

Scots n' Water

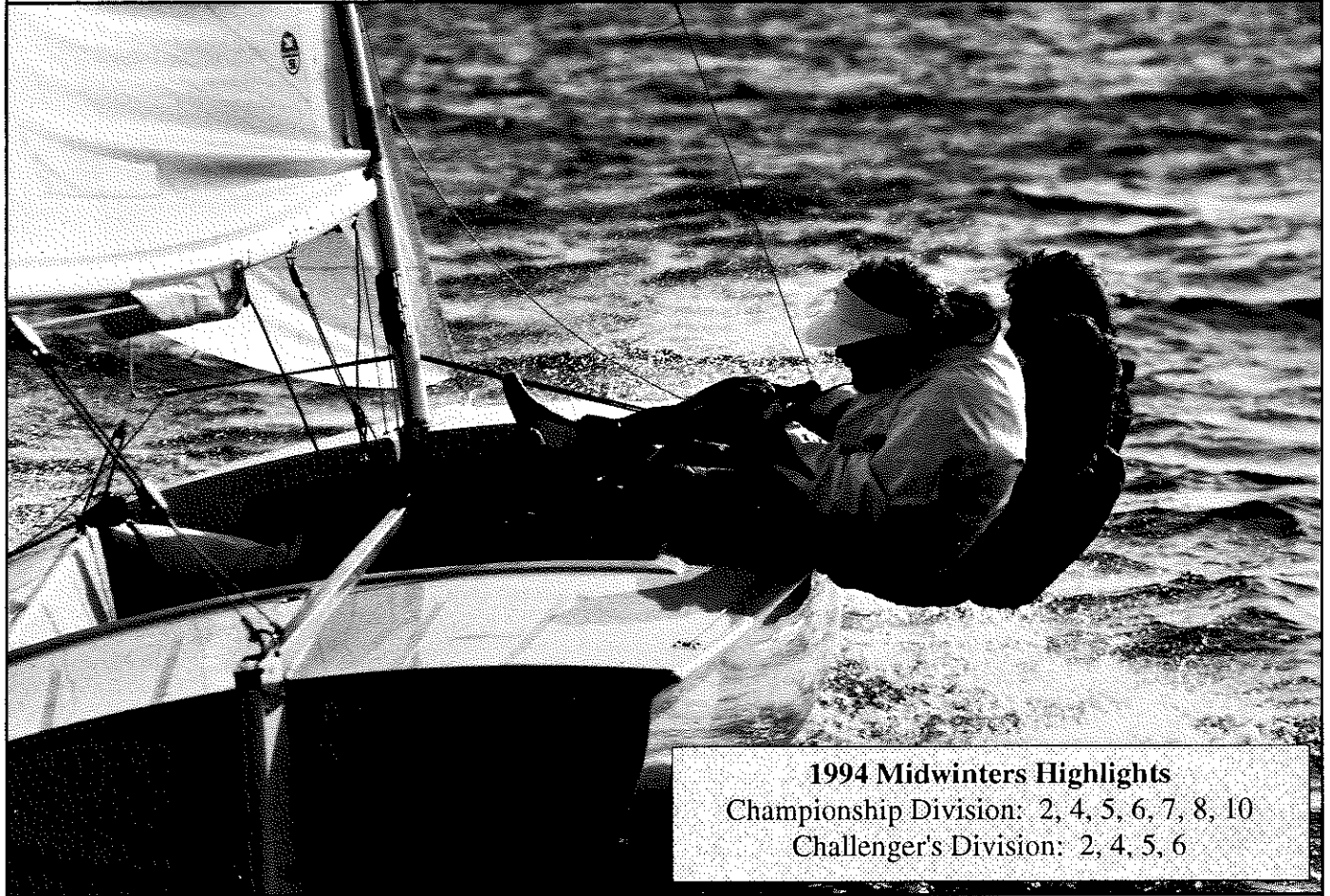
OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME XXXVII NUMBER 4 JULY/AUGUST 1994



Wife-Husband Championship

It's Time...



1994 Midwinters Highlights
Championship Division: 2, 4, 5, 6, 7, 8, 10
Challenger's Division: 2, 4, 5, 6

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Scots n' Water

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Sailors Photo by Brad Davis

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Scots n' Water

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LETTERS

Lynne "Sunshine" Hartman

To the Editor

Open letter to the Wife Husband organizers, race committee, crash boat helpers and the entire White Rock crew.

From Ted and Florence Glass

It was such a pleasure to be at your recent Wife/Husband Regatta. The good old Texas hospitality and the wonderful food was superb!

There is another element that I must mention. The wonderful care and assistance given to us all after the storm. We, in our many capsizes (eight that we can remember) have always been assisted in the recovery of the boat but this is the first time our boat and sails have been scrubbed by our hosts. It was a tremendous effort by your entire committee and was deeply appreciated by us all!!!

From the Editor,

I hope everyone is getting organized within your fleet and district for your District Highlight articles that were mentioned in the last issue. The following is the schedule again and we will print these in every issue along with deadlines. Please do your part.

DEADLINE	ISSUE	DISTRICT RESPONSIBLE
July 1, 1994	Sept./Oct. Issue	Texas
September 1	Nov./Dec. Issue	Pacific & Carolinas
November 1	Jan./Feb. Issue	Florida & Midwest
January 1	March/April Issue	Capital & Prairie
March 1	May/June Issue	NY Lakes & Ohio'
May 1	July/August Issue	Gulf & New England
July 1, 1995	Sept./Oct. Issue	Michigan/Ontario & Greater New York

Editor's Gripe Corner

Well, I never thought that I would moan and groan and complain about hearing from people HOWEVER, if you have a regatta notice, PLEASE don't drop me a note saying "the such and such regatta this year will be on such and such date this year and the previous notice printed last year just needs the dates changed.

If I do go back through past issues and find the notice contact people are different, telephone numbers don't work, all kinds of things change . . . Please either copy last year's and change what needs to be changed or write out a new notice.

Also on regatta reports, I know people like to hear other things other than there were three races and the winners are . . . Organizers have worked hard and they need recognition, sometimes parties have unusual entertainment or games that others could learn by. Winds, starting times, race conditions, waves, streaks, or flat water . . .

I do not wish to sound harsh but remember . . . I'm your Editor, not your writer. I know it seems hard to write and people feel uncomfortable doing it. There are no teachers or professors, no one is going to grade your work . . . There are alot of people that are interested in what is happening and you owe it to your club and the supporters of your regattas to show appreciation for the hard work that is done and the sailors that have come to sail. Assign a publicity person to send in notices and results and make sure they get a big THANK YOU. I thank them in advance . . .

This has been a year of changes for the Hartman/Foltz household and unfortunately these changes will effect you as well. We are now able to spend much more time at our Milton Florida House address — 6224 Mary Kitchens Road, Milton, FL 32584 Phone (904) 983-9636. We also have sold our house

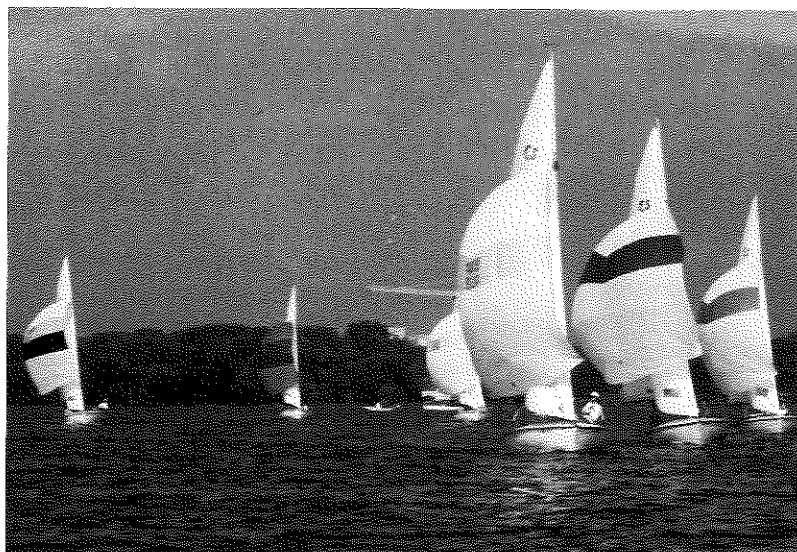
in Mahomet (Yes, the kids are all gone) and have moved to 614 Skyline Drive, Loda, Illinois 60948 phone (217) 386-2858.

No, this doesn't mean you will have to make two calls or send two copies of everything. PLEASE SEND ALL CORRESPONDENCE TO P.O. Box 1066, Champaign, Illinois 61824-1066. This is our office address and all mail will be directed to me by the office staff. To reach me the office number (217) 355-1220 is still the same. If I am not in Illinois and you mention that you are calling for Scots N' Water the girls there will tell you where to reach me.

FAX number is also the SAME. Although this sounds complicated, it really is a better system than I have been working with the last year. Sorry for all the inconvenience.

PLEASE KEEP WRITING AND CALLING ME.

The 1994 Wife Husband Regatta Dallas, Texas Memorial Day Weekend



Wife-Husband Regatta

warm weather, a nice breeze and lots of boats to White Rock. The party in the evening was a Texas Chili Cook-off plus beer salt and peppered (as if more spices were needed) with sailing stories on White Rock Lake. A great time was had by all 28 couples registered for the regatta.

Saturday morning, three races scheduled, light shifty winds. The pre-lunch, first race was one in which the wind gods were rolling the dice for everyone in both fleets. One minute the wind would just squirt you past boats and the next minute, they would squirt other boats past you.

(continued on page 6)

White Rock Lake, in the heart of Dallas is a stunning place to sail. Rich rolling grounds surround the water with huge homes, including the Hunt Mansion, dotted on these beautiful green pastures, in the background downtown Dallas and all the skyscrapers. The Club house is a beautiful large gazebo right over the water. The host club, Fleet 23 is one of the friendliest I've ever met anywhere, but at home, they have the Texas Hospitality added on to their personas.

We had flown in on Thursday to get acclimated and to set up our chartered boat from Richard Wade. Met at the airport by Pat Manicchia and Joni Seifrick (sailing duo Hagar and Helga), plus liquid refreshments, the plan was changed into seeing Dallas nightlife. It was great. We did stop by Richard and Jennifer Wades but forgot to mention boats. Rumor had it that Pat and Joni might take us on a tour of other fleet members homes and several couples slept in street clothes in case we stopped by. . . .

Friday brought beautiful but

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*Wife-Husband Champs,
Kelly and Heidi*

After lunch, great subway sandwiches, chips and fruit, two back to back races were held. This time the wind gods were not only rolling dice, they decided that they would do what we later called yee haws, one minute you would be sailing along in 8 to 10 breezes then the wind would stop, or go right over you, only to provide a puff to the other side of the lake of 12 or so. Then it would come back to you just as the boats behind you were screaming by yelling YEE HAW. These boats passing, seemed to be almost planing. Then in a few minutes, the boats on the other side of the lake appeared to be playing leap frog, just as you were engrossed in their game, the wind would almost swoop you up to jump in front of boats ahead. It was alot of fun and provided many stories that evening at the catered Mexican meal complete with mariochie strolling band. Margaritas were a-plenty and as tradition would have it, since the club is on the water, people do get thrown in. The water looked like it was cool, refreshing, and somewhat red in color. We would all see it in a different light the next day.

Sunday, there were two races scheduled. The first one started at 10:00 a.m. and the winds were a little heavier, alot steadier, and the weather was clear but a tad bit cooler. Kelly and Heidi Gough who had won most races so far, lead and finished just ahead of a pack of 4 boats. They decided to stay on the water to see if there would be another race, but in the few minutes between his finish and the

next four boats, the race committee had noticed black clouds forming and decided to send the boats the short distance back to the club. Off, we went, chit chatting about how lucky we were to be in the high part of the first fleet and it looked like we would dock and be in the clubhouse by the time the storm arrived. The wind was blowing about 15 with gusts to 20. No big deal. Harry and Karen Carpenter were just ahead of us and they had already taken their jib down to dock. Just as I had uncleted the jib to take it down, I was thrown out of the boat and found myself laying on the sail numbers. . . . I looked up and Jerry was on the back side of the boat standing on the centerboard, cool, we could get the boat up and sail the hundred feet to the dock, (I was still not wet, and protected from the wind) as I prepared to roll into the water I looked behind me and saw most of the other boats capsize like dominoes . . . Harry and Karen were flying down the lake with their sails down and their anchor skipping behind them on top of the water. Then the rain

(Continued on page 7)



Heidi and her back up crew

Wife-Husband

(Continued from page 6)

came. I jumped into the water to help Jerry and the force of the wind and rain hit me. It was scary.

We kept talking to each other, Jerry's shirt was blowing over his head and the rain felt like darts hitting his back. Then we heard A LOT OF SIRENS. Worrying that someone had been hurt was the hardest part of being in the water and unable to do anything.

Within minutes, while it was raining so hard you couldn't see ten feet, race committee people and boats were there to see if we were OK. After checking on everyone, they started to take people off the boats to the clubhouse. We found out that in the past, it's a given that the boats are driven to dig their masts in the bottom (fondly called peanut butter) and just stay where they are. Everyone was accounted for and there were no injuries. Boat recovery lasted several hours and everyone involved had several chances to tell stories. Examples: When Ted and Florence Glass were asked where their boat was, the reply "It's at the finish line. . . ."



Cleaning Crew



Doc Bellows bring another of the 20 boats that capsized

Jerry, after everyone was off the water was talking with race committee chairman, Richard Wade regarding recovery of boats. He still had Richard's crank in his pocket. He handed it to him and thanked him for the use of his boat. It was all he had left at that point. . .

All the rescuees were being fed and hot coffee was served by the

gallons. Even club members not involved with the racing came out to the club to assist in recovery. It was a massive, extremely organized effort and I'm not talking about just getting the boats to the club house. When a boat was brought in, the bailing crews, headed by Heidi Gough would bail out the boat, people took off the sails, the sail scrubbing crews scrubbed, dried, and rolled or folded sails, people helped scrub hulls, helped get masts down to clean the caked mud off, even in some cases, got you dry clothes.

There were so many people that were doing everything, that as much as I would like to mention names, it would be impossible, people came down in wet suits to dive from whalers to recover boats. People that don't swim, were helping . . . there is one person that I do want to name, Doc Bellows. He came to the regatta to see everyone and to help if needed. He drove from Pensacola to Dallas just to be there. When all this happened, he borrowed a foul

(Continued on page 8)



Recovery boat in the easy times Saturday

weather jacket, grabbed a whaler and with his expert knowledge of Scots and whalers recovered boats that were literally on the lake, masts stuck in the mud but no water touching the boat.

This regatta will be talked about forever. It was so much fun. It was very well organized. The food and entertainment was excellent. I hope that these things are not forgotten, but the way the club members and fleet took care of everyone during an emergency and after was phenomenal.

I really didn't understand what was going on until all the newspaper and TV press came around including the CNN helicopter. There was what they call a "Wall of Wind" that went from 20 to 60 mph in seconds. No warning, no way to see it coming, it wasn't on radar, it couldn't have been seen on the water fast enough. The lake looked like a graveyard of boats, once the 5 inches of rain in 40 minutes stopped. The regatta made all the newspapers, headline news and even the weather station.



Sailing on White Rock

Thank God no one was hurt, no damage was done, and for the wonderful help and care people give in emergencies.

Postscript:

From Roland Foerster (FS 1198) Chairman, Regatta Organizing Committee.

Congratulations are in order to Heidi and Kelly Gough for sailing almost a flawless regatta in winning the Championship Division. The Challenger Division was somewhat more contested, with 3 1/4 points separating the first four places. Drs. Nancy and Berkely Merrill from Ft. Worth, Texas, captured the title following an unusual redress hearing resulting from the fact that only six boats officially crossed the finish line of the final race in the Challenger group.

Words cannot express my personal gratitude and appreciation of the rescue and salvage efforts put forth by the Race Committee, members of Fleet 23, as well as Regatta competitors, during and after the unexpected storm at the conclusion of the fourth race.

I'm extremely thankful to Richard Wade, (FS 4271) the Race Committee Chairman, and the committee he assembled to assist him for the regatta. I'm sure that I speak for all of the competitors when I describe their performance as flawless. The storm lasted almost 30 minutes, with continuous rain, lightning and strong winds, but every competitor and crew were safely rescued and accounted for within 15 minutes of the first capsiz.

To: Tommy Miller (FS 2714), Madison Barnhart (FS 89), Chris Dukeminier (FS 856), Bob Harrington (FS 4689), Mike Linck (FS 4497), Pat Manicchia (FS 4261) and Mike Mittman (FS 3856), thanks for being there and all your help afterwards!

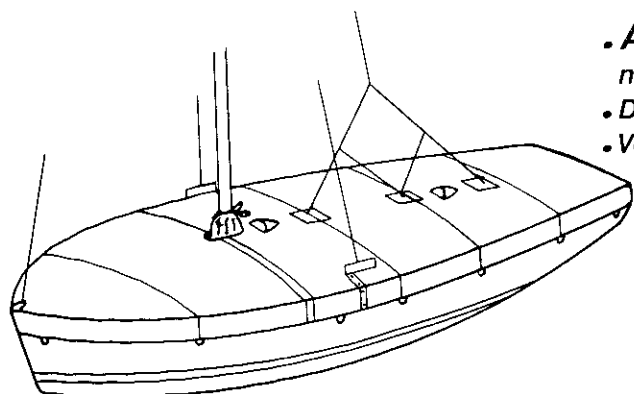
**1994 FLYING SCOT WIFE-HUSBAND CHAMPIONSHIPS
WHITE ROCK LAKE, DALLAS, TEXAS
Championship Division**

Name	Hometown & State	Sail No.	Race No				Total Points
			1	2	3	4	
Gough, Heidi & Kelly	Coppell, TX	4545	1	2	1	4	4 1/4
Foerster, Bonnie & Roland	Plano, TX	1198	3	4	6	2	15
Seifrick, Ann & Jack	Dallas, TX	4470	6	1	3	6	15 3/4
Carpenter, Karen & Harry	Oakland, MD	4945	5	3	5	3	16
Irwin, Will & Kent	Birmingham, AL	4019	2	7	2	7	18
Hartman, "Sunshine" & Jerry	Mahomet, IL	4271	8	5	4	5	22
Robinson, Wendy & Randy	Dallas, TX	3053	4	8	11	4	27
Kolenich, Terry Dees & Dan	Spanish Fort, AL	4211	11	6	7	8	32
Rudy, Nancy & Jack	Cincinnati, OH	4321	7	9	10	10	36
Knight, Barbara & Bernie	St. Louis, MO	4115	9	11	9	9	38
Brown, Myra & Jim	Hixson, TN	4647	10	10	8	11	39

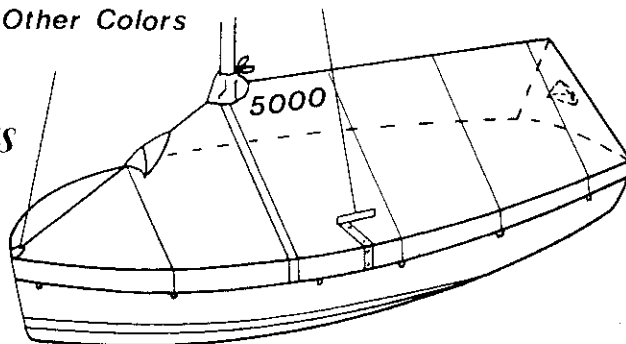
Challenger Division

Name	Hometown & State	Sail No.	Race No				Total Points
			1	2	3	4	
Merrill, Nancy & Berkeley	Ft. Worth, TX	4697	3	1	1	7	11 1/2
Comen, Renee & Steve	Plano, TX	1263	2	7	3	2	14
Andrews, Julie & Trey	Dallas, TX	4689	6	2	2	4	14
New, Kathy & Bob	Highland Village, TX	3856	1	4	7	3	14 3/4
Denholm, Evelyn & Ian	Hudson, OH	3900	4	3	6	5	18
McVey, Millie & Bill	Fair Oaks Ranch, TX	3916	5	5	5	9	24
Soukup, Linda & John	Dallas, TX	284	8	8	4	11	31
Barmore, Jenny & Melvin	Wichita Falls, TX	617	11	6	9	6	32
Nihill, Cathy & Julian	Dallas, TX	1418	7	14	14	1	36
Glass, Florence & Ted	Mt. Vernon, IL	4777	10	10	10	8	38
Proctor, Jean & Gene	Tuscaloosa, AL	4476	9	12	11	10	42
Dixon, Linda & Warren	Wichita Falls, TX	2613	12	9	8	14	43
Laivins, Carolyn & Juris	Dallas, TX	4248	13	11	12	12	48

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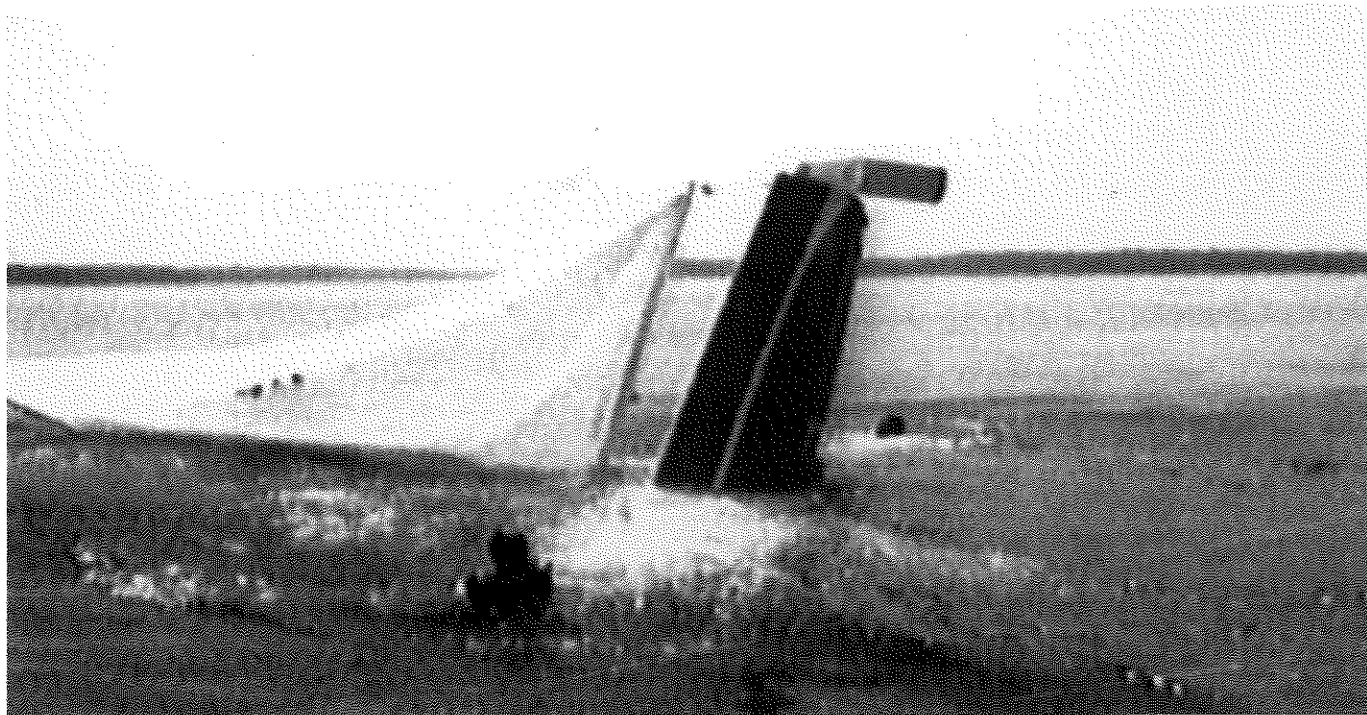
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Keep Your Bow Up

David Batchelor, FS2324



Harry Carpenter is to be congratulated on addition of the bow flotation bag to the Flying Scot. The bag keeps the bow up and makes it possible to tow the boat from a swamped position without the use of a towing bridle. "Joe motor boater" can now render assistance. **However**, there are some special instructions necessary for the power boat driver to avoid making a bad situation worse. Damage to the boat and/or crew are possible if performed incorrectly. The photo gives testimony to that.

Last summer after installing the flotation bag and two transom ports, my boat was swamped deliberately and a video tape made of the rescue operation. This was a project by Fleet 27 at Kerr Lake to educate our members about the advantages of the flotation, and proper technique for towing. We learned it takes a lot of power to drain the water, and that a **violent capsize/pitch pole** can occur if the bow digs in when towing. See photo.

We have heard about how rapidly Scots can be drained with

the transom ports open. We assume they had a much more powerful power boat for towing than we had available. Our 50 HP outboard drained the water down to about 6-8 inches below the centerboard trunk in 10-15 minutes, but did not appear to be going any lower. Our power boat was not able to get the Scot up on a full plane, and as a result could not remove all the water.

In an attempt to get the boat up higher to drain more water, the crew moved too far forward. The bow dug in, and the boat pitch poled. The crew were thrown out of the boat fairly forcefully, but fortunately managed to avoid injury. This type of capsize could have caused serious damage to the Scot and its crew, particularly if the tow boat operator had not cut power immediately. This is a situation that must be understood and guarded against when towing.

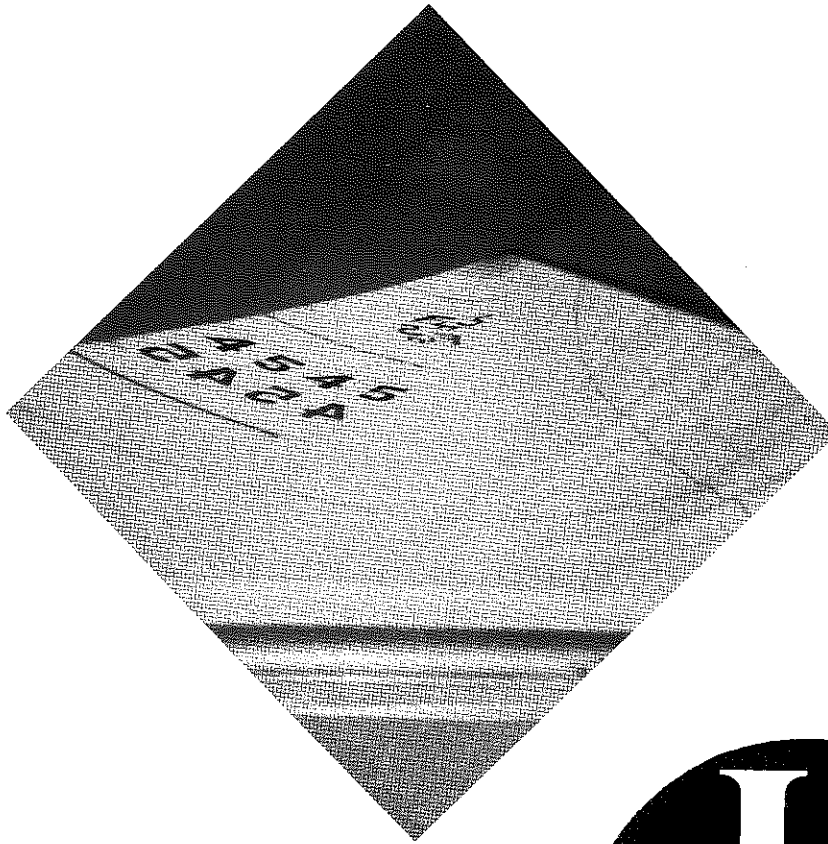
I have shown the video tape to Harry Carpenter and he helped us understand what went wrong. When we attempted to level the boat out by moving forward we passed the center of effort. The

water starts moving forward, slowly at first, but then accelerates. Harry asked if I had ever lifted the tongue of a Scot with water in the bow, and then got lifted off the ground as the water rushes aft lifting the tongue off the ground. Lesson taken. Another word of caution is needed for the power boat operator anytime they are towing a boat partially filled with water. If the power boat slows rapidly, the water in the Scot surges forward causing the bow to dig in and the Scot acts a lot like a submarine. The boat tends to roll over to its side as in a broaching situation. This is less violent, but still requires righting the boat again.

Harry Carpenter indicated that they have had good success towing the boat without the crew on board, with no rudder down, and only a small amount of centerboard. Advantages would be that the boat could ride higher and drain faster, and the crew would not be at risk. Hope you never have to be towed, but thought that you should understand some of the hidden dangers.

Keep your bow up.

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SUMMERTIME FUN IN THE SUN ON A SCOT

Does your club ever have "FUN" days? On our lake, Clinton, and within our sailing association and fleet we do. In past years when it was just the Hartmans that had Flying Scots, to get more people interested in them they had to appear to be having more fun on the lake than anyone else. Now, many years later there is a great fleet of Scots and "Scot People" with many friends that take advantage of getting in a Scot for these "Fun Days".

Your Club or organization might like some of these and I would like to hear and pass on what others do.

WOMEN'S DAY

I'm not sure who thought this idea up, the men to pay back the women for the entire year of crewing, cooking, rigging etc. or The Women who just needed ONE day where they were in charge. At any rate, it has always been a lot of fun.

The men set up marks (where the women want them) rig the boats, launch said boats and wave good bye to wives, girlfriends, neighbors, bridge club partners, any ladies that would enjoy a day out on the water. The women have a great time...sometimes the "race" has no marks, it's just "meet you at the beach" or "let's all go raft up in the cove".

At a specified time, the women return to the docks where the men have been waiting patiently doing the "male bonding thing" and preparing food for the one day only women vikings. The women rest from a hard day on the water while the men put the boats up. Then the meal the men have prepared is eaten.

This is always a well attended event and I can say, from a woman's standpoint, an awful lot of fun.

WATER GAMES

On days in the summer when families want to be on the water it is often challenging to play a game while you are still sailing.

Have someone blow up balloons and with a permanent marker put point numbers (example 20 balloons with the number 10 for points, 15 with 20, 10 with 25, 10 with 1 and 1 with 50). Make the balloons assorted colors or all one color but do not divide the colors by points. Tie a string and a small rock to the end. Drop these in an area where the boats are and give the sailors a whistle for a start.

The winner has the most points when the group gets back to the club, dock, beach... Of course no broken balloons count.

TENNIS BALL GAMES

If you are an avid tennis player you might have a lot of old balls or tennis clubs will usually have ones that they throw away. These items can be used in many ways on the water.

Select a certain area on the water that in "in bounds". Give each boat ten balls. Mark the balls with initials, boat name, sail number etc. Set a time limit to start and stop and when these times arrive, blow a horn or whistle. In the game time no one can leave the "in bounds" area. The tennis balls are thrown in other boats, not hurting people of course. It is illegal to throw balls out of your boat once they are there or to catch them and throw them out or back at the "throwing" boat. They must remain in the boat. You are able to swat the balls out with any body parts other than hands.

The boat with the least competitors balls is the winner but they must have gotten rid of all their balls into other boats. This game can be played with penalties given for balls left in the water (this

requires a pick up boat) or the count can be taken back at the club of the number of "scores" in other boats. The winner would then be the highest "scorer".

Tennis balls can be used in a game of water basketball. Put an old tennis ball container or an old plastic bucket on marks or flags that are used in racing. The boat that "scores" the most balls in the container, without stopping wins. You can play with beach balls and bigger hoops, play with teams etc. When competition is tight however, remember you are in a boat that can be damaged, so you need to work up rules accordingly.

TREASURE HUNTS

Water treasure hunts are always fun. Give each boat a list of clues. (example, collect a container from the beach trash and bring it back filled with sand. Grab a ribbon from the southwest dock. Ask a fisherman for one of his weights, take one of the sheets of paper from under the rock on the north launch pad, borrow a pen or pencil from someone to get their autograph. Find out what the color and license plate number of the vehicle parked by the bridge, etc. ...) This does require some "set up" time and people to place objects around or cars, so that things are equal for everyone and there is a correct answer or an object is really there. This list needs to be things that people can do in a specified time. The winner has the most of the "treasure items".

Always remember when on the water it's great to have fun but safety is first. When competition is high, life jackets are a good idea.

Let me hear if you try any of these games or ideas. If you would like to share any other games or ideas please let me hear from you.

Why Should You Race?

Dan Goldberg, FS4761

I've been told that well less than half of all Flying Scot owners race their boats. At Lake Arthur, where I sail, we have a strong racing program and Scot fleet, but there are lots of Scots at our lake that don't race. Perhaps some folks aren't racing because they don't live in an area with a nearby fleet. However, others may not race because of other factors like "never tried it," "there's too much pressure," "I have to get up too early in the morning," and "the rules are too confusing."

I would like to suggest that the benefits of racing far outweigh any drawbacks or inconveniences. I got into racing as a totally inexperienced rank beginner, just as a fun thing to try, and found that racing resulted in many

unexpected benefits. Here are some benefits that you can expect:

1. You will learn how to sail your boat in very light air. Our lake has many light-air days in the summertime, yet we racers always seem to be sailing twice as fast (even on non-racing days) as the non-racers (regardless of boat). By watching the better racers in the fleet, we learned how to trim our sails and heel our boat for maximum light-air efficiency. This is especially useful when you're out in the middle of the lake and the wind dies!

2. You will learn how to handle your boat in heavy air. Strong winds used to terrify me, but I learned by racing how to handle the boat in heavy air. Now I really look forward to the days when we

can plane under spinnaker! After a few races, you can easily see what the good sailors are doing differently, or can ask them about what they do or how they do it. Racing will give you the confidence you need to sail well in heavy air.

3. You will learn how to rig your boat more efficiently and safely. Looking at the top racers' boats can give you some ideas for making sailing easier for you and your crew. The right purchase for your rang, for example, will make your crew's life much easier. Cleats in the right location also are a big help.

4. You will make a lot of new friends. I made a lot of new

(continued on page 14)



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- C. Teal Plaid \$9.00
- D. Bright Red \$9.00
- E. Royal Blue \$9.00

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Why

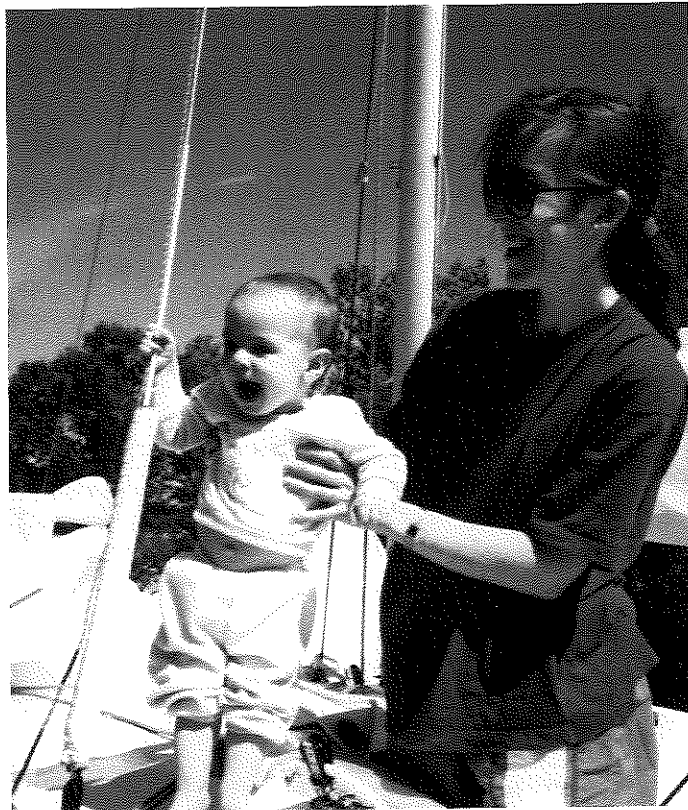
(Continued from page 13)

friendships with Lake Arthur Scot racers when I first started to race. They were extremely helpful in getting me started and answering my questions. We also have a lot of fun at our social events.

5. You may get to see far-away places. I never had any real desire to travel to out-of-town regattas, but once my crew talked me into trying it I was hooked. All Scot racers (no matter where) are incredibly friendly, and we always have a great time at out-of-town regattas.

6. You will learn the benefits of teamwork. Racing well depends largely on having a good crew, and there is a tremendous satisfaction in having a good team working together on the boat (racing or non-racing).

If you've ever toyed with the idea of trying a race, I urge you to give it a try! Hopefully you will get as much out of it as I have.



Future racer David Benner (with mom Maria) checking the hiking grips on FS4761



Midwest Aquatics

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NOW IS THE TIME TO UPDATE YOUR FLYING SCOT with custom rigging kits from **Midwest Aquatics**: outhaul, cunningham, boom vang, jib sheeting, main sheeting, and spinnaker; crew hiking line; under-boom mainsheet loop; centerboard gasket. Easy to install. Complete instructions provided with each kit. Also available: stainless halyard cranks; telescoping tiller extensions; spinnaker poles; tiller, shroud and cockpit covers; *the best* mast-head wind indicators. Check your gooseneck, halyard winches and standing rigging; we stock replacements. **Same-day shipping for most Flying Scot parts, accessories and rigging kits.**

OUR NEW SCOTS are unique. We take delivery of the hulls without running rigging, then add our custom rigging systems to produce what many say is the best quality-rigged Scot available. A **Midwest Aquatics** Scot by itself may not be faster, but 25 years of satisfied customers all over the country think our Scots are easier, more comfortable and, therefore, more fun to sail and race.

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BOAT HOISTS. Lake sailors, you can end bottom-washing and dry-sailing hassle with our *aluminum* "A"-shaped boat hoist with custom-designed Scot bunk package. Lifts four feet, 1300 lb. capacity. Lightweight and low maintenance. Complete with tie-downs and bottom anchoring system. Shipped common carrier partially assembled, or pick up fully assembled on your Scot trailer.

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WE SHIP UPS DAILY. VISA AND MASTERCARD WELCOME.

STARTING LINE

TEXAS DISTRICT CHAMPIONSHIP WESTERN LAKE ERIE SAILING CLUB PRESENTS The 1994 GLASS CITY REGATTA

Saturday, August 27th, 1994

Our One-design regatta will be held in Maumee Bay off Lost Peninsula in Toledo, Ohio. Three races will be held on Saturday, August 27th (rain date - Sunday, Aug. 28th) with awards following the last race.

Although this is a new regatta the Western Lake Erie Sailing Club has plenty of experience. We organized and ran the Riverfront Regatta for 10 years and co-sponsored the Monroe Boat Club Ladies race for the past two years. The regatta will be sailed in accordance with the prescriptions of the U.S. Sailing Assoc. and rules of each One-design class.

The regatta will be open to the public for an entry fee of \$10.00 with a 10% discount to current U.S. SAILING members who produce verification. 419-893-7598, 419-726-0006, Don Carston, Race Chairman: 313-847-8220

We are asking for your help by publicizing this major event in your newsletter and schedule the GLASS CITY REGATTA for your fleet.

So that we can personally invite local fleets of your One-design class, we are also asking that you send us the names of fleet captains in the Tri-State area (Ohio, Michigan, and Indiana) and Ontario in the enclosed envelope. More information will be sent as it becomes available.

Sally Duncan & Vicki Kretz
Regatta Co-Chairmen

HORROCKS/PALMER REGATTA September 17th and 18th

The Sayville Yacht Club cordially invites all Thistle and Flying Scot sailors to join us for the annual Horrocks/Palmer Memorial Regatta. Scot sailors compete for the Palmer Trophy. With warm water and fresh breezes, early fall sailing is great on Long Island!

For specific details regarding this regatta, please contact:

Robert R. Kaiser, 21 Elm Street,
Sayville, NY 11782, 516-589-2467
or Paul J. Patin, 40 Bergen Lane,
Blue Point, NY 11715, 516-363-9069

GRAND ANNUAL REGATTA Cave Run Sailing Association (CRSA) October 1-2, 1994

Cave Run Lake, Morehead, KY

Join FSSA Fleet #165 for the annual CRSA regatta at beautiful Cave Run Lake in the Daniel Boone National

Forest. In this setting in the foothills of eastern Kentucky, the Flying Scot class unites with Thistles, handicap daysailers and cruisers for exciting round-the-buoys races on Saturday, followed by a social Saturday evening at the Twin Knobs campground. On Sunday, participants take part in the traditional "Down-the-Lake" Race, a 3-4 hour journey usually offering all sorts of sailing challenges, in a very colorful Autumn setting!

For further information, please contact Paul Harbour, 3302 Roxburg Drive E., Lexington, KY 40503. Ph: (606) 223-5148.

Come visit Fleet #165, the CRSA, and other guests for an exciting fall weekend!

THE FOUNDER'S CUP Riverside Yacht Club, CT October 8th & 9th, 1994

Flying Scot Fleet #7 will be holding its Fourth Annual Regatta, named the Founder's Cup, in memorium of Chuck Rettie (#27, #273 and #906) and in honor of Lew Howe (#28 and #2828), who together started Fleet #7 in 1959 and helped build it to over 50 boats today. Last year's Regatta was one of the best in history with brisk autumn breezes during both days of the Regatta. This year we have made reservations for the same. For more information contact: Romano Vanderbes (203) 698-0329 or 212-838-8113. Romano Vanderbes, FS #2295

1994 GULF DISTRICTS Birmingham Sailing Club Birmingham, AL Fleet 118

October 8 & 9, 1994

Join us for a great regatta. Always a variety of wind conditions and lots of FUN! Contact: Kent Irwin (205) 967-3080 or David Whilkehart (205) 934-6749.

THE GREAT SCOT - GULF DISTRICT CHAMPIONSHIP REGATTA

October 8-9, 1994

Birmingham Sailing Club on Lake Logan Martin near Pel City, Alabama.

Contact Wendell Hull at 1-205-934-8811(W) 1-205-979-5533(H) for details.

Expecting 30 boats; always fun in the fall!

August 20-21, 1994 FLYING SCOT CANADIAN CHAMPIONSHIP Stoney Lake, ONT

Scot Sailors are invited to experience a truly unique regatta, the *Flying Scot Canadian Championship*.

The FSCC94 will be held at **Stoney Lake, Ontario, August 20 and 21, 1994** and promises more of the same (only better) as that experienced by participants in the previous four FSCC's. This will include *the beautiful Stoney Lake setting; lots of good clear open water; a very competitive fleet; August winds averaging 8-12; and plenty of Stoney Lake hospitality.*

All accommodation and meals for the week-end will be included in the registration fee and this along with a Canadian dollar which at the time of writing was worth only US \$0.75 promises a *wonderful racing experience at a very reasonable cost.* We expect a record registration for this regatta (and we are limited as to the numbers which we can accommodate) *so make your plans early.*

For regatta information please contact:

Douglas C. McTavish

171 Colin Ave.

Toronto, Ontario, MSP 2C5

Residence: 416-481-5156

Office: 416-595-8587

August 27-28, 1994 HOOP POLE REGATTA Morehead Beaufort YC Fleet 78

This Regatta is sponsored by the fastest growing fleet in the Carolinas District. Great coastal sailing in sheltered waters, with super hospitality, and the best seafood dinners on the Carolina coast. Get out of the summer inland doldrums and come sail in the wind!

Contact: Dick Schultz.

Tel. 919/247-0451.

August 27-28, 1994 NEW ENGLAND DISTRICT CHAMPIONSHIP Scituit, MA

Contact: Gary Powell, 617-934-7320.

August 27 & 28, 1994 8TH ANNUAL SARATOGA LAKE FLYING SCOT INVITATIONAL REGATTA

The 8th Annual Saratoga Lake Flying Scot Invitational Regatta will be held at the Saratoga Lake Sailing Club on Saratoga Lake, New York on August 27 and 28. All Scot sailors are invited to sail. We have had 25 Scots at the Invitational in 1991 and 1992, and 33 in 1993. In addition to good racing, we will feature hospitality, starting with a light supper and wine and cheese party Friday evening, breakfast and lunch Saturday and Sunday, and a cocktail

(Continued on page 16)

Starting Line

(Continued from page 15)

party and dinner Saturday night. There is room to camp at the Sailing Club and we will arrange housing with Club members. Contact Peter and Ann Seidman, 33 Huckleberry Lane, Ballston Lake, NY 12019, 518-877-8731.

September 3-4, 1994 LABOR DAY OPEN Lake Norman Yacht Club, NC

Make this one a three day weekend at LNYC. There will be entertainment and a great weekend of sailing with Scots and other one designs. Try your skills on some of the new Olympic style courses with about 20-25 other Scots. Contact: Pete Peterson, Tel. 704/545-5914.

September 10-11, 1994 MAYORS CUP Lake Townsend Yacht Club Fleet 126

Lake Townsend is near Greensboro, NC a great meeting place for the Virginia, Carolina, contingent and any others. LTYC hospitality is the best, and dining at the nearby Supper Club will get you the best meal you will have had while "Flying Your Scot"! Contact: Fields

Gunsett, Tel. (910) 299-2341.

September 17 & 18, 1994 HILTON HEAD INVITATIONAL Yacht Club of Hilton Head

Great fall sailing and a REAL chance to test your skill in current. The Hilton Head gang will make it a fun time on the coastal waters of South Carolina. It is another chance to taste the seaside delicacy of "Frogmore Stew," as some call it. We need to see that Florida crowd here. Contact: Nick Karambelas, Tel. (803) 681-6622.

September 23-25, 1994 TENTH ANNIVERSARY GLOW IN THE DARK REGATTA Clinton Lake, IL

Contact: Mike, or Steve Hartman (217) 359-5828 or Jerry & Sunshine Hartman (217) 586-3575, (217) 355-1220.

September 24-25, 1994 FLYING SCOT CAROLINAS DISTRICTS Lake Norman Yacht Club Fleet 48

District Championship for the Carolinas District. Contact: Pete Peterson, Tel. (704) 545-5914.

September 24 & 25, 1994 FLEET 24 INVITATIONAL REGATTA Candlewood Lake, CT

Fleet 24 invites everyone to scenic Candlewood Lake for our Bi-Annual Regatta. Come and sail on Connecticut's largest lake. The leaves will be changing colors to provide a breathtaking view of the foothills, where the wind will generate a perfect breeze for a regatta. More details will be in the July/August issue, but in the meantime, mark your calendars now. For more information if you can't wait, call Mark Riefenhauser — (203) 574-5739.

October 1 & 2, 1994 VISA REGATTA Virginia Inland Sailing Association

One of the larger Flying Scot fleets of the Carolina the last regatta of the Carolinas District season. Thirty or more Scots participate at Smith Mountain Lake near Roanoke, VA. Great fall sailing at this event! Contact: Ed Wagstaff, Tel. (703) 387-8783 (W), 380-2205 (H). Open camping!!

(Continued on page 17)

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

6 STYLES:

MOORING FROM \$318
FULL DECK OVER THE BOOM
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Here are the simple facts:

A white acrylic cover lasts an average of 3-4 years, colored acrylic about 5 years. Our least expensive Poly Army Duck cover lasts an average of 7 to 10 years. Now that's long! We know, because we've been manufacturing quality one design boat covers for over 20 years. And we make both Acrylic and Poly Army Duck covers.

Acrylic covers are OK for light duty. They're light weight and colorful but they won't hold up to outdoor winter storage or trailering. And the dark colors hold heat which can cause serious damage to your boat!

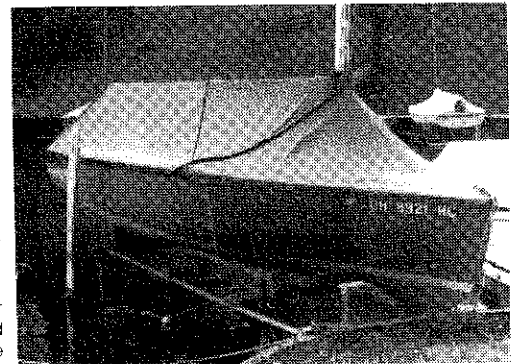
Poly Army Duck covers are great for heavy duty service, winter storage, trailering and mooring. This heavier, long lasting fabric is available in your choice of three *light* colors.

Other manufacturers have imitated our cover designs but none has matched our outstanding quality. Our fabrics are finished to our specifications and we put more reinforcements at stress points than anyone!

So, when you're ready for a new boat cover, choose the *quality standard of the industry...* a cover by **The Sailors' Tailor**.

 **The Sailors' Tailor**

191-FS Bellecrest, Bellbrook, OH 45305



Fleets In

The 1994 Egyptian Cup & Midwest Districts

This year in the Midwest District two great regattas were held at the same time. The Egyptian Cup which for 25 years was held at Crab Orchard Lake, IL, moved to Carlyle Lake and our District Championships needed to go to the southern part of the district . . . viola!!! Two for the price of one special.

The turn out was great, 25 boats, the only thing that didn't show up was wind the first day. One race was able to be completed Saturday and the finishing two on Sunday. Great times were experienced both on the race course and off. Carlyle is a great place to sail and visit.

The Midwest Districts for 1995 will be held on Clinton Lake, home of the notorious "GLOW" on a date

to be announced.

1994 Midwest Championship and Egyptian Cup results:

EGYPTIAN CUP MIDWESTERN DISTRICTS 6/4-5/94

4771	Paul Newton & Mike Fajorst	2	1	1
427	Jay Lott & Steve Sauter	4	3	4
4115	Bernie Knight & Carol Aljets	1	5	5
4530	Larry Klick & Jennifer Rehl	12	2	3
3404	Jack McClurkin & Bill Fogarty	9	4	7

Total Boats = 25

CONDITIONS

Race 1	3-5 mph	Northerly
Race 2	12-15 mph	South
Race 3	12-15 mph	South

Starting Line

(Continued from page 15)

**November 20, 1994
FSSA CAJUN COUNTRY
CHAMPIONSHIP
Lake Arthur, LA**

The FSSA Class Rules and current International Yacht Racing Rules including the 720 alternative penalty will govern the regatta. Trophies for the first four places will be awarded. The costs will be \$15 for registration and \$5 per supper ticket. The regatta schedule follows:

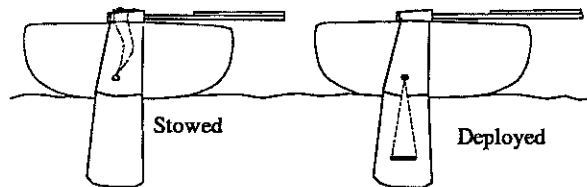
Registration	0900 hours
Skippers' Meeting	1000 hours
First race warning signal	1100 hours
Second race warning signal	1300 hours
Third race to follow	
Trophy presentation	1730 hours
Supper to follow	

Annual meeting of Fleet 153 to follow.
For additional info call Al Rees at (318) 234-6878.



Always-Ready boarding step

Now there's a safe, reliable way to get back in your boat. Our boarding step is easy to install (under 10 min.) and it's easy to deploy from in the water. Stainless steel and anodized aluminum parts make it light weight and strong. Performance tested. It will not interfere with use of the mainsheet. Satisfaction guaranteed.



The Always-Ready Boarding Step costs \$29.95 plus shipping. Maryland residents add 5% sales tax. Fleet discounts available. Checks or money orders accepted.

Call (410) 798-4146 or write:

Selby Bay Sailing Center
1032 Old Turkey Point Road
Edgewater, MD 21037

Patent pending

FLYING SCOT NEW MEMBERS

FLEET #	BOAT #	NAME	ADDRESS	CITY	STATE	ZIP
Capitol District						
	3995	Lee A. Spain	5800 Quantrell Ave., #1509	Alexandria	VA	22312
	0521	Daniel E. Beck	175 Pinewood Road	Virginia Beach	VA	23451
	2020	Joe Fiveash	1912 N. Brandon Avenue	Norfolk	VA	23507
103		James E. Lytle	2721 Boissevain Rd.	Richmond	VA	23229
103	4988	Ron Sibley	2427 Suzanne Drive	Mechanicsville	VA	23111
Carolinas District						
	4144	George J. Ellis	20705 Pointe Regatta Dr.	Davidson	NC	28036
27	4461	Timothy P. McCarthy	1006 Nichols Drive	Raleigh	NC	27605
27	4953	Herbert B. Cox	2226 Parkside Drive	Durham	NC	27702
27	4952	Geraldine A. McComb	1011 Country Club Drive	Greensboro	NC	27408
Greater NY District						
	1506	Chris Ann Kelley	P.O. Box 1338	Riverhead	NY	11901
	CO3913	Josh Goldman	704 Steamboat Rd., Apt. 12	Greenwich	CT	06830
	4048	Robert G. Horsman	35 Wigwam	Locust	NJ	07760
	3062	Steven Smetana	89 Vanderbuilt Avenue	Manajssset	NY	11030
	4559	Robert M. Holster	2 Ridge Acres	Darien	CT	06820
	2482	Richard M. Sandler	70 Devon Road	Essex Fells	NJ	07021
162	3977	William H. Warner	497 Clinton Avenue	Toms River	NJ	08753
171	4498	Trish Delehey	108 Murphy Dr.	Pennington	NJ	08534
173	3873	Thomas Stirnweis	89 Morewood Drive	Smithtown	NY	11787
177	1461	Scott Reed	5 Stonington Court	Avon	CT	06001
178	3377	Barry C. Meeks	31 Tall Tree Road	Middletown	NJ	07748
Gulf District						
	2605	Abbie T. Wiersma	1077 Commerce Circle	Pelham	AL	35124
	3989	Jim Briggs	Route 2 Box 282	Celina	TN	38551
133	1432	Jeffrey & Gayle Reynolds	7704 Toltec Drive	N. Little Rock	AR	72116
Mich.-Ontario District						
	4599	Gary H. Osborne	1432 Chestnut Lane	Rochester Hills	MI	48309
Midwestern District						
	4960	Robert Rathmann	33065 Genoa Road	Genoa	IL	60135
44	4954	Joseph S. Panella	2040 Wilmot	Bannockburn	IL	60015
83		Mark Aljets	P.O. Box 41	Dorsey	IL	62021
New England District						
	4935	William H. & Mary Park	3 Fort Sewall Terrace	Marblehead	MA	01945
N.Y. Lakes District						
	2333	B. Scott Philips	5173 Wagon Trails End	Syracuse	NY	13215
43	CO3211	Robert R. Shackelford	P.O. Box 127	Camillus	NY	13031
43	CO3211	Gregory B. Van Inwegen	4458 State Street Road	Skaneateles	NY	13152
46	1628	Sol Barnett	28 Weidner Avenue	Oceanside	NY	12572
Ohio District						
	2541	Bill McGonigal	985 Brule Court	Westerville	OH	43081
	2544	Lambert G. Tinnell	12202 Ridge Crest Dr.	Louisville	KY	40243
	4949	Roscoe Gerber	5510 River Road	Cincinnati	OH	45233
	4965	Paul E. Clark	619 Driftwood Drive	Pittsburgh	PA	15238

FLYING SCOT® SAILING ASSOCIATION MEMBERSHIP APPLICATION Subscription September 1- August 31

Check enclosed for \$ _____ to cover the following items:

- ACTIVE MEMBER**\$30.00
(F/S owner, part owner, or designated club member of YC owning a F/S)
- ASSOCIATE MEMBER**\$20.00
(Non-owner who has been for at least 3 months part of the regular crew of a specific F/S whose owner is an ACTIVE MEMBER; part-owner if another part-owner is an ACTIVE MEMBER; wife, husband or child of an ACTIVE MEMBER; or designated YC members of YC have ACTIVE MEMBERSHIPS on all Flying Scots owned.)
- FAMILY MEMBER**\$45.00
(Combination of one ACTIVE MEMBER and unlimited ASSOCIATE MEMBERS who are all members of the ACTIVE MEMBER's immediate family and are residing at the same address. There is one vote per FAMILY MEMBERSHIP and only one member of the family may hold office. The ACTIVE MEMBER is the only member to get FSSA mailings with this classification.)

List first names of family: _____

- SUSTAINING MEMBER**\$20.00
(All other non-owners of F/S)

- SPONSORING MEMBER**\$45.00
(Company or individual who provides products and/or services to the membership or who has a special interest in FSSA)
Scots N' Water subscription price of \$8.00 included in all above membership dues.
- TRANSFER OF OWNER**\$5.00
(Transfer of records and reissuance of Registration Certificate dedeed for purchasers of used Flying Scot® sloops)
____ Burgee - \$12.00.
____ Officers/Governors Bullion Blazer Patch \$15.00 each
____ F/S "Royalty Paid" Sail Labels at \$15.00 each.

PLEASE PRINT CLEARLY.

Name _____
Mailing Address _____
City _____ State _____ Zip _____
Phone _____
Boat # _____ Fleet _____ Renewal () New ()

**Please make check payable to "FSSA" and mail to:
FSSA, 3008 Millwood Avenue, Columbia, S.C. 29205.**

Insight from Bob and Allyson Summerfeldt, FS 264

July 14, 1994

The Flying Scot 1994 Ohio District Championships were held at Berlin Lake, Canfield, OH July 9 & 10. The wind blew a steady 15 plus with gusts into the twenties on Saturday and continued at 10-15 for Sunday, providing some excellent racing for the 21-boat fleet. For my daughter and I, this represented a rare opportunity to test our skills in these conditions. Even though we are decidedly shy on crew weight, we were able to post finishes as good as a sixth and as bad as an eleventh, plus one DSQ for the five race series.

The DSQ resulted from a POTENTIALLY LIFE-THREATENING incident in the third race on Saturday which will live in our memories for a long, long time. The race was a three-leg windward-leeward-windward course. Approaching the leeward mark on port jibe, the one boat overlapped inside of me requested room at the mark and I acknowledged. I in turn hailed the one boat outside of us (which I overlapped) for room for both of us. Since we were very rapidly approaching the mark, I was most startled when his response was "No, I'm coming up."

A clarification of the rules at this point might be helpful. While inside overlaps for room at the mark must be established prior to reaching the two boat-length circle, the outside boat is under no obligation to begin to provide that room until she reaches the circle. Therefore, proximity to the circle is the critical variable in this situation. Prior to reaching the circle, the outside boat (assuming she has luffing rights) may luff "as she pleases"; the same as if you're in the middle of the leg. In the circumstances of this particular situation, I think this was a bad tactical choice at this point on the course as it guarantees that after the luff the two inside boats would be all over the outside boat the whole time she is attempting to round the mark. A better choice would have been for the outside boat to have borne away from us briefly, thereby breaking the overlap just before entering the circle, and thus permanently denying

us two inside boats any room at the mark.

What happened next took less than two seconds to transpire; much less time than it will take to describe it.

- The outside boat came up.
- I steered up some.
- The inside boat overran us.
- The inside boat's boom swung over into my cockpit, lightly tapping my daughter (standing in the front end of the cockpit) on the head. She instinctively ducked, unknowingly capturing his mainsheet in front of her.

- As the inside boat continued forward, he started to respond to the luff and began to pull away to windward. Simultaneously, his boom contacted and was pressed into my port-side shroud, forcing it to swing smartly back toward his boat.

Flying Scots with two up have a gross operating weight of around 1,200 pounds. Moving at 4 or 5 knots in a 15 knot wind some very considerable forces are developed. In this case, the mainsheet which was now looped around my daughter's waist (thankfully not her neck) jerked her very violently right off of her feet, out of the boat and into the water. She is a full-size adult at age nineteen and she stands 5'-7" tall. The force required to bodily throw her overboard that fast and hard was very considerable. The potential for serious injury by her hitting anything on her way out of my boat, landing on anything solid or the damage potential of the force and/or the rope itself is very great. It is purely and simply a miracle that there was no significant injury.

In several ways it was a good thing she was somewhat entangled

in the mainsheet, because, a) she came up to the surface very rapidly, and being absolutely terrified, she had something to hold onto, b) she had very unwisely removed her life jacket earlier in the run because it was getting a bit warm (there's a powerful lesson right there!), and c) now being trolled behind the inside boat she was not in danger of being run down by boats astern. In a few moments she smiled and I could tell she was alright. The crash boat was there and got her aboard very promptly.

As to the ensuing protest, the inside boat and I contended that we were all at the threshold of the two-boat circle when the luff occurred. After very lengthy consideration, the protest committee felt that we were further away than that and we had not properly responded to a luff, thereby disqualifying both of us.

We very much appreciate the support and concern shown by the members of Fleet 19 and all the participants in the regatta. We truly enjoyed your gracious hospitality and a very well-run event. Needless to say, we learned some very powerful lessons which will not soon be forgotten. Many thanks to you all. We are looking forward to sailing with you again.

Bob and Allyson Summerfeldt,
FS 264



CAVEAT EMPTOR

FS 1255 — Customflex w/trailer, red hull, white deck. Two sets of sails, spinnaker, lifting bridle. Boat is in Woodstock, GA \$2500. Call Harold Wilde 404-926-4191 (H). 505-955-2700 (W).

FS 727 CUSTOMFLEX — Original owner, Green hull, White Deck, Excellent condition, 2 Suits of Sails, Spinnaker, ready to sail, Motor Like New, Compass, Tilt trailer, cover, lifting bridle, twenty years storage/occasional usage, \$3000.00. Cleveland, Ohio, Ernest Legris 216-449-4129.

FS 2090 — White deck Blue Hull, transom ports, two sets of sails, mast hinge, lifting bridle, motor mount, Seagull OB motor cockpit cover and winter racks and cover, equipped for racing, with trailer and other associated gear. \$2850 Bob Kenney Riverside CT. 203 637-2321 Phone or Fax.

FS 2581 — Douglass 1974 wellcared for and loved by original owner (seldom raced). White hull, light blue deck, Thurston main, jib and spinnaker, 4 hp Evinrude Yachtwin with bracket, Cox galvanized trailer, cockpit cover, located Maine or NH. Call Dick Davis at (207)-348-2984 or (603) - 749-0042



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FS 2919 — FOR SALE: Sails well and is in good shape. Sails in good repair. With trailer, asking \$3,500. Dan Lynch 1-800-366-5273 days or 1-518-893-2341, evenings.

FS 3163 — Customflex built. Yellow hull, white deck, anti-fouling bottom paint. Harken race rigged, two suits of Schreck sails, one good, one new; rainbow spinnaker and aluminum pole. Pamco trailer with spare wheel and mast-carrying rig. New full canvas

cover. This boat is in excellent condition, always stored inside. Price \$5,000. Located - Freemont, Ind. Wayne Hutchinson, Tele. 219-495-5709 or 495-2355.

FS 3194 — Boat, trailer, two sets of sails and 2 HP motor. \$3194 negotiable. Boat stored in Charlotte, NC. Frank Girardi — Work (404) 956-2520, home (404) 977-8166.

FS 3733 — Douglass, 1982, ivory w/green stripe. Schurr sails, heavy canvas cover, motor mount, galvanized trailer. Very clean, in Nashville, TN. \$4000 Firm (615) 781-2197. Jack Easley.

FS 3830 — Douglass 1983. Ivory hull & deck. Trailer. Two sets of sails including spinnakers. Race equipped. Dry sailed only. \$4500. Mark Brown: 513-299-4139 home, 513-443-2273.

FS 3931 — White/White-Blue Strip-Excellent condition - Tee Nee Trailer - New Cover - only sailed 3 seasons in Southern Wisconsin, \$4,200 - Call Kim Black (608) 329-3162 (O), (608) 271-1196 (H).

FS 3157 — Customflex w/trailer, blue hull, white deck, motor mount, sails, spinnaker cover. \$3495.00 Earl Stevens, Caseville, MI Tel. (205) 991-6733 or (517) 856-3688.

FS 4289 — Douglass, white hull, white deck, red stripe, full set of sails, Tee Nee trailer, boat covers, lifting bridle, spare parts, etc. \$5,000. Jerry Katz, office (212) 421-3125, Home (212) 535-9368.

FS 4372 — Blue deck on white hull, Harken Blocks, Harken Jib, Roller furling system, Jiffy Reefing, mast hinge, Schurr Windowed Sails, spinnaker w/pole, bow flotation bags, compass, motor mount, and Tee-Nee Trailer w/spare tire. Dry sailed lightly. Boat near Seattle. Contact Ron Nelson, (509) 656-2256. \$7,000.00.

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Makes a Great Gift!

(Continued on page 24)

From: Northern Breezes

Weather rhymes that make sense

In the pre-dawn darkness as I entered Lake Superior, my VHF radio crackled with the weather report. The forecast was for fair weather and calm sea states. I began to relax a little as I entered the open waters of the world's largest freshwater lake.

But a glowing red ball appeared on the horizon, casting blood-colored rays on the dark waves. The sun, I thought, would burn off the fog, but I remembered the old sailor's warning: "Red sky at morning; sailor take warning."

Which was right? The old sailor's saying from long ago forecasting bad weather – or my modern up-to-date weather report? I shrugged, then doggedly decided upon the radio weather forecast. Hours later, I was in yet another of Superior's sudden storms.

Later I became interested in collecting old sailor's sayings, chants, rhymes, and bits of nautical lore. I could not tell how old they are; some obviously go back to the age of the windjammers.

A good eye for weather came long before weather forecasters. For example, several poems tell that a red sky in the morning is ominous, but that a red sky at night foretells good weather. Here are some examples:

*Evening gray and morning red
Shorten all spare sails ahead;
Evening red and morning gray,
You're sure to have a good
sailing day.*

The prudent sailor is advised to look to the moon as well for signs of the next day's weather:

*If the moon is red tonight
a windy day you'll have in sight*

*A fog and a small moon
bring an easterly wind soon*

A mariner's study of clouds is evident in some of the rhymes:

*If the clouds be bright,
It will clear tonight;
If clouds be dark,
It will rain – do you hark?*

*A sunset with a cloud so black,
A westerly wind you shall not lack.
A fog and small moon
bring an easterly wind soon.*

*If the clouds look
scratched and thin,
get ready to reef
your sails back in.*

*If you see clouds scudding
across the wind
there's a storm
that's a comin in*

*A round-topped cloud
with flattened base
has much rainfall
in its face*

*Mackerel sky, mackerel sky,
never long wet and never long dry*

*Mare's tails
leave short sails*

Heavy weather advice is also given by the old sailor's sayings:

*When in safety and in doubt
Always keep a sharp lookout;
Strive to keep a level head,
Mind your lights and heave your
lead.*

*When the wind backs
and the weather glass falls,
be on your guard
against gales and squalls*

*Glass high, heave away:
glass low, let your anchor stay*

*If red the sun begins its race,
then rain your sail will grace*

Many sailors will find comfort in the words:

*The sharper the blast,
The sooner it's past.*

A study of birds was not lost on the ancient sailors. Here are some poems that still have meaning today:

*From birds in sail
men instruction take
when to stay in port
and when to voyage make.*

*Sea gull, sea gull
sit not in the sand,
It's never fair weather
while you're on the land.*

I came across one poem that had special meaning to me and that every sailor should remember:

*The prudent sailor,
before the sails be spread,
searches the heavens
for a sign ahead.*

And that means whether or not a prudent sailor listens to weather radio. The next time I see a red sky at morning (sailor take warning!) I'll probably look to the skies and take to heart the old sailor's rhyme.

Marlin Bree is the author of In The Teeth of the Northeaster: A solo voyage on Lake Superior. He compiled more than 100 of these sayings in his new Boat Log & Record, recently published by Marlor Press, Inc.

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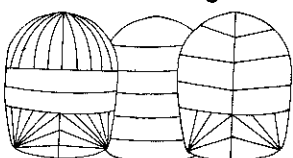
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(continued from page 19)

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FS 4559 — FOR SALE: White with blue trim; Schurr jib and main; standard factory equipment. Galvanized Tee-Nee trailer. New in 1989; sailed three seasons; excellent condition; ready for immediate delivery. Call Bob Holster in

Connecticut at 203-656-0473 evenings and weekends; 212-685-4545 weekdays.

FS 4592 — Douglass 1989, white w/blue trim. Excellent condition. Galvanized trailer. Never raced. Dry sailed in fresh water. Main and jib sails. \$5,500. Boat in Utah. Free delivery to west coast. Jesse (801) 265-4450

FS 4843 — 1992, white hull, white deck, blue stripe. Trailer. Full set Schurr sails including spinnaker. Harken rigging. Lifting bridle. One owner. Dry sailed only - excellent condition. Located Panama City, FL \$7500.00. Jeff Morris (904) 526-1640 days (904) 482-4165 evenings.

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