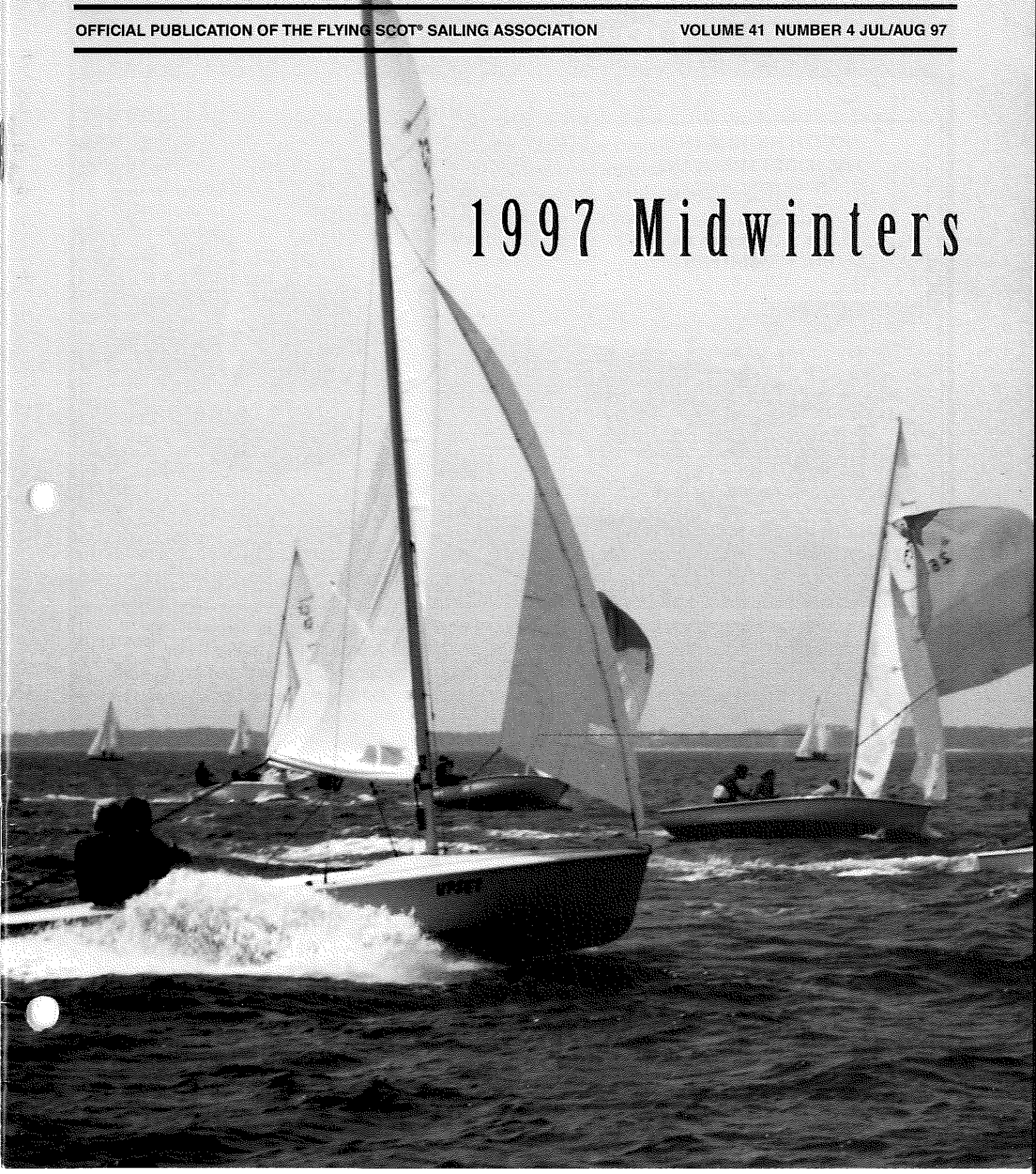


Scots 'n Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 41 NUMBER 4 JUL/AUG 97

1997 Midwinters



When You Give It All You've Got Shouldn't Your Sailmaker Do The Same?

NORTH HIGHLIGHTS

1996 NORTH AMERICANS

Championship Division:

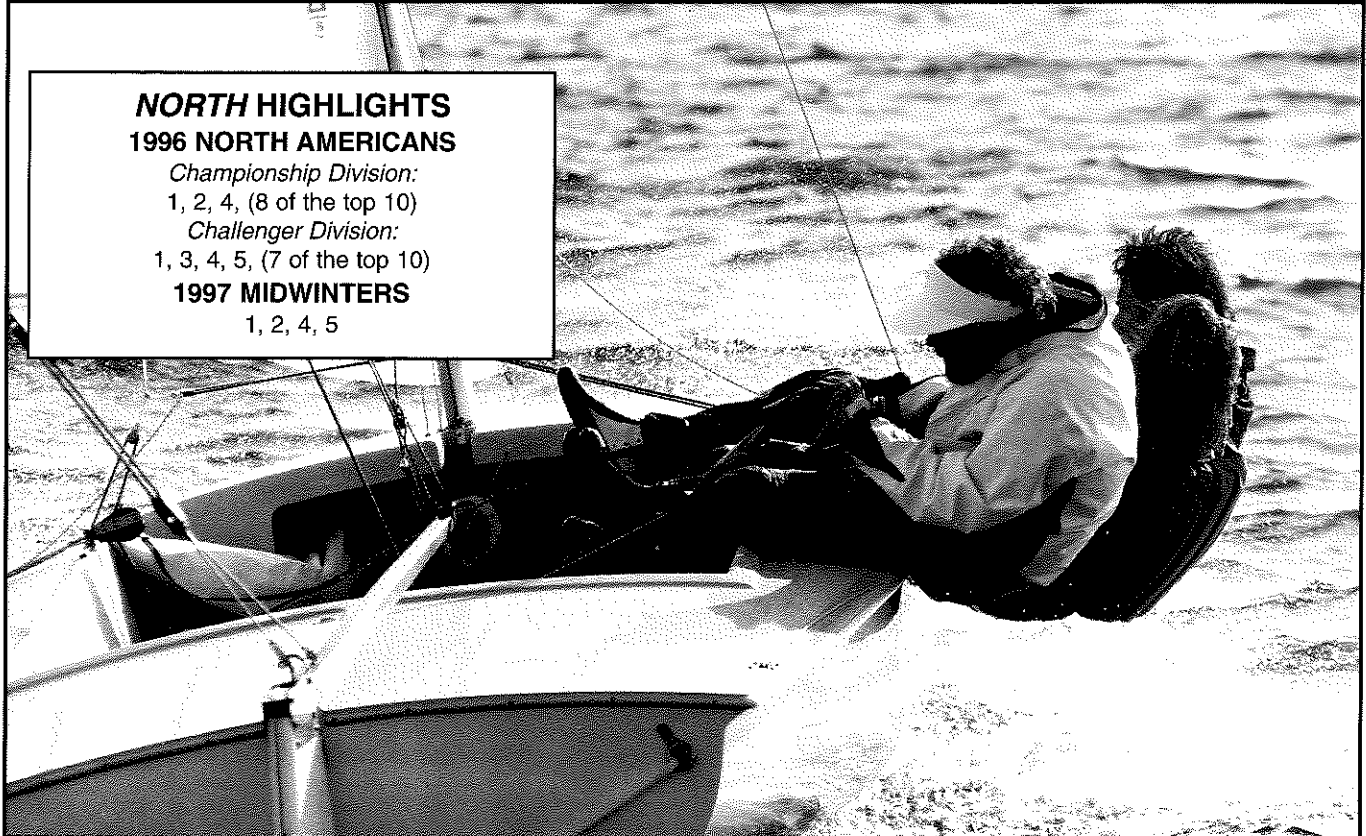
1, 2, 4, (8 of the top 10)

Challenger Division:

1, 3, 4, 5, (7 of the top 10)

1997 MIDWINTERS

1, 2, 4, 5



At North Sails we believe your sailmaker should work as hard as you do to help you get your best results. That's why you'll always find us where you need us - on the water testing new designs, in the shop building the strongest fastest sails on the circuit, and at regattas, helping you tune your rig, giving you tactical tips or just talking Flying Scot Sailing. We love to see our customers out perform the rest, so we'll work as hard as you do to help put you on top.

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Scots n' Water

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On the Cover: Strong winds mark the 1997 Midwinters races.

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Attention Web Surfers and E-mail Users

The FSSA Flying Scot web site is online.

Visit it at <http://www.fssa.com> with your favorite browser.

The Email address for regatta notices and regatta results to be published in Scots'n Water is info@fssa.com. Updates on the web pages will occur between the first and fifteenth of the month. Visit the site frequently!

Please save all articles submitted for publication in the ASCII Text Format

Scots n' Water

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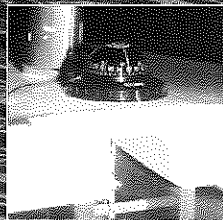
EDITOR: Lynne "Sunshine" Hartman, P.O. Box 1066, Champaign, IL 61824, Tel., (217) 355-1220 (O), Fax (217) 355-2587 **LAYOUT DESIGN:** Nancy H. Cooper. **ADVERTISING:** Jean Waldrap.

FLYING SCOT®

Parts ... When your boat needs a part, Flying Scot® Inc. has it and we'll ship it within 24 hours! We also supply covers, trailers, and other accessories designed and built specifically for Flying Scots. All Scot owners are automatically on open account.

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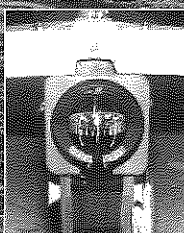


Aquameter Sailor II Compass and Mount...

Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete..... \$62.00

Plastimo Contest Tactical Compass and Mount...

3 7/8" card - read the horizontal surface for bearings. Read the vertical surface at the 45 degree lubber line, tack through 90 degrees and you will read the same number on the opposite tack's lubber line. Mahogany mount is held in place by shock cord for easy installation. New, lower price for 1996, complete..... \$230.00

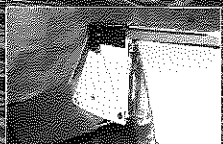
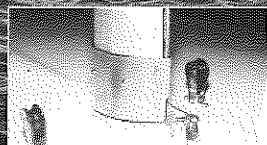


Trailex Aluminum Trailer...

Lightweight extruded aluminum designed to keep the boat low for easy access while rigging. Overall width is 7.5' and features 4-80 x 12" tires. Can be picked up at the factory or knocked down and shipped by truck (assembly required).... \$1510.00

Stainless Steel Mast Sleeve...

Custom formed, welded and polished stainless steel to reinforce the base of the mast. Complete with screws..... \$131.25

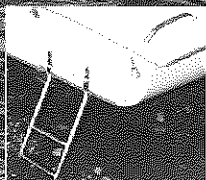


Rudder Lift System...

Features custom stainless bracket for lift line and shock cord to pull blade down and hold it down. Great for weed prone or shallow areas. Complete with fasteners..... \$109.00

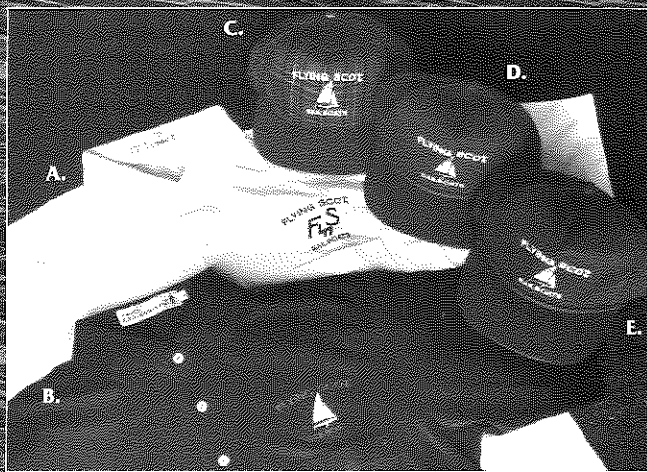
Swim Ladder...

Telescoping, stainless steel, two-step ladder that stows flat to the transom. Stainless grab rail through bolts to deck. Low profile to reduce mainsheet snags. Easiest way to get into the boat from the water. Complete with fasteners. Ladder..... \$110.00
Grab Rail..... \$27.00



Mainsail Flotation...

For added security against turtling or burying the mast in the bottom. No modification to the boat or sails required for installation. Weight is approximately 2 pounds. Price complete..... \$145.00



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C. Teal Plaid w/ Teal Bill..... \$9.00
D. Navy Plaid w/ Red Bill..... \$9.00
E. Bright Red..... \$9.00
Royal Blue..... \$9.00

Spinnaker Pole... 1.5" dia. pole with heavy duty Forespar end fittings designed to snap on without pulling the continuous wire trip..... \$178.00

Motor Bracket... Two-part bracket that bolts to the transom. Stand-off part stays with the engine so that the bracket has a low profile when the engine is not installed. Yoke that bolts to the transom is painted cast aluminum and the stand-off part is stainless steel with a hardwood board for the engine clamps. Complete with fasteners and template..... \$115.00

Forespar Stay-Set Tiller Extension...

40" fixed length painted white aluminum tube with black sponge grip and ball end. Stay-set end holds the tiller extension exactly where you leave it. Price complete..... \$54.10

Ronstan Fixed X-10 Tiller Extension...

40" fixed length black anodized aluminum fluted tube with black 'Hyperlon' grip and rubber ball end. Urethane universal joint offers unlimited movement and unique fixed or snap-on/snap-off mount system. Complete with bolts..... \$42.00
Clip to hold extension to tiller..... \$1.85

Ronstan Telescopic X-10 Tiller Extension...

29" to 48" telescopic, same construction as fixed X-10 above with twist-lock adjustment. 'Hyperlon' grip on outer tube and ball end on inner tube, and urethane universal joint. Complete with bolts..... \$70.00
Clip to hold extension to tiller..... \$2.40

Bow Flotation Bag Kit...

Reserve buoyancy to help keep the bow of a swamped Scot up and aid in rescue. Kit comes complete with mounting blocks and hardware. Gelcoat and/or resin not included. Price complete..... \$51.50
Replacement bag only..... \$37.80

Transom Port 4"...

Aids in rescue of swamped Scot by allowing water to drain through transom while the boat is towed. Complete with screws. Looser hole saw available..... \$9.20

Flying Scot® Inc.

Prices do not include shipping. Maryland residents add 5% sales tax. Prices subject to change without notice. Visa or MasterCard accepted.

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Optimum Angle of Heel

by Gordon K. Douglass

When for the first time, I meet recent converts to the Flying Scot, our conversation often follows a familiar pattern: the newcomer wants to know if changing the rake of the mast would lessen the heavy weather helm. Not only has his boat a pronounced helm, but she doesn't go to weather with the other boats in the fleet. And he wonders if raking the mast aft would take away the helm.

I counter in saying that the heavy helm is not a result of mast rake and will not be cured by adjusting the mast, but that it is the result of sheeting in the mainsail too hard and heeling the boat too much.

The new owner then tells me that he never lets the boat heel very far and surely it cannot be that. And yet, when I have had the opportunity to sail with such owners, I have found that they may be heeling the boat to thirty or forty degrees without realizing it, and that when they are shown how to ease the main sheet and, perhaps, the jib sheet as well, to bring the boat back to her proper angle of heel of 17 degrees, the helm disappears and the boat starts to go.

The article, "Tips for Sailing in Heavy Winds" stresses the importance of not allowing the boat to heel more than 17 degrees—at which angle the side deck is level—the angle of heel which we find to be the optimum angle (and also the maximum angle) and gives some pointers on how to keep the boat at this angle. The Optimum Angle of Heel (an expression I believe I may have coined for an article in *ONE-DESIGN YACHTSMAN* some years ago) is, by definition, the angle of heel at which the boat will make the best progress to windward.

When a sailboat floats level in the water and the mast is plumb the center of effort of the sails, the CE, represented by a point well up the mast, is over the center of resistance of the hull which will be on the centerline. If you were to attach a line to the mast at the height of the CE and to tow the boat by it, the boat would be in balance and would go straight ahead because the power would be applied directly over the resistance. If, at the other extreme, the boat were to be towed on its side by the same lowline attached high up the mast, the boat would not go straight ahead. The drag of the hull would cause it to rotate, and this, to the lesser degree, is what happens when under sail the boat is allowed to heel too far.

When the Scot is level the CE is over the CR (center of hull resistance) and the helm is neutral. As the boat heels the CE moves to leeward in an arc around the CR. But as the boat heels the CR also moves to leeward, following the coinciding with the shift of the CE until the angle of heel reaches 17 degrees. Up to this point the helm remains normal.

However—and here is where the heavy helm starts to develop—the CR can move laterally only so far because the shift is limited by the beam of the boat.

Beyond 17 degrees, the CE continues to move, going out over the water and leaving the CR behind. The farther it does, the more the rudder has to fight to counteract the rotational force in order to keep the boat on her course. And all of the effort you put into hauling on the tiller goes directly into dragging the rudder bodily through the water.

This is the cause of the heavy helm, and from this it should be evident that raking the mast will not prevent it. The cure is to ease the mainsheet or feather up to both, to reduce the wind pressure by reducing the effective sail area, anything to get the boat back to her 17-degree optimum angle of heel.

Reprint

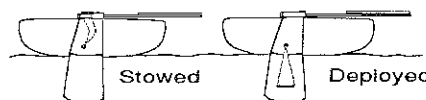
Scots 'n Water - May, 1976

Volume XVIII, Number 5



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Kit includes all necessary hardware to allow a single person to raise or lower the mast using existing boom and mainsheet. \$79.95

Checks are accepted, payable to SBSC. Please include \$5.00 for shipping & handling. Satisfaction is guaranteed. Maryland residents add 5% sales tax.. Call (410)798-4146 or write:

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

Awards & Recognition

US SAILING presented its highest sportsmanship honor, the 1996 W. Van Alan Clark Jr. Trophy, to Dick Besse (Skansatales, N.Y.). "Sportsmanship knows no age barriers," said Sportsmanship Committee chair, Dean Cady, of the 75-year-old recipient. "From our youth competitors to our veteran racers, Dick Besse represents the best in all of them."

Besse was nominated by his home club, the Skansatales Sailing Club, which he founded in 1976. According to current commodore, Betsy Elkins, Besse was nominated not only for his displays of sportsmanship in 1996, but also for his "continued, consistent sportsmanship and

commitment to sailing over the last two decades at the club." Besse is an active member of the Central New York Racing Association, and is involved with regional sailing. He has also raced around the country and in international events such as the Admiral's Cup and the International Seniors Games.

"Awarding Dick the sportsmanship trophy is extremely appropriate," said former International 14 opponent and author, Dr. Stuart Walker. "As intense as he would be on the water he played the game the way you want competitors you sail against to play."

1997 WIFE-HUSBAND FLYING SCOT NATIONAL CHAMPIONSHIP REGATTA Jacksonville, Florida • October 11 - 12, 1997

The Wife-Husband National Championship Regatta will be held on the beautiful St. Johns River on Columbus Day weekend. We invite you to come and enjoy the fellowship and racing activities over this long weekend. A schedule of events and directions to the club will be sent out to all pre-registrants and any other requests. So mark your calendars now!

REGISTRATION FORM

Wife: _____ Husband: _____
First and Last Name First Name

Address: _____ Phone: _____
City: _____ State: _____ Zip: _____

Sail #: _____ USSA #: _____ FSSA#: _____

Division: Champion Challenger Senior Class

I am interested in camping on the grounds: Yes No

We will need babysitting: Yes No Children: Number _____ Ages _____

Registration Fee - \$60 if postmarked by September 24 (additional \$5 if not USSA member)
\$70 total after September 24. Registration fees include all meals for racers. Extras may be purchased.

Please make checks payable to THE RUDDER CLUB and mail to :
John Hamilton • 6203 NW 32nd Street • Gainesville, FL 32653 • (904) 335-1243

Motel Accommodations within 2 miles of The Rudder Club:

- Holiday Inn Orange Park, Exit #3 off I-785, Orange Park, FL 32073 (904) 764-9513 (group rate - \$52/night) Reference: Rudder Club/Wife-Husband Regatta
- Wilson Inn, 4580 Collins Road, Orange Park, FL 32073 (904) 264-4466 or 1-800-WILSONS (rates around \$43.75)
- Days Inn, 4280 Eldridge Loop, Orange Park, FL 32073 (904) 269-8887 (rates around \$59/night)
- Comfort Inn, 341 Park Avenue, Orange Park, FL 32073 (904) 264-3297 or 1-800-228-5150 (possible group rate - regular rates around \$57/night)

Changes in the By-Laws

by Dan Goldberg

At the 1997 Mid-Winters, the Board of Governors approved changes to the By-Laws, as shown below. The purposes of these changes are: (1) to reflect the new Masters and Seniors format for the North American Championship, and (2) other minor updates and clarifications.

APPROVED CHANGES TO BYLAWS

KEY:

Deleted words are shown by ~~overstrike~~.

Added words are shown in bold type.

ARTICLE B-VII (SANCTIONED EVENTS)

- Change the first sentence as follows: District, Regional, Mid-Winter, National, North American, Masters, Seniors, Juniors, Women's and Wife-Husband championships must be sanctioned.

ARTICLE B-VIII (RESTRICTIONS

APPLYING TO ALL EVENTS) - Change the first full sentence of subparagraph 1 as follows:

The official code of rules which shall govern all events shall be the current version of ~~THE INTERNATIONAL YACHT RACING RULES as prescribed by the UNITED STATES YACHT RACING UNION~~

THE RACING RULES OF SAILING and the prescriptions of US SAILING.

ARTICLE B-IX (NORTH AMERICAN

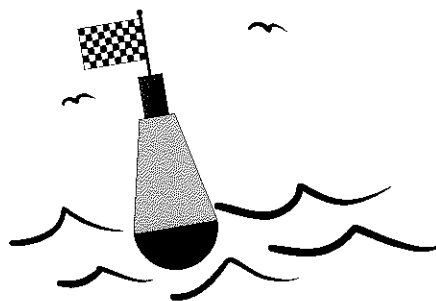
CHAMPIONSHIP) - Delete subparagraphs h(1) and (2), renumber (3) as (1) and modify as shown below, and add a new (2) as follows:

~~(1) The quotas for boats qualified to enter the North American Championship shall be determined by the Executive Committee and announced on or before May 1 of each year.~~

~~(2) The defending North American Champion, the President, the Chief Measurer, and Gordon K. Douglass shall automatically be qualified for the North American Championship regardless of quota.~~

~~(3) All yachts entered in the North American Championship shall be subject~~

to measurement and approval of the Chief Measurer, or of a measurement committee to which his authority has been delegated prior to the first race in the series. Any and all yachts may be ordered remeasured by the Judges. **Except for boats sailing in the Seniors Division, no** ~~no~~ boat may be



measured in the North American Championship with intent not to sail in the qualification series.

(2) Unless otherwise approved by the International Race Committee due to extenuating circumstances, boats must sail in the Qualifying Series and make the cut in order to sail in the Championship Division.

ARTICLE B-X (OTHER REGULAR SANCTIONED EVENTS OF NATIONAL CHARACTER)

- Change c. as follows and add a new f.:

c. ~~MASTERS SENIORS CHAMPIONSHIP~~ - normally held as part of the NAC.

Eligible competitors for the ~~Masters Seniors~~ Division must declare their intention to race in this division when ~~pre-registering or with the Registration Committee on arrival at the regatta site.~~

To be eligible, ~~the Skipper must be at least 50 years of age at the time of the regatta and~~ the combined ages of the Skipper and one Crew must equal or exceed ~~400~~ **120** years. ~~Masters Seniors~~ will race with the Challenger Division

during the final five races of the NAC **but will be scored separately.** ~~Masters Seniors~~ will not be eligible for the Challenger Cup or other trophies available to the Challenger Division ~~UNLESS Masters compete fairly in all races of the Qualifying Series and FAIL to qualify for the Championship Division.~~ ~~Masters Seniors~~ are not required to sail in the Qualifying Series but may do so ~~in order to compete for the William V. Singletary Trophy~~ if desired. Any Senior who makes the cut for the Championship Division may then elect to change their original declaration and may sail in the Championship Division rather than the Seniors Division (but not both). Seniors may sail in three, four, or all five of the final races. The winner of the ~~Masters Seniors~~ Division will be determined by scoring each ~~eligible competitor's~~ Senior's best three finishes in the final five races. Perpetual trophies include:

~~Huron-Portage Yacht Club Trophy Senior's Trophy...Masters Senior's Champion~~

f. MASTERS CHAMPIONSHIP - normally held as part of the NAC. Eligible competitors for the Masters Division must declare their intention to race in this division when registering. To be eligible, the Skipper must be at least 55 years old. The winner of the Masters Division will be the highest-placing Masters skipper in the Championship Division. If no Masters skippers makes the cut for the Championship Division, the winner of the Masters Division will be the highest-placing Masters skipper in the Challenger Division. Masters skippers are eligible for both Championship and Challenger trophies. Perpetual trophies include:

Huron-Portage Yacht Club Trophy...Master's Champion

REGISTRATION FORMS

1997 FLYING SCOT NORTH AMERICAN CHAMPIONSHIP

Name _____

Address _____

City _____ State _____ ZIP _____

Phone _____ Fleet # _____ Sail # _____

EXTRA INFORMATION

Total no. of people attending (for social planning): _____; Camping Yes No

Need child care Yes No No. of children _____, age(s) _____

Registration Fee: \$110 if postmarked by July 1; \$130 after that date.

Deduct \$10 if you are a member of USSA (member # _____)

WOMEN'S NAC REGISTRATION*

Name _____

Address _____

City _____ State _____ ZIP _____

Phone _____ Fleet # _____ Sail # _____

Registration Fee: \$20 if postmarked by July 1; \$25 after that date.

JUNIOR NAC REGISTRATION*

Name _____

Address _____

City _____ State _____ ZIP _____

Phone _____ Fleet # _____ Sail # _____

Registration Fee: \$20 if postmarked by July 1; \$25 after that date.

Registration Forms (Make checks payable to 1997 Flying Scot NAC) and mail to:
Marti Worthen, 220 Epping Rd., Clemmons, NC 27012

Contacts:

Registration/Childcare: Marti Worthen (910) 766-9042,

E-mail: mworthen@bgsm.edu.

Charter Boats: Don Smith (704) 788-8532

Regatta Chairman: Dave Alkire (704) 364-2277

• *Important: Childcare and chartered boats available only with pre-registration.*

* *If five boats are not pre-registered, this category of racing will be cancelled and registration fees returned.*

SCHEDULE OF EVENTS (TENTATIVE):

Registration and Measuring:

1300 Friday until 1700 Sunday

NACs for Women and Juniors:

0900 to 1600 Sunday

Welcome Party:

1730 Sunday

NAC qualifying races:

0900 Monday and Tuesday

Board of Governors Dinner:

1830 Tuesday

Annual Meeting and Dinner:

1830 Wednesday

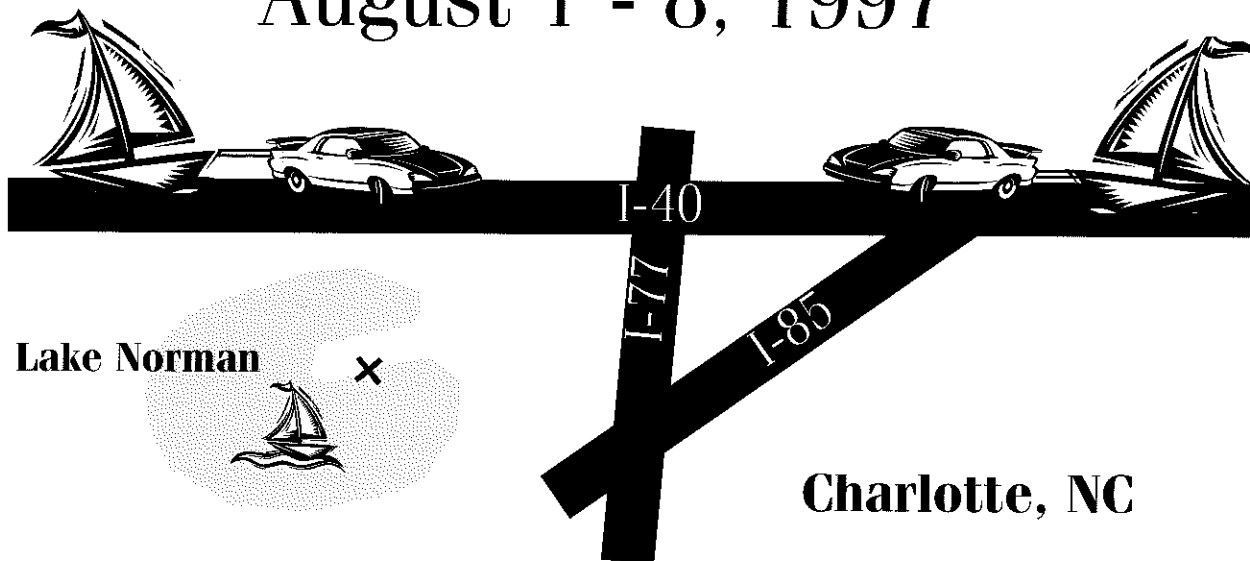
NAC racing:

0900 Wednesday, Thursday and Friday

Awards:

Friday p.m.

All Roads Lead to Lake Norman Y.C. August 1 - 8, 1997



Flying Scot North American Championships

Updates: We are planning to have a sailing seminar, but the details are not yet worked out. Please continue to check the website (fssa.com) for this and any other late breaking information.

Directions to LNYC (located approx. 40 minutes North of Charlotte NC). We will post LNYC direction signs.

From the North: Take I-77 South to Exit 36 (Route 150) turn RIGHT at the top of the ramp and take Rt. 150 WEST. Go 0.5 miles to traffic light at Country Corner Marine (on the left) and turn LEFT onto Williamson Rd. Go (0.8 miles) to the traffic light by the new Lowe's shopping center. Turn RIGHT onto Brawley School Rd. Go 6 miles and turn LEFT (just after the cemetery) onto Yacht Rd. Go 0.7 miles and turn LEFT into LNYC.

From the South: Take I-77 North to Exit 33. Turn LEFT at the top of the ramp, and go 2 miles to traffic light by the new Lowe's shopping center. Turn LEFT onto Brawley School Rd. Go 6 miles and turn LEFT (just after the cemetery) onto Yacht Rd. Go 0.7 miles and turn LEFT into LNYC.

Pets: Pets are not allowed on the LNYC grounds. Pet bringers must make arrangements with a local kennel to board their pets. Please make sure that you bring your pet's vaccination records.

Camping and Motor Homes: LNYC has beautiful grounds for camping. There will be sites for Motor Homes as well as tents and popups, but there are no hookups. Showers, restrooms and picnic tables are available at both the pavilion and the clubhouse. Quiet hours are from 10 PM to 8 AM. (Generators will need to be turned off during this time for the convenience of all our guests). There are local campgrounds, if you desire water and electric hookups.

Meals:

Welcome reception - Sunday 1730;

Breakfast and Lunch:
available Monday thru Friday

Dinner available: Monday, Wednesday (FSSA Annual Meeting /Dinner offsite), Thursday, Friday

These meals will be fixed menus (sorry but we will not be able to accommodate special diets)

Trophy Presentation: Plan to stay Friday night, Aug 8. We are planning

a dinner and DJ for your enjoyment and to allow you time to unwind and kickback. If 2 races are run on Friday, then trophies will probably be awarded in the evening.

Questions?: If you have questions or would like confirmation of receipt of your registration, please include your e-mail address on your registration form or contact Regatta Chairperson, Dave Alkire (Davethlast@aol.com or (704) 364-2277) or Registration Chairperson Marti Worthen (mworthen@bgsm.edu or (910) 716-6148 (w) or (910) 766-9042 (h)).

Motels: Exit 28 is approx. 20 minutes to LNYC, Exit 36 is approx. 15 minutes to LNYC

Best Western: (704) 896-0660,

Exit 28; pool

Days Inn: (704) 664-6100,

Exit 36, pool

Holiday Inn: (704) 892-9120,

Exit 28, pool

Comfort Inn: (704) 892-3500,

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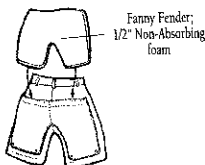
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Racing Doubles the Fun

By Harold Schultz

Do you have to race to enjoy your Flying Scot? No, but why not get into the racing end of the sport? You don't have to be district champion or fleet champion to have fun racing. Fleet captain Harold Schultz of Fleet 95, Minneapolis, had some good suggestions for new Scot Sailors who are reluctant to take up racing. Here are Schultz' comments :

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

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

"Sailing a Scot is relatively easy. Sailing well under many varied conditions is something else again. Sailing is an art, and I did not learn this until I started racing. Only by racing and particularly level boat (class boat) racing was I able to begin to understand the many variations that go into sailing the boat well. How did I learn? (1) By watching boats exactly like mine sail consistently faster (not a very pleasant experience, but the beginning of knowledge). (2) By imitation. (3) By asking questions. (4) Coupling the experience with sailing theory (5) Practice...without the other boats out there trying their best. It becomes questionable, at

least to me, that one can be challenged or afforded the opportunity to learn how to sail well. Further, by learning in association with your friends who are all trying to attain the same goal, you mutually share in each other's enjoyment...and it is the attainment of this knowledge that gives me my greatest enjoyment.

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

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

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

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

Reprint
Scots'n Water May, 1973
Volume XV, Number 5,

Events Leading to the Start of a Race

by Gordon K. Douglass

I must confess that I am not the systematic type who has a check list a yard long of things to be done in preparation, with the result that I have been known to pull some real boners, such as starting in the wrong division as I almost did in Cleveland and was ten minutes late for my division. All too often I do not take the time to read the race instructions before I go out and then forget to take them along—a bad habit!

What I try to start with is a good knowledge and understanding of the racing rules and a boat in good condition. The former requires periodic study plus experience; and the latter means making a habit of observing all of the parts of the boat and her rigging, keeping everything in top condition, oiling where required and repairing or replacing equipment before it reaches the danger point. I cannot recall ever having had a breakdown resulting from lack of maintenance.

In preparation for a race or regatta, I make sure that the bottom is clean, the sails in good repair, winch cranks, battens, spinnaker pole, sheets and all such gear present and accounted for, I prefer to have one suit of sails so that I do not have to make the awful choice between jibs, mains and spinnakers and guess at what the weather will be. The spinnaker must be packed and ready, etc. I almost never scrub the bottom during the regatta as we did Riverside. Ironically, having scrubbed it before the fourth race, we then sailed the poorest race of the series. All of the above, I believe, should be taken for granted, and I do not think I should take the time to go into

detail about cotter pins and such minor but important things.

Far more important is to give thought to the start itself and to the all-important minutes leading up to it. In a big fleet, the start of a race is especially important. In a small fleet of eight or ten boats a poor start is not necessarily a catastrophe because there is plenty of water and only a few boats are ahead of you. In a big fleet, however, if you are boxed in and have to sail in the backwind of twenty or thirty boats you really are in trouble, with the leaders sailing in clear air and opening up their lead.

In every start there is a best position depending on the angle of the line, the direction of the tide or current, and the direction the wind is shifting, if it is. It is a truism that the best start is to be judged not just on where you are when the gun goes off, but where you are five minutes later. And where you want to be five minutes later has a great deal to do with how and where you start.

Therefore, it pays to be out in the starting area well in advance of starting time, so as to observe what the wind and the water are doing. If there is a tide or current, observe its strength and direction to aid in planning your start. Observe the wind patterns. Wind is generally changeable in direction and velocity, often with regularly repeated swings. Even the best race committee cannot often set a perfect line because of this. If the swings are large, one end or the other will be favored at the time of the gun. Try to find out which. Often the wind is changing rather steadily in its direction as the sun warms the land. Try to see if it is and in which direction.

Before the start of the fifth race at Montreal, for example, in the preceding half hour I noticed that in spite of its minor swings, the wind was working clockwise as shown by bearing on shore dead upwind when we arrived at the scene. For this reason I tacked onto port almost immediately after the start and held the tack until we almost reached the lay line, with the result that when we tacked for the mark we had a terrific lead over the boats which, on starboard tack originally, now were on the wrong side of the shift.

At Riverside this year we had a very shifty north wind, and for the afternoon races a fairly strong flood tide across our course. The starting line was a long one. It seemed logical that a boat at the "leeward" end of the line would have to sail farther than one at the "windward" (committee boat) end, because he would have to sail against the tide for a distance the length of the line. Everything else being equal, the upper end of the line seemed preferable.

Another valuable bit of knowledge is the length of time needed to sail the length of the line, in case you need to go from one end to the other or want to run the line as part of your approach.

These are some of the things which form the preparations for the start. The start itself is yet another subject to be dealt with.

Scots'n Water
Reprint Nov/Dec, 1968
Volume XI, Number 1

Tips for Sailing in Heavy Winds

by Sandy Douglass

In the September issue of *Scots n' Water* I have some basic ideas for light-wind sailing, stressing the points that boat speed to windward is important in building up the apparent wind velocity and that this is achieved by sailing slightly free, with sheets eased, with the boat heeled to reduce wetted surface. In addition, all movements including the use of the tiller should be as smooth and gentle as possible because sudden movements slow the boat and any loss in speed is serious because with so little power from the wind the lost speed is very slowly regained.

In strong winds, in winds of twenty-plus, the situation is reversed. Now we have more wind power than we can use because small centerboards,

such as the Flying Scot, cannot use their full sail area, cannot sail "full and by" to windward in such wind velocities. Remember that the force of the wind increases according to the square of the velocity and that, for example, a 20-mile wind has four times the force of a 10-mile wind. Most small centerboarders must reduce their effective sail area in winds over approximately 15 miles per hour. I am using the term "effective sail area" to mean that part of the sails which is drawing and not luffing.

The reduction of the effective sail area can be accomplished in three ways: by reefing the mainsail, by letting the boat heel to reduce the projected height of the sailplan, or by spilling the wind by luffing part of the

sails, either by easing the sheets or by luffing the boat, or both.

In the past articles we have shown that the optimum angle of heel for the Flying Scot in sailing to windward is 17 degrees—recognizable by the fact that at this angle the windward side deck becomes level. This is the angle at which the hull has a minimum of wetted surface and a maximum of power to carry sail, the crew weight on the deck is most effective, and the boat is in balance. This is the angle of heel at which the boat should be sailed to windward at all times for best results, but is also the maximum angle to which the boat ever should be heeled. Beyond this angle everything goes wrong. In sailing to windward in strong winds, then, the skipper's main

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SCOTS n' WATER

purpose should be to keep the boat sailing at this angle of heel all the time; and the ability to do this is the "secret weapon" of the expert sailor. The expert's boat seems to go so easily, never being knocked over, never slowing down. But how?

Keeping the boat going at this angle of heel implies keeping a balance between the power to carry sail of the boat and crew, and the force of the wind on the effective sail area exposed to the wind. Inasmuch as the power of the boat remains constant and the force of the wind varies, the effective sail area must be varied to match the wind force.

Paradoxical as it may seem, in a strong wind the boat will go faster at her optimum angle of heel with sails luffing than she will with her sails drawing but heeled beyond her 17 degrees, and the more she heels the slower she goes.

Now we are talking about more wind power than we can use. Now we can use the tiller all we want because any rudder drag is more than overcome by the wind. In winds up to about 20 mph it is customary to strap in the jib just about as hard as possible (and here is where the tapes on the jib sheets are valuable, just forward of the lead blocks when the jib is in hard) and to sail keeping the jib just full, just on the verge of luffing. The mainsail is sheeted in as much as possible consistent with maintaining the angle of heel. Depending on wind velocity it may be trimmed luffing for a foot back from the mast, or two feet, or three feet or more.

As the wind varies in strength from gust to lull, the main sheet should be played in or out accordingly to maintain the balance. This is one of my reasons for preferring the snubbing winch or Harken block to any sort of cleat for the main sheet. If the sheet is cleated there is a great temptation to leave it cleated instead of momen-

tarily adjusting it for best result. Of course, it's easier to cleat it, but the man who wants to win should be willing to work a little harder.

Strong winds generally are gusty and shift winds, and this means that the apparent wind in which we always sail is going to change frequently in both direction and velocity.

Assume you are sailing close-hauled on the edge of the apparent wind, all in balance. If a gust of the true wind hits you, even with no change in direction, the apparent wind will swing up toward the true wind, and since you are sailing on the apparent wind, you should luff the boat accordingly to follow it up. If the true wind should lift you as well there's all the more reason for luffing. If the true wind should head you instead, you naturally will bear off, following the wind.

You trim the mainsail to match the wind velocity in the lulls, and keep the jib full. You sail by the angle of heel.

The instant a gust hits, as soon as you feel the wind on the back of your neck and before the boat has a chance to heel, you give a quick shove on the tiller, a quick but hard shove and a check, perhaps another shove and check as needed, to luff the boat a few degrees to match the shift in the apparent wind. You do it before the boat heels. The boat wants to go up. Help it. Don't fight to hold the boat on course and get knocked down. You are close-hauled, you want

to work to windward, so help the boat to go up.

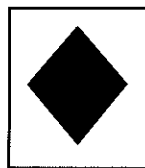
If the gust is hard and luffing is not enough, ease the main sheet a little as needed. Work the tiller hard, push or pull. Work the main sheet as needed. Work the tiller as needed. Keep the boat on the edge of the wind, always driving, always going, never heeling.

In winds above 20 mph you will find it better to ease the jib sheet an inch or two and in very heavy winds to sail with a luff in the jib. At such times the end of the boom may be out beyond the corner of the transom, the main luffing back to the battens—but still the boat will go.

Don't be afraid to work the tiller all you want, all you can, to keep the boat at her optimum angle of heel of 17 degrees and going.

Reprint

*Scots 'n Water - November, 1973
Volume XVI, Number 1*



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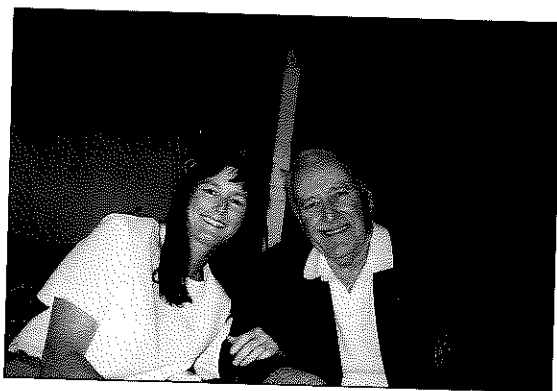
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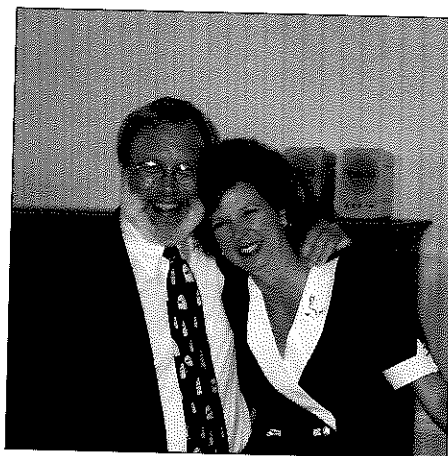
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Ellen Fitzgibbon 1997 Winner of the Floyd Davis Trophy with the 1996 winner E. Paul Moore, Jr.



Regatta Chairperson Ellen Price and Race Committee Chairperson Bud Thurman

ter Pictorial



*Midwinters 1997 Championship Division
picture by E. Paul Moore, Jr.*



*Midwinters 1997 Challenger Division
picture by E. Paul Moore, Jr.*



*St. Andrews Bay Yacht Club with lawn covered sails after a heavy day of racing.
Photo by E. Paul Moore, Jr.*

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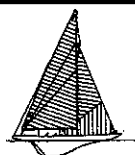
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Don't Let'em Lick You

by Paul Schreck

At one time or another most Scot skippers have beaten one or more of the so-called hotshots in at least one race. At the time it probably seemed easy, and it gave them great heart and confidence in their ability. Why, then, did they end up in the Challenger Division, or the tail-end of the Championship Division? The tail-end of the latter is the worst place to be. Nothing can be won from there.

When a skipper wins or does well, his sails are set perfectly, his crew is right in place, his bottom is slick, and every tack is the right one. There are no spinnaker foul-ups, and the start is perfect. Because he is hooked up, everything goes right. His boat just keeps flying away from everybody.

This happens one out of 10 times to most, and one out of three times to a lot of skippers who never seem to win anything in top competition.

All skippers make mistakes, even the winners. Some, however, are more consistent than others because they do things automatically. Ninety percent of the time their sails are right. Their bottom is always slick.

The winner has trained his crew so that he has little to worry about. He not only doesn't raise his voice, he hardly ever talks. And when the crew says something, it's because it's absolutely necessary. Sailing is like a game of chess. It's a tremendous game of concentration, and the easier it is to concentrate the better you do.

At the North American Championships at Riverside, Floyd Davis fell overboard holding on to his tiller in the first race and broke it (DNF). He broke a shroud in the second race (DNF). He had one race going for him in the Challenger and could have won it. Floyd enjoys sailing and champi-

onships too much to check the little things such as shrouds.

Bob Cowles of Detroit won the Challenger Division. He was already tops on the break and won both races. Floyd got two seconds. Why was Cowles in the Challenger? He had one crew, and it completely blew the first three races.



How many lost out completely because of just two in the boat? At least 12?

Take a third light crew. He or she is a lot of help in a breeze and won't slow you in the light stuff. Doug Sansom is tall and huge, but he couldn't hack the first three races at Riverside with two in the boat, although he went on to win the final two races in light air.

There will be a later article on sails, trim and tune, which are extremely important. However, the best equipment in the world will not make you go if you do not have the proper weight (390-400), and a slick bottom. Three hundred ninety is minimum, and 440 is maximum weight for all weather.

There is one exception to the minimum, but none to the maximum. If you are sailing in a lake where you know it won't blow, take the lightest crew you can find.

Any one of the following can lick you before you start:

1. Dirty bottom;
2. Wrong crew weight;
3. Bad start:
 - a. wrong time;
 - b. wrong timing;
 - c. poor planning;
 - d. getting boxed in;
 - e. getting on wrong end of the line;
 - f. arriving late;
 - g. talking;
4. Still rigging spinnaker on the beat;
5. Failing to change toggle for velocity change and forgetting it for the whole race;
6. Failing to set sails for velocity change and leaving them the whole race;
7. Ditto for the centerboard;
8. Having equipment in bad condition:
 - (a) winches that won't work;
 - (b) pole fittings that stick;
 - (c) halyard dogs that slip or jump;
 - (d) sheets and hang up;
 - (e) blocks that won't turn;
 - (f) vang that turns mast backward;
 - (g) centerboard that sticks;
 - (h) rigging that fails;
 - (i) sails that need recutting;
 - (j) jams and cams that won't hold.

If this many things can make you lose before you start, try to imagine how many can make you lose after. The answer is preparation and practice.

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Scots 'n Water
November/December 1983
Volume VXi, Number 1*

Meet the Staff

In an effort to better acquaint you with the FSSA staff, we will run an article and picture in each issue of Scots n'Water until all staff members have been identified.



Andrella T. Brunson

Andrella T. Brunson has worked closely with FSSA for the last eight years. She is the assistant to the Executive Secretary, MaryAnn Crews. Handling of membership services is her main focus, but she is willing to do most anything you can think of that needs to be done for the Association. From answering the phone to sending mailing labels for regattas, she is available to help. Many of you may have met her at the Mid-Winters and some at the FSSA NAC Regattas over the years. However, she is still waiting for a cruise in a Scot and maybe even a few sailing instructions. Several years ago Bernie Knight provided a limited sail, but because of time it was once

around the block in his boat, but nevertheless greatly appreciated. Andrella looks forward to seeing everyone at the NAC at Lake Norman Yacht Club in August.

A single mother of two daughters, Harley, age 18, a high school senior and Cantey, age 9, a fourth grader, she and her family attend Trinity Episcopal Cathedral where she is a fifth grade Sunday School Teacher. For ten years she has been a coordinator for Trinity Cathedral's Annual Bazaar Bar-Be-Que booth and also is a volunteer for the church's Earth Ministry. She enjoys gardening, dancing and playing bridge and if you can believe this, she is even a good cook.



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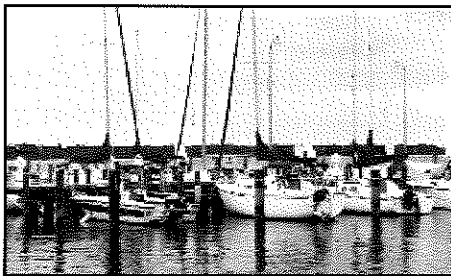
FLEET 100 – WASHINGTON - CALIFORNIA 1997

This has been a great year in the Flying Scot Fleet 100 history, and 1997 looks to be even better. We lost a member family this year, longtime stalwarts the Chappells FSS 3319 left for the forests? of Arkansas. We wish them well. They are becoming accustomed to the area and promise to send us a sailing picture when they go out. Richard Emery of Bremerton bought John Gaasland's boat FS 3960, John Melcher, Everett has acquired FS 2424 "September Song II" formerly sailing on Cataract Lake near Indianapolis. He is excited about meeting other FS lovers and enjoying sailing on the lakes and the Sound in the great PNW. Whitney Hall FS 460 "Walloping Windowblind" has already made her presence known at the *Bellingham Bay One Design Regatta* and at the *Turkey Day Regatta* (she won them both), so we have some new blood joining the fleet. Dave and Nancy Gilles FS 2169 have finished in first place in this year's Fleet championship, with Rick Wright FS 1397 finishing a close second. Just last year these were the two new boats added to our fleet. *Way to go Rick and Dave*. Another encouraging development has been the response to our Fleet 100 webpage. We have had more than a dozen contacts in the short time its been up regarding interest in our fleet and the Flying Scot in general. This may not sound like much, but none of these potential new sailors would have been contacted without the page. It is not very fancy, and I haven't been faithfully updating it, but it still works.

By Ken Nelson FS 25

FLYING SCOT SAILING IN THE DISTRICT OF COLUMBIA

Flying Scot sailing is alive and well in waters of the nation's capital. With the Washington Monument and Jefferson Memorial in the background, casual cruisers will find that Washington Harbor, Washington National Airport, and Old Town Alexandria make for interesting and lively cruises. For those who care to sail up the Anacostia River, the destroyer, U.S.S. Barry, lies



waiting at the Navy Museum dock at Washington Navy Yard. Sailing down the river, tall ships such as the *America 2* and *Pride of Baltimore* often grace the Alexandria waterfront. With good winds, longer cruises down river to Fort Washington and Mount Vernon are also possible.

For sailors who are interested in racing, training classes, and other group activities, the Sailing Club of Washington (SCOW) and the Potomac River Sailing Association (PRSA) sponsor very active sailing programs out of Washington Sailing Marina in Alexandria, Virginia.

The Sailing Club of Washington (SCOW) offers a variety of training classes and seminars in topics including basic sailing, capsized recovery, spinnaker sailing, big boat sailing, and racing. Upon passing the club's check-out exams and payment of an annual skipper's fee, qualified skippers can then check out one of the club's three Flying Scots or two cruising boats. SCOW and the PRSA cooperate to offer

racing one night per week. These informal races can feature up to seven Flying Scots. For relaxation, SCOW holds a cookout every Thursday night during the season and allows visitors to crew aboard the club Flying Scots as they frolic around the marina lagoon. These "social sails" are an excellent way to meet fellow Flying Scot sailors and unwind after a tough day at work.

For competitive sailing, the Potomac River Sailing Association (PRSA) offers an aggressive program of one-design racing with Lightnings, Hobies, Albacores, Mobjacks, and Flying Scots. Four Flying Scot owners have joined PRSA and regularly participate in Sunday series races off of Hains Point. During the summer, the PRSA helps train Special Olympian sailors using Hobies and Flying Scots. The PRSA sponsors two major regattas: the Spring Regatta on Memorial Day Weekend and the Leukemia Cup/PRSA President's Cup Regatta on the weekend after Labor Day (September 6th and 7th). In previous years, the Potomac River Leukemia Cup has attracted nearly 100 boats and raised over \$10,000 towards efforts to fight leukemia.

For information on SCOW, call (202) 628-SAIL. For Internet cruisers, try: <http://sailing.org/scow>
<http://www.erols.com/brom/prsa/prsa.htm>
<http://www.guestservices.com/wsm>
for more on Potomac River sailing opportunities. Scot sailors vacationing in the Washington, D.C., area should also know that both Washington Sailing Marina and Belle Haven Marina in Alexandria have Flying Scots in their rental fleets. Finally, Flying Scot sailors living in the D.C. area should think about basing their boats on the Potomac. After all, the sooner you can get to your boat after work the better.

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Excellence in Design, Fabrication & Service

Design

The Schurr Sails design team has over 50 years combined experience in the development of fast, easy to set and trim, sails on the market today.

Our record speaks for itself with numerous wins in present and past local, regional, and national events.

Fabrication

Schurr Sails continues to produce the highest quality, most durable sail on the market today. By using quality material and individual construction techniques, each sail is guaranteed to be consistent with the design.

Service

Over the years Schurr Sails has been a proud sponsor of many Flying Scot Association events. With so many class members this is one of the strongest associations in the country and we guarantee to continue to provide you with the individual attention you deserve.

For more information call Steve Bellows, your Flying Scot Sailmaker

Name _____ Phone _____ Sail # _____

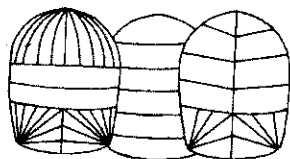
4.4 oz. Racing Cloth 5.3 oz. Cruising Cloth Number Color: Red; Blue; Green; Black; n White

<input type="checkbox"/> Main & Jib	\$896	<input type="checkbox"/> Spinnaker Triradial/Biradial	\$450	<input type="checkbox"/> Telltale Window each	\$10
<input type="checkbox"/> Main	\$629	<input type="checkbox"/> Spinnaker Crosscut	\$350	<input type="checkbox"/> Main Window each	\$15
<input type="checkbox"/> Jib	\$267	<input type="checkbox"/> Spinnaker Turtle	\$15	<input type="checkbox"/> Mainsheet Retainer	\$8.50
<input type="checkbox"/> Mainsail Reef	\$35	<input type="checkbox"/> Brummels on Spinnaker	\$15	<input type="checkbox"/> Mainsail Cover	\$70
<input type="checkbox"/> Mainsail Foot Shelf	\$30	<input type="checkbox"/> Centerboard Gaskets	\$12.50	<input type="checkbox"/> Tapered Battens	\$30.00
<input type="checkbox"/> Jib Radials	\$30	<input type="checkbox"/> Main Radials	\$80	<input type="checkbox"/> Jib Batten Window	\$15.00

Price includes bag, battens and royalty.

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

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



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 Pensacola, Florida 32501
 904/438.9354 / Fax: 904/438.8711
 e-mail: schurr@schurrsails.com
<http://schurrsails.com>

Starting Line

Note: Please send all regatta notices to the Association Office

The Oriental Sailing Social

July 12 and 13
Oriental, NC

If you like great sailing out of a quaint fishing town, this is it. Oriental is located on the Nuesc River, just as it spills into Pamlico Sound (about 30 minutes from New Bern). The river is 5 miles wide at this point and winds are usually pretty good. Reservations at the local motels will go fast as this open regatta attracts many sailors. If you plan to make a vacation out of this regatta, the NC Outer Banks are an excellent spot to spend your holiday.

For additional information, please contact Don Smith, email: dsmith@concordnc.com.

13th Annual Newport Regatta

July 18, 19 and 20, 1997

Multi Class One Design Ad • Handicap Regatta • Narragansett Bay • Nightly Tent Parties

For further information, contact Trixie Bobrouiczky (401) 846-1983.

NY Lakes District Championship

July 19 and 20 1997

Fleet #104 welcomes one and all to the NY Lakes District Championship to be held on picturesque 4th Lake in the heart of the Central Adirondack Mountains. Come sail the five race series over two days. A cocktail party and dinner are planned for Saturday night, along with an awards ceremony after racing on Sunday.

For more information contact Duffy Zornow at (716) 383-8099 or Randy Blakeman at (518) 885-0150.

1997 NERD

July 19 and 20, 1997
Annapolis, MD

The 1997 Northeast Regional Districts (NERD) will be hosted by Fleet 42 and sailed on the scenic Chesapeake Bay on July 19 and 20, 1997. Fleet 42 is located on the South River just south of historic Annapolis, MD. There will be two divisions, Championship and Challenger, as

well as team racing to promote the exchange of tactics between sailors of varying skill levels. Don't miss out on the charm of Annapolis and the Chesapeake Bay, where there is plenty to explore for the sailor and non-sailor. There are numerous hotels, inns, and bed and breakfasts in the area, as well as limited camping.

For further information on the regatta or housing, please call Chris Swenson at (410) 721-2505 or Frank Gibson at (703) 271-2716.

Race Weekend Regatta

July 26 and 27 1997
Fleet 3, Wilmette, IL

Join us for our Annual Race Weekend Regatta. The first race starts at 10:00 am on Saturday morning and there are beautiful top three prizes for all crew. We have a free hoist service and trailer storage. We provide unlimited beer after the races and on Friday night. Box lunches are available by our kitchen and a steak dinner is offered on Saturday night. The entry fee is only \$20. Accommodations can be found at the Hilton or Howard Johnson or for only \$20 per night for two at a Wilmette college dorm. Experienced racing crew available, and if you are traveling the following weekend, we can store your boat for the week.

For further information, call Fleet Captain Bill Luksha at (847) 967-6852 or e-mail: wmluksha@aol.com.

Sandy Douglass Memorial Regatta

July 26 and 27 1997
Deep Creek Lake, MD

The 1997 Sandy Douglass Memorial Regatta will be held at Deep Creek Lake in Western Maryland on July 26 and 27. Sailors will find Deep Creek Lake the center of Garrett County's recreational attractions - an ideal spot for a summer vacation. The lake is 12 miles in length with a shoreline of 65 miles. Garrett County is the home of Flying Scot, Inc., formerly the Gordon Douglass Boat Company established by the late Gordon

K. (Sandy) Douglass, designer of the Flying Scot. Deep Creek Lake is located about 100 miles from Pittsburgh and 175 miles from Washington, DC, between Cumberland, MD and Morgantown, WV. There will be three races on Saturday and two on Sunday followed by trophy awards in the championship and challenger divisions. We will help you find accommodations with local hosts or at nearby campgrounds and motels. A boat launch and mooring/docking space will be provided. Registration will include a light meal Fri. evening and continental breakfast on Sat. and Sun. morning. Other food and entertainment will be available on Sat.

Information and registration forms can be obtained from Bob Givan (301) 387-8064, or via e-mail: rlgsr@garrett.ncin.com.

1997 North American Championships

August 1-8, 1997

The 1997 Flying Scot North American Championships will be held at Lake Norman YC near Charlotte, N.C., August 1-8. Registration must be completed by 5 p.m. on Sunday, August 3. The schedule calls for measuring-in and social activities during the first weekend, three preliminary races on Mon. and Tues., and a five-race series for championship and challenger divisions Wed., Thurs. and Fri. Trophies will be awarded Friday night, August 8.

The junior and women's NACs will be sailed on Sunday, August 3, if at least five boats are pre-registered. In the Junior Championship, skippers and crew must not reach 18 years of age in 1997, except that immediate family (father, mother, brothers and sisters) may serve as crew. In the Women's Championship, all skippers and crew must be women. There also will be competitions for masters and seniors. LNYC is the home of FS Fleet 48, which hosted the NACs in 1976, 1981 & 1988, and the Wife-Husband Championship in 1995. The club comprises some 22 acres and offers excellent facilities for launching and camping.

Contact Marti Worthen at (910) 766-9042 or Dave Alkire at (704) 364-2277.

92nd Annual Ephraim Regatta

August 2 and 3, 1997
Ephraim, Door County, WI

The Ephraim YC will host 5 races over two days with five separate trophies: Ephraim YC 92nd Annual Regatta - first five places; Wisconsin Cup - (First three races) - First three places; Vail Cup - Winner of the first race; Hanseman Cup - Winner of the last race; Sturgis Trophy - Highest finishing skipper age 18 or under. Please be our guest in scenic Door County and don't miss the legendary Braifest.

For a copy of the Notice of Race, an entry form, and more information, call Jay Lott at (773) 472-3451 or e-mail: Jaylott@aol.com.

Hospice Regatta

August 9 and 10, 1997

The Hospice Regatta will be held at the Hyannis Yacht Club. This will be the 4th annual regatta with the proceeds going to Hospice of Cape Cod.

Please contact Richard E. Gegenwarth at (508) 394-3417 for more information.

Deep Creek Lake Women's Regatta

August 16 and 17, 1997

Come join us for the good times, good racing, great people, good food.

Come sail at our Women's Regatta. Contact Geri Meehan (703) 369-5065.

11th Annual Saratoga Lake Invitational Regatta

August 16 and 17, 1997

Flying Scot Fleet 161 is proud to hold its 11th Annual Saratoga Invitational Regatta at the Saratoga Lake Sailing Club on Saratoga Lake, New York on August 16 & 17. We will attempt to run five races. 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 party and dinner Saturday night. August is Saratoga Track and concert season, and motel rooms are both expensive and booked early. However, there is room to camp at the Sailing Club and we will arrange housing with Club members. Come early or stay longer and catch a show and some horse racing.

Contact Treasurer Peter and Governor Ann Seidman, 33 Huckleberry Lane, Ballston Lake, NY 12019, (518) 877-8731. E-mail: PAS@dps.state.ny.us

The Hoop Pole Regatta

August 23 and 24 1997

Beaufort, NC

The Hoop Pole regatta at Beaufort, NC is another great regatta on the NC coast. Sailing is on the ICW, but wind and tides play a factor. The Saturday night "seafood boil" is excellent, competition is keen, and the hospitality can't be beat. You can make this part of a vacation trip, as Beaufort, NC is right on the coast with an immense amount of activities nearby.

For additional information, please contact Don Smith (Carolina Dist. Gov.) email: dsmith@concordnc.com.

Sprague Memorial

August 23 and 24, 1997

Moriches Bay, L.I., New York

Fleet 10 will host the 5th Annual Sprague Memorial, Long Island Summer Flying Scot Regatta. Enjoy sailing LI's south shore sea breeze, and the hospitality of Moriches Yacht Club. NO ENTRY FEE. Camping, and some housing available.

For further information, contact Tony or Regina DiResta, FS 4938 at (516) 878-8710 or AJD4938@aol.com.

Labor Day Regatta

August 30 and 31, and

September 1, 1997

Rudder Club, Jacksonville, FL

The first two days of the three day regatta features one-design racing. This is the first event for the 1997-98 Florida District Championship for Flying Scots. Prindle 19's, Sunfish, Portsmouth monohull, and Portsmouth multihull are the other classes anticipated. Monday there is a race for cruisers. Please call for the exact schedule. Come race on the St. Johns River at the site of the 1997 Wife-Husband Championship Regatta.

For information, contact the Rudder Club at (904) 264-4094 or Jonathan Hamilton at (352) 392-2999 - office/messages or (352) 335-1243 - home or HAMILTON@dale.cba.ufl.edu.

Annual Harvest Moon Regatta

September 6 and 7, 1997

The 49th Annual Harvest Moon Regatta will be held at Atwood Yacht Club. This fall regatta hosts Flying Scots, Highlanders, Lightnings, Thistle, Cruising, Sunfish, and Laser classes. Three races (2 on Sat., 1 on Sun.). Get acquainted party on Friday night, and our famous appetizer party after the second race (also featuring our own microbrewed Main Sail Ale) are long-time favorites! Atwood Lake is located in Dellroy, Ohio. (Approximately 30 miles south of Canton, and 70 miles south of Cleveland). Atwood Lake is the home of Flying Scot Fleet 65.

Scott Decker Memorial Capitol District Championship

September 6 and 7, 1997

The 1997 Capitol Districts will be hosted by Fleet 86 of the Potapskut Sailing Assoc. in conjunction with their annual Scott Decker Memorial Regatta. The club is located on the Magothy River between Baltimore and Annapolis, and is one of the Chesapeake Bay area's finest sailing venues. Come join the Capitol District's finest for a weekend of great racing.

For further information, contact Craig Decker at (410) 729-1362 or Frank Gibson at (703) 271-2716.

Horrocks/Palmer Trophy Regatta

September 7 and 8, 1997

Sayville Yacht Club

Come and enjoy our Great South Bay breezes and Sayville's hospitality. For information, please contact Fleet Captain Robert R. Kaiser, 21 Elm Street, Sayville, NY 11782; (516) 589-2467.

The Mayor's Cup Regatta

September 13 and 14, 1997

Lake Townsend

The Mayor's Cup Regatta is held at Lake Townsend, just North of Greensboro, NC. This small lake will try your wind shift skills, and competition is always tough. The launch facilities are excellent. This is an open regatta, with individual fleet trophies, as well as a Mayor's Cup to the top overall skipper. Motels are available in the Greensboro area (no camping at the marina).

For information, please contact Don Smith email: dsmith@concordnc.com.

The "Hot-To-Trot" Regatta

September 13 and 14, 1997
Fleet 20, Portage Lake YC

Flying Scot Fleet #20 and Interlake Fleet #22 will host the event. Races will be sailed on beautiful Portage Lake, which is approximately 15 miles north of Ann Arbor, Michigan. A series of five races is planned; three on Saturday, and two on Sunday morning. All Sunday events are to be completed by 1:30 Sunday afternoon in order to allow out-of-town participants time to return home at a reasonable hour that evening. Typically 20-25 Flying Scots and 15-20 Interlakes race this regatta with separate starts. While the weather is never entirely predictable, the autumn winds usually provide good air for this series. With opening of the new Clubhouse three years ago, the Club has been able to provide very good food service throughout the weekend at reasonable cost.

For further information, call Gordon Reeve at (313) 416-5390.

The Glow in the Dark

September 26, 27 and 28, 1997
Clinton Lake, IL

Don't forget to bring your costumes for the First Glow Costume Party on Saturday Night. For more information, call (217) 355-1220 or (217) 386-2858.

The Carolinas District Championship

September 27 and 28, 1997
Smith Mountain Lake, VISA

The Carolinas District Championship will be held at Smith Mountain Lake at VISA (Virginia Inland Sailing Assoc.). This is an excellent sailing site, located in the mountains of Virginia, 45 minutes Southeast of Roanoke. The fall is cool and the winds are good. Lake sailors will feel at home because of the many wind shifts. The regatta is open to all FSSA members, with the District Championship trophy reserved for the highest finishing Carolinas District sailor. Excellent camping facilities and local townhouses are available. As an added bonus, you will be able to leave your boat on the VISA grounds and come back the next weekend to sail in the VISA open regatta.

For additional information, please contact Don Smith, email: dsmith@concordnc.com. or call Connie or Ray Stevens at (540) 389-1923 or Baxter Gordon at (540) 389-8892.

Candlewood Lake Invitational Regatta

September 27 and 28, 1997

Come enjoy sailing on Connecticut's largest lake. Last year's regatta was 24 boats strong. It will also be the second leg of the John Pridmore Memorial Round Robin.

For further information, contact Frank Riefenhauser at (203) 746-4752 or John Cooke at (203) 790-7688.

The Founders Cup

October 4 and 5, 1997
Riverside YC, Riverside, CT

FS Fleet #7 will be hosting its 7th annual regatta, in memorium of Chuck Rettie (#27, #273, #906) and Lew Howe (#28, #2828) who together founded Fleet #7 in 1959 and helped to build it to over 40 boats today. Last year's regatta was a great event, and we hope to build on its success. Come join us for a 5 race series over two days in the brisk autumn breezes of Long Island Sound. We will have a Friday evening reception, Saturday night dinner and Awards luncheon Sunday after racing.

For further information please contact: Ed Davis, (203) 637-1055.

The Cave Run Grand Regatta

October 4 and 5, 1997
Cave Run Lake

Last years regatta had 45 boats, what a blast it was on scenic Cave Run Lake in the heart of Daniel Boone National Park. Fleet 165 invites all to sail, camp and party with us. Call Jim Sprow, (608)231-8768 (w) or (606) 299-4662 (h).

The VISA Regatta

October 4 and 5, 1997
Smith Mountain Lake, VA

The VISA (Virginia Inland Sailing Assoc.) regatta at Smith Mountain Lake is excellent at this time of year. This is an excellent sailing site, located in the mountains of Virginia, 45 minutes Southeast of Roanoke. The fall is cool and the winds are good. Lake sailors will

feel at home, because of the many wind shifts. This is an open regatta with the Flying Scot class usually the largest fleet. Excellent camping facilities and local townhouses are available. As an added bonus, if you sail in the Carolina District Championships the prior week, you will be able to leave your boat on the VISA grounds and come back for this regatta. VISA is an easy drive for most of the Carolinas and Capitol District Scot sailors. For additional information, please contact Don Smith email: dsmith@concord.com.

1997 Wife-Husband Nat'l Championship Regatta

October 11 and 12, 1997
Rudder Club, Jacksonville, FL

The Regatta will be held on the three-mile wide St. Johns River in Jacksonville, FL. The weather conditions at this time usually have favorable winds and warm water. This event will be hosted by Flt. 131 and the Rudder Club of Jacksonville. The club is located approximately 15 miles from Jacksonville Beach and 25 miles from St. Augustine.

Tentative Schedule of Events:

Friday, October 10

- Early registration
- Welcoming Party

Saturday, October 11

- Late Registration
- Skipper's Meeting
- Three scheduled races
- Dinner and party

Sunday, October 12

- Two scheduled races
- Awards ceremony

Accommodations: Look for updates on motel and hotel information in future issues of *Scots n'Water*.

For more information call Brenda Ruthven, Regatta Chairman at 110 Governor Street, Green Cove Springs, FL 32043, (904) 284-2359 or Jonathan Hamilton, (352) 392-2999 (office/messages); (352) 335-1243 (home). The Rudder Club can be reached at (904) 264-4094.

Flying Scot Open House Regatta

October 18 and 19, 1997
Corinthian Sailing Club, Dallas, TX

This fall regatta of five races is sailed in two divisions with steak dinners and a party on Saturday night.

DISTRICT REGATTA SCHEDULES

Club Contacts:

FBYC (Fishing Bay YC) - Flt 103:
Max Aldridge (804) 360-4919

PSA (Potapskut SA) - Flt 86:
Craig Decker (410) 729-1362

WRSC (West River SC) - Flt 97:
Roger Schermerhorn (301) 843-8852

PRSA (Potomac River SA):
Lee Spain (703) 256-0698

LOWSC (Lake O' the Woods SC) -
Fleet 160: (703) 503-9555

SBSC (Selby Bay SC) - Flt 42:
Chris Swenson (410) 721-2505

MRYC (Miles River YC), Hampton YC &
Warwick Y&CC - No fleet affiliation,
contact club.

CAPITOL DISTRICT

July 12-13
Warwick Y&CC - Annual Regatta

July 19-20
SBSC - NE Regional Dist.
(The NERD) Fleet 42

July 26
WRSC - Mid-Summer Regatta - Fleet 97

July 27
WRSC - Ladies in Pursuit of Silver -
(LIPS Regatta) - Flt 97

August 02-03
MRYC - Annual Regatta

August 09-10
FBYC - 58th Annual Regatta - Fleet 103

August 29
WRSC - Long Distance Race -Fleet 97

August 30-31
WRSC - Annual Regatta - Fleet 97

September 06
PRSA - Leukemia Cup

September 06-07
PRSA - President's Cup

September 06-07
PSA - Scott Decker Memorial/Capitol
Dist. Championship - Flt 86

September 14
FBYC - Fall Series - Flt 103

September 21
FBYC - Fall Series - Flt 103

September 27
FBYC - Fall Series - Flt 103

September 27-28
WRSC - Konigsburg Regatta - Fleet 97

October 11-12
FBYC - Indian Summer Regatta - Flt 103

October 18-19
WRSC - Pumpkin Patch Regatta -
Fleet 97

NORTHEAST DISTRICT

July 19 & 20
New York Lakes
District Championship
Fourth Lake, NY
Randy Blakeman (518) 885-0150

July 19 & 20
NERD
Edgewater, MD
Frank Gibson (703) 272-2716

August 3
Woman's, Junior,
North American Championship
Charlotte, NC

August 4 - 8
North American Championship
Charlotte, NC
John Slater (704) 586-0630

August 16 & 17
Saratoga Lake Flying Scot Invitational
Saratoga, NY
Peter & Ann Seidman
(518) 877-8731

August 23 & 24
Moriches Sprague Memorial
Moriches, NY
Tony DiResta (516) 878-8710

September 6 & 7
Massapoag Regatta
Sharon, MA
Jim Cavanagh (617) 784-5088

September 6 & 7
Horricks-Palmer Invitational
Sayville, NY
Paul Patin (516) 363-9069

September 6
Shore Acres Invitational
Shore Acres, NJ
Mike Sheridan (908) 254-2961

September 13 & 14
Glimmerglass Regatta
Cooperstown, NY
Dick Staley (607) 432-0815

September 20
Toms River Invitational
Toms River, NJ
Ed Summerfield (609) 461-9446

September 27 & 28
Candlewood Lake Regatta
New Fairfield, CT
Frank Riefenhauser (203) 746-4752

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October 4 & 5
Fleet 7 Founders Regatta
Riverside, CT
Ed Davis (203) 637-1055

October 11 & 12
Wife/Husband Championship
Jacksonville, FL
Brenda Ruthven (904) 284-2359

CAROLINAS DISTRICT

July 12 & 13
Oriental Sailing Social
Oriental, NC

August 23 & 24
The Hoop Pole Regatta
Beaufort, NC

September 13 & 14
Mayor's Cup Regatta
Lake Townsend, NC

September 27 & 28
Carolinas District Championship
Virginia Inland Sailing Association
Smith Mountain Lake, VA

October 4 & 5
The VISA Regatta
Smith Mountain Lake, VA

OHIO DISTRICT

July 26-27
Sandy Douglass Memorial
Deep Creek Lake, Oakland, MD

September 6-7
Harvest Moon Regatta
Atwood Lake

September 20-21
Sail for the Grail
Lake Arthur, Pittsburgh

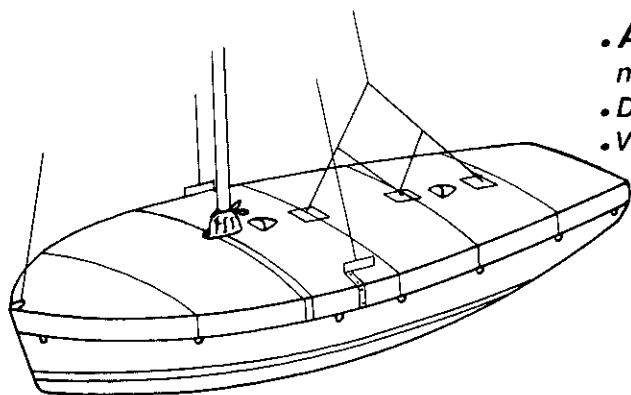
October 4-5
Grand Annual Regatta
Cave Run Lake, Morehead, KY

DEADLINES

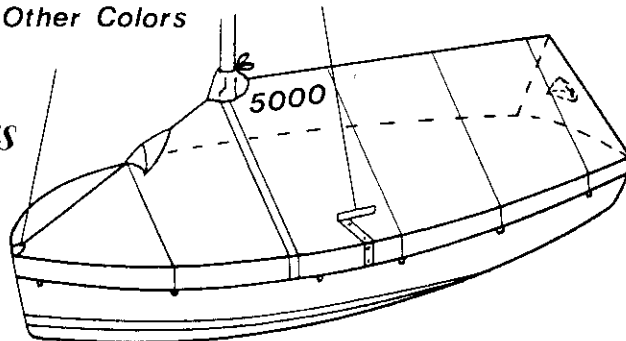
District Governors, Fleet Captains, Boat Owners, Friends...
**DON'T FORGET! DEADLINE IS WHEN I HAVE TO SEND YOUR COPY TO THE
PRINTER - SO MAIL EARLY!!**

Deadline	Issue	District Responsible
8/15/97	NOV/DEC	40th Anniversary Issue
10/15/97	JAN/FEB 98	Carolinas
12/15/97	MAR/APR 98	Pacific
2/15/98	MAY/JUN 98	Florida

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- Delrin zipper covered by flap—velcro secured
- Velcro enclosures for side stays
- Very light & easy to handle
- Never stiff or brittle
- Ventilation by netted opening w/ hood
- White & Blue — **FAST DELIVERY!**
- Other Colors



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

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Flying Scot New Membership

Fleet #	Boat #	Name	Address	City, State & Zip	E-Mail Address
Capitol District					
	1302	Lee Griffith	16 Orchard Way	Yardley, PA 19067	
		William G. Day	402 Ring Road	Chadds Ford, PA 19317	
	4947	David R. Gillingham	110 Simms Drive	Annapolis, MD 21401	
	4809	Jay L. Federman	1810 Delancey Place	Philadelphia, PA 19103	
	0312	Rev. F. Richard Spencer	PO Box 186	Oakland, MD 21550	
Carolinas District					
	4020	Ryan Kornegy	7317 Shadyside Drive	Summerfield, NC 27358	
	1166	Bill Cullen	16511 Crosshaven Drive	Charlotte, NC 28278	
27	2048	Frank Taylor	102 Old Ballows Court	Raleigh, NC 27607	
Greater NY District					
	4354	George C. Shinkunas	37 Abbie Drive	Little Egg Harbor, NJ 08087	
	4316	William Baer	1201 Sussex Turnpike	Mt. Freedom, NJ 07970	
	2895	Frank Taranto	11 Bay View Avenue	Englewood Cliffs, NJ 07632	
		Joe Donovan	1 Hillside Avenue	Ridgefield, CT 06877	
	co312	Jay McKee	174 Lee Avenue	Haledon, NJ 07508	
24	2413	Dr. Leonard M. Greene	6 Candlewood Harbor	Brookfield, CT 06804	
72	1314	Current Skipper FS1314	USMMA Sailing Center	Kingspoint, NY 11026	
72	1915	Current Skipper FS1915	USMMA Sailing Center	Kingspoint, NY 11026	
72	3524	Current Skipper FS3524	USMMA Sailing Center	Kingspoint, NY 11026	
72	3495	Current Skipper FS3495	USMMA Sailing Center	Kingspoint, NY 11026	
162	2929	Daniel J. Neff	349 Ward Avenue	South Amboy, NJ 08879	
Gulf District					
	2677	William O. Brown	Box 66	Killen, AL 35645	
	5119	Reuban Black	1085 Green Street Circle	Gainsville, GA 30501	
		Hank Mobley	449 Walnut Street	Cedartown, GA 30125	
	1810	Current Skipper FS1810	4613 Northpointe Circle	Pensacola, FL 32514	
133	3216	Carolyn H. Dodd	15 Cedar Branch Court	Little Rock, AR 72212	
Michigan-Ontario District					
	3930	Tom Therman	4519 E.Valley Road	Mt. Pleasant, MI 48858	
		Gary Gustafson	13336 Ludlow	Huntington Woods, MI 48070	
4	0498	George D. Garber	59079 Clayton Avenue	Elkhart, IN 46517	
15		Brenda Bell	6415 Woodles	Kalamazoo, MI 49004	
Midwestern District					
	2192	Austin Boyle	6030 N. Lake Drive	Whitefish Bay, WI 53217	
		Dale Stavio	4334 7th Street	Kenosha, WI 53144	
		Bruce Tomblin	1909 Glendale Road	Iowa City, IA 52245	
New York Lakes District					
	2919	Robert deVilleneuve	50 Wolf Road	Albany, NY 12233	
	5146	Mark Altman	4760 Limbertest Lane	Manlius, NY 13104	
Ohio District					
	2541	Michael J. Reis	1420 Grandview Avenue	Columbus, OH 43212	
	2979	D. N. Boddard	725 Glendale Boulevard	Mansfield, OH 44907	
35	4605	A. Chace Anderson	2341 Roxboro Road	Cleveland Heights, OH 44106	
Pacific District					
	3488	Sandy Harte	120 Corinthian Walk	Long Beach, CA 90803	
40		James F. Garrott	26 Berlin Avenue	San Anselmo, CA 96960	
Texas District					
23	3265	Jeff Snoyer	4325 Glenwood Avenue	Dallas, TX 75205	
Florida District					
	2068	Harvey Nelson	2410 Vanderwort Road	Lutz, FL 33549	
167		Paul Fitzpatrick	8400 SW 179th Street	Miami, FL 33157	

New Members this report

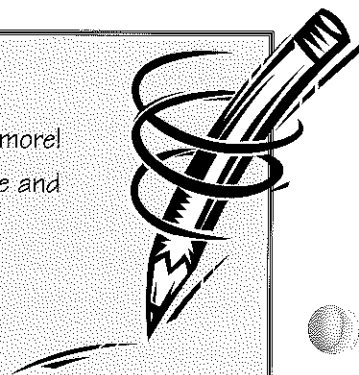
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ATTENTION ALL FSSA MEMBERS!

We REALLY appreciate all the photos you send in for publication and we would like to have more! The new policy is for any photos that you would like returned to you, please write your name and address on the back of the photo and we will return them as soon as possible.

We LOVE seeing all the great pictures,
so start sending them in along with any regatta or sailing news!

If you have any suggestions or questions, please contact the association office



Caveat Emptor

Submissions for Caveat Emptor must be 50 words or less.

A \$25.00 fee is charged for placement in both Scots'n Water and the FSSA Website. A \$15.00 fee is charged for placement only in Scots'n Water.

Send or fax submissions to Association Headquarters or Email to info@fssa.com. Placement will be made upon receipt of payment.

Send payment to FSSA Headquarters, 3008 Millwood Ave., Columbia, SC, 29205.

FS 643- Douglass, white deck, gray hull. Dry sailed/stored inside. Fully equipped, successful racing hull. Trailer and several sets of sails, including spinnaker. Located in Madison, WI. \$2500. Call Bill Gillen (608) 222-6281, email: wgillen@execpc.com.

FS 1302- Customflex, white deck, red hull, 2 suits of sails, 1 spinnaker. Gator Trailer with low mileage. Top cover. Sailed lightly in recent years. Hull seems very fair. Located near Detroit, MI. Please contact Lee Griffith at (215) 493-8031.

FS 2677- Douglass built, like new in excellent condition. Light blue hull with off white deck. Motor bracket. Infrequently sailed in fresh water only, only stored under cover. Trailer with tongue jack, 13 inch road tires with spare. Located in North Alabama, will consider delivery. \$4700 obo. Call William Brown at (205) 757-4772.

FS 3759- Douglass, white with blue stripe, two very good sets of North sails including spinnakers, full Harken equipped, user-friendly rigged for racing or pleasure. Extras include outboard motor, two covers (boom tent and full skirted), boarding ladder plus several PFDs, includes heavy duty TeeNee trailer, trailer jack and spare rim/tire. Excellent condition, stored in garage. Located in Raleigh, NC. \$5500. Call Bill von Reichbauer at (919) 846-1124.

FS 4020- Douglass, white hull, blue stripe, Schurr sails, new spinnaker, TeeNee Trailer, outboard bracket, good condition. Located in Greensboro, NC. \$5000. Call (910) 342-9526 or (910) 643-7088 after 5 pm or leave message.

FS 4233- Ivory hull deck, red stripe, Schurr sails, windowed. TeeNee trailer with spare, never raced, seldom sailed, garage stored. Includes anchor, ropes, life jacket and bumpers. \$5500. Call Vicki Bonza at (412) 937-3214.

FS 4270- Douglass, white hull and deck, TeeNee trailer, motor mount, boom tent, 2 HP Johnson, very low hours, much more, fresh water Plattsburgh, NY. Call John Brady at (518) 562-2373.

FS 4653- Race ready, dry sailed, very good condition, white with blue trim, galvanized trailer, full set of North and Schurr sails, main, jib and spinnaker. Full skirted cover, extra boom, lift cable set. Located in Key Largo, FL. \$6500. Call Jim Knorr at (305) 453-9835 or jim_knorr@email.fpl.com

FS 4890- White hull, green stripe, race ready, dry sailed and covered. Galvanized trailer with spare tire. Like new condition. Located in Nashville, TN. \$7500. Call Tony Reed (615) 377-1155 (W) or (615) 373-8624 (H)

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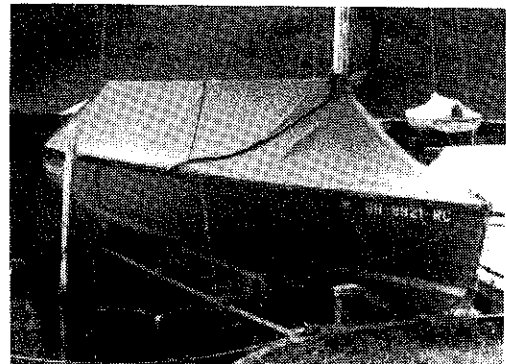
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