOM

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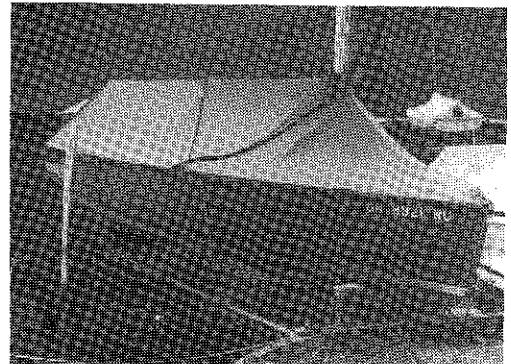
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191-FS Bellecrest, Bellbrook, OH 45305

INVEST IN THE BEST!

VISA/MC ORDERS CALL
SANDY: (513) 862-7781

For the Sandy Douglass Memorial Issue

Please attach additional sheets if necessary and send any pictures you might have of Sandy or old regattas. Deadline: July 15, 1992

Return To: Sunshine Hartman 1209 Southwood Dr. Mahomet, IL 61853 or fax to 217/355-2587.
She can be reached at O: 217/355-1220; H: 217/586-3575.
Thank you in advance for your help and support!

In remembering Sandy, I think of: (tell me stories)

I have had FS # _____ for _____ years and love it because:

Have you had more than one boat? Do you cruise, daysail, race your boat? With your family?

What type of program do you have with your fleet? Weekly races? Junior Women's sailing? etc.

What would you have liked to tell Sandy about his design and the Flying Scot boat?



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Caveat Emptor

Submissions for "Caveat Emptor" must be 50 words or less. A \$15.00 fee is charged per insertion. Advertisements are due **two months** prior to publication date. Contact FSSA, 3008 Millwood Ave., Columbia, S.C. 29205 (803) 252-5646. 1-800-445-8629. Only members of The Flying Scot Sailing Association may advertise in Caveat.

FS-89 Douglass blue hull/white deck, good condition, dry-sailed. Harken blocks, 2 sets sails, spinnaker, full boom tent cover. Gator trailer \$1950. Call Jerry Gontzer (214) 931-9075.

FS 1245 Good condition race or day sail-Harken blocks - 2 sets of sails \$2500.-Mike Mossberg, Paul R. Drummey Duxbury, MA (617) 934-6306.

FS 1455 Douglass. Good condition, dry-sailed, two sets of sails, including spinnaker and one-year-old Schurr main. Motor bracket, anchor, and new Sea Lion trailer. \$2,600. Call Jordan MacInnes, (609) 921-9425, Princeton, NJ.

FS 2147 Douglass, North Sails, dry sailed last 4 yrs, Waco, internal outhaul, auto spin halyard take up, pole, rudder kick-up, bridle, pockets, all Harken race equip'd, 10:1 vang aft, shimmed trunk, \$3250 — Mike Mossberg, Long Island (516) 678-4282, fax (516) 678-6382.

FS 3464 Douglass, white hull/deck, red stripe, seldom-used, excellent condition, no bottom paint; Schurr sails with windows, spinnaker; new full deck cover; mast hinge; Sterling tilt trailer

with third wheel; \$5000. Call evenings John Laird (913) 831-3125 or Merrill Mossbarger (216) 492-7704.

FS 3562 Douglass white with blue deck, Schurr main & jib with windows, mast hinge, motor mount, lifting bridle, Tee Nee galvanized trailer with rollers and tongue jack & wheel, anchor, fenders, reefing claw, compass, handbook & more. Very good condition; always dry sailed in fresh water & covered. Orvon Bowers, Cape Girardeau, MO (314) 334-4986.

FS-4312 - 1987. Douglass. Silver hull, off-white deck, blue boot top and cove stripe. Sailed lightly for 4 yrs.(Never raced) Tee-Nee galvanized trailer, mahogany centerboard cap, Schurr sails, new Tri-radial spinnaker(never used), mast pin, internal outhaul, Waco 360, lifting bridle, outboard motor bracket, blue cockpit cover. All issues of Scots 'N Water plus lots of extras. \$6000 neg. Call Bill Pelot at Marietta, GA, (404) 618-3025.

DONATE YOUR BOAT

to Boy Scouts of America Sea Explorer-Ship #5055 sailing/training program. Your donation may be tax deductible. Call Jim Brown (615) 265-1902.

WANTED-USED SCOT SAILS

We are looking for used sails that you may have in the garage or basement, that can be used in our local Sailing School. Race ready sails need not respond! We need mains, jibs, spinn., sheets, & misc. parts. Please call George Stevens at (703) 768-0018.

District Governors

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

CAROLINAS DISTRICT

Fields C. Gunsett
1200 Monticello St.
Greensboro, NC 27410
(919) 299-2341

FLORIDA DISTRICT

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

GREATER NY DISTRICT

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Garden City, NY 11530
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