



# LUFF WIRE

## COLUMBIA BASIN SAILING CLUB

### TRI-CITIES, WASHINGTON



"ALL THE NEWS THAT FITS"

JUNE 1991

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*The Luff Wire is published monthly on the first Wednesday of each month/Submission deadline is three days prior to publication!*

## SUMMER RACING W/ WIND!

Sunday June 30th provided a light turnout but some of the nicest racing conditions of the year: a typical southwest wind probably 7 to 10 knots for the first two races and slightly less for the third, with plenty of sunshine and a



SUMMER RACING CONTINUES WITH WILD ABANDON

moderate temperature. The Morgans, Tom and Mary, set up a 1, 2, 3, 4 course with two upwind legs, a run and a broad reach. The starboard end of the starting line was favored but short enough that it didn't make too much difference.

Casey/Donley suffered a broken internal main halyard before leaving the dock but thanks to the expertise of Don Jarrell were able to jury-rig it externally and participate in the racing, albeit not altogether organized for the first start. The luck of having Don still on the dock was due to a forced wait for the delivery of a left-home rudder. (Ann says it wasn't her fault.)

Hubbe/Allwine established their dominance in the first race and never relinquished it. Casey managed to slip by the Werners on the weather leg but couldn't catch Hubbe. The Jarrells were last by a good three minutes at the windward mark and progressively closed to under a minute at the finish but the Werners held on to finish third.

The second race found both Hubbe and Casey over early (Casey admitted it but Hubbe swears he wasn't), and they both had a job of catching Jarrell and Werner. Casey managed to stay within three or four boatlengths of Hubbe for a good part of the upwind leg (getting a closeup of Allwine's teabag dip -- crews shouldn't be impertinent when out on the wire) but then saw him pull away in a most frustrating manner on the reach. In the perfect spot for (cont.)

maximum speed on that reach. Unfortunately for the other boats he seemed to be able to duplicate that jib setting. Jarrell held off Werner all the way around to finish third. David and Bruce Roberts brought out their very seamanlike little cruiser, a West Wight Potter 19, and kept us company for a while during the second race. They performed an interesting self-rescue exercise when a turnbuckle ran out of thread and dropped the mast overboard to port. We thought it very efficient of them to wait until they got into the harbor to give us this demonstration.

Casey had a great start in the third race only to suffer Hubbe's catching up and passing, and then a collision with the SJ21 at the windward mark as a result of a lack of agreement on the meaning of "room." Hubbe went on to post another first to win the day both absolutely and on corrected time.

If you need a crew for the July 13th race, we have several names (which at the moment are misplaced but will be found) and don't forget the Wednesday night "beer can" races.

| <u>Skipper</u> | <u>Crew</u>     | <u>Boat</u>          | <u>Race</u> | <u>1</u> | <u>2</u> | <u>3</u> |
|----------------|-----------------|----------------------|-------------|----------|----------|----------|
| John Hubbe     | Jerry Allwine   | Coronado 15          |             | 1        | 1        | 1        |
| Joan Casey     | Jack Donley     | Snipe                |             | 2        | 2        | 2        |
| Don Jarrell    | Ann Jarrell     | SJ21                 |             | 4        | 3        | 3        |
| John Werner    | Marla/<br>David | Ranger 24            |             | 3        | 4        | DNS      |
| David Roberts  | Bruce Roberts   | West Wight<br>Potter |             |          | DNF      |          |

#### TIP OF THE MONTH

Put a sticky piece of plastic (it's sold for preserving ID cards, etc.) on your foredeck, and Velcro on a grease pencil for recording courses, wind readings, starting and finishing times.

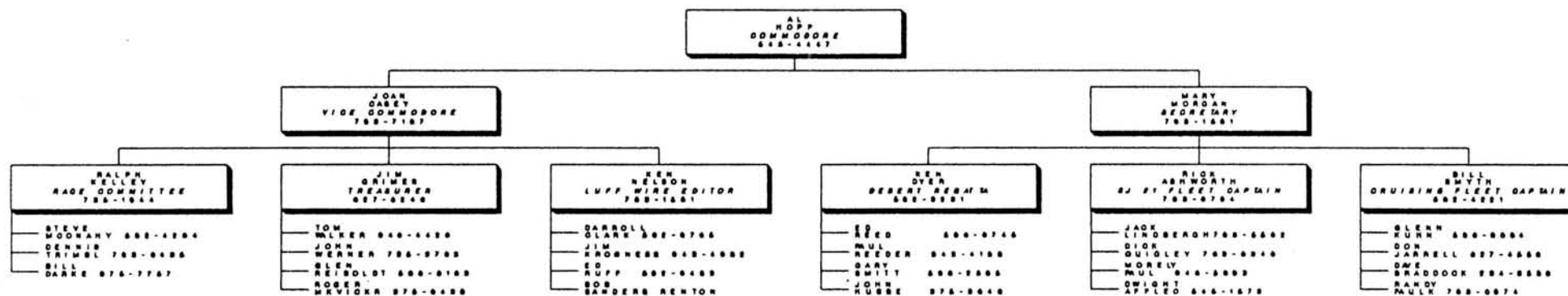
THOUGHT FOR THE STARTING LINE (courtesy NPR):

INSANITY is doing the same thing over and over and expecting a different result.



# CBSC TELEPHONE TREE

## FOR 1991



**THE WAY THIS WORKS IS: EACH PERSON IS RESPONSIBLE FOR THE NAMES LISTED UNDER THEM WITH NO PERSON HAVING TO CALL MORE THAN 4 PEOPLE....THE ONLY EXCEPTION BEING IF THE HEAD OF A BRANCH IS UNAVAILABLE, THEN YOU CALL THE PEOPLE IN THAT BRANCH.**

FOR QUICK NOTIFICATION OF MEMBERS

## THE CLASS OF THE CLASSES: THE FLYING SCOT

Gordon "Sandy" Douglass, builder of the International 14, progenitor of the Thistle, father of the Highlander, and designer/crusader for the Flying Scot could have hardly foreseen the successes his designs would have in the future. The Flying Scot, to her enthusiastic owners, defines the one-design concept. The hull, spars, centerboard, and rudder have remained the same since Flying Scot #1 was built in 1957 (hull # 1 won the Husband/Wife Nationals 1989). Gordon Douglass retired from decades of boat building in 1971 and sold the company to his long time friend and assistant Eric Ammann. Douglass, now 86, resides in sunny New Mexico.

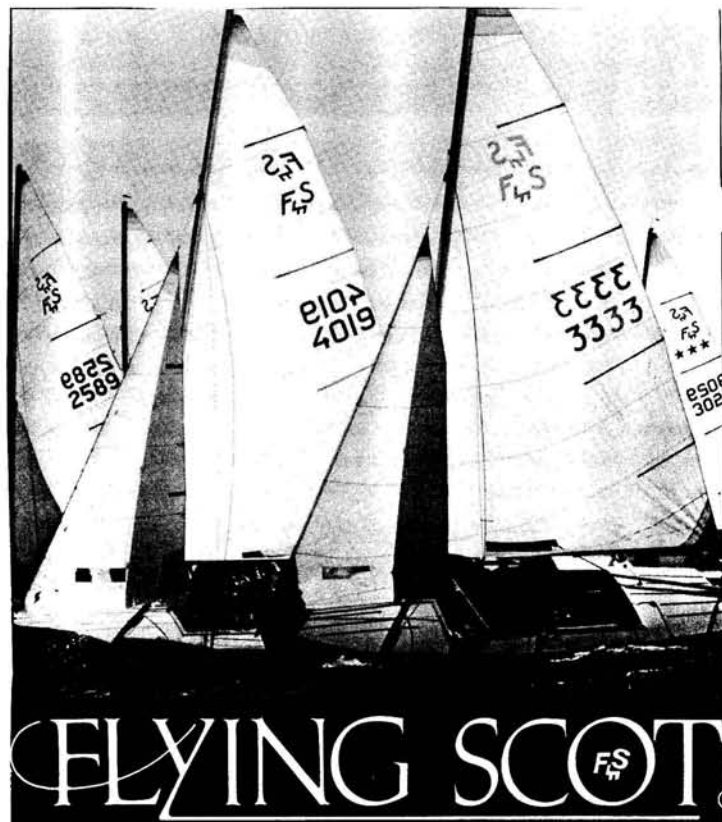
Today, after more than 33 years of production, sales are pushing 5,000, just an interim benchmark for a remarkable class that shows no signs of letting up in sustained growth or popularity. Above 12 knots, the Scot easily lifts onto a plane, giving her the performance of the lightweights with one important difference: In a Scot you've got a boat beneath you (and a comfortable one at that). Crew weights have less effect on the performance of the Scot (all up weight of 850 lbs.) as demonstrated by the variance in crew weights at last years Nationals top ten which varied from 300 lbs. two person crews to 440 lbs. three person crews.

The Flying Scot has been a stalwart workhorse for the USYRU, having been chosen for the Mallory finals ('75 & '81), the Adams finals ('77 & '81), the Sears finals ('84 & '86), the Hinman Championships as well as the Prince of Wales (USYRU's National Match Racing Championship). The Flying Scot class also initiated the Championship of Champions regatta in 1977 and was the host class again at 1987's tenth anniversary.

The Flying Scot was picked by the Gulf Yachting Association (GYA) an association of 17 yacht clubs for its use in 1968. Sandy Douglass describes the trials in his book *Sixty Years Behind the Mast*. The GYA had used the revered old wooden Fish for over 50 years, but now four boats were to be tested in on the water trials. They included the new fiberglass version of the Fish, the Rhodes 19, a Columbia 21, and a 19 footer that no one had heard of *The Flying Scot*. All but the Scot had substantial local support. The hometown Rhodes promoter was so sure of his selection that he didn't even launch his boat. The only person that had even heard of a Flying Scot that day was its designer Gordon K. "Sandy" Douglass. The way Douglass tells it, he approached the pier - more like a reviewing stand filled with club officials and their wives - running dead downwind, single-handed, before a fresh breeze.

"Suppose I had flubbed it?" he wrote, "Suppose my mainsheet caught on one of the pilings?" Caution told him to drop the main outside, but in he sailed, spun the boat around, and made a perfect landing, noticing the first of several raised eyebrows. During the first trial, Douglass took along three of GYA's commodores, all of them men of some girth. He was giving them a rundown of the boat's exceptional performance when the new Fish, sailed by Paul Schreck, jibed just upwind and blanketed the heavily loaded Scot.

"Slowly, slowly, slowly," Douglass wrote, "I worked up to gain clean air; and slowly, slowly, I rode over the top of the Fish, and that was the last that the Fish was even considered." The GYA meticulously inspected the boats construction and came



up with their decision. The GYA bought the Scot.

Annually the GYA hosts their biggest competitive racing event, the Lipton Regatta at which the coveted trophy donated by Sir Thomas Lipton himself is awarded. Each club enters only one Scot and each race is sailed by a different skipper for a series of four races. While CBSC was down at Eugene I ran into a fellow Scot in Mike Johnson who had sailed the Scots in the GYA since he was 8. The sturdy construction of the Scot (evidenced by my crash with a port tack Buick) lends itself well to club ownership where maintenance is not as consistent as on a personally owned boat. He made special note of the fine condition of my boat ("Is this really hull number 25?") noting the lack (at that time) of dings in the hull and the good shape of the gunwale moulding. Apparently many Scots rafted together tend to rub that railing down. We had a good time discussing some of the idiosyncracies of the boat and I introduced him to Scot Fleet 100 in Seattle where he now resides after leaving the Navy. He gave me some handling tips and tuning tips and talked about his Scot that was built by Loffland and some of the small differences he could perceive. Mike was happy to find that there are Scots out West.

My boat is literally a "bronze age" boat judging by the fittings, I still use the original wood spinnaker pole with bronze end fittings and the bronze three part boom vang. I have of course updated some fittings over the years, but usually not because they wore out. In fact I think I probably started out with the original Uhlmer sails that had these real neat bronze shackles for the jib luff. I still use the original spinnaker that has some unusual holes installed at the fullest part, an idea you see in old parachutes, I guess they thought it made it fill better. The Scot's construction places 1/2" balsa core in the deck and the for flotation and rigidity purposes and was one of the first fiberglass boats to utilize this material for a core, many new craft are switching back to balsa from airex core because of its impact resistance, resilience, strength and light weight qualities. Balsa will not crack and shatter under impact as will some other core

materials (as evidenced by my encounter with the aforementioned Buick) Being constructed this way makes for an incredibly stiff hull that has no need for stringers, bulkheads, and other rigid members and the localized stresses that these create; the hull gives as a unit. The Scot uses 4 and 5 laminations of cloth and woven fiberglass (70 ounces of glass per square yard) with isophthalic resin. The Scot has in many cases more glass under and over the sandwich than many boats have in their entire hull. "Take that you Buick!" Many one designs started out in wood and then switched to fiberglass placing unrealistic weight minimums upon them, the Scot was built first the way Sandy thought she should be and then a minimum weight established (fortunately he found no need for the original 250 lb centerboard he had placed in the wood plug prototype to make it self righting, the spec centerboard is 105 +/- 5 lb fiberglass with 80 lb of lead in the tip). The Scot has foam floatation under the seats for safety in the event of capsize but will actually float without it due to the balsa core. The boats remarkable stability tends to convince you that it can't capsize; while it is forgiving, I have proved to myself that you can capsize and indeed turtle a Scot if you try hard enough (and make enough mistakes).

There is nothing quite like the feeling you get when planing on a beam reach in a breeze throwing off a bow wave like a speed boat, you can almost visualize the water skier back there (like from mark 2 to mark 3 in the Sunday races Desert Regatta 90). There are no real "go fasts" allowed for the Scot, in keeping with the one design emphasis, but there is sufficient leeway in running rigging setups that it seems an unlimited number of ideas have been developed to make the controls easier to handle and kind to the crew. It is always fun at regattas to see how the other flocks have rigged their boats. There are a few minor tweaks that help the Scot to maximum speed. One is shimming the centerboard trunk to keep the board from banging around in a chop and help pointing ability. Another is barber hauling or weather sheeting the jib. This tends to close the slot and help pointing ability in moderate to heavy winds, it also gives you something to hang onto when hiking. Many Scots have added a Waco 360 cleat (knee knocker) for centerboard control which allows continual adjustment of the board from anywhere on the boat (real handy). The boom and gooseneck is set up for roller reefing, I can remember one time at Walla Walla when I went out in some real

heavy swells to try it out (back when I had more courage than brains) with the attendant shaking his head at the loose nut on the tiller. We had just been out on a friend of mine's "big boat" which made me real uncomfortable with its pendulum action, and I wanted to try mine out. I sailed down the troughs and headed up over the 4-5 ft swells with just a small triangle of reefed main up, had a blast, turning around to head back was kind of tricky though. But I remember feeling much more comfortable and in control in the Scot than the heavy displacement "big boat".

The Flying Scot class has initiated a Husband / Wife championship, a popular race that is indicative of the classes popularity with family racers. Like most boats I suspect the majority of Scots are cruised rather than raced (I cruised around here for years not knowing of the CBSC) but its ease of handling and maneuverability make it a natural for sailors new (or old) to the round the buoys game. It has a huge cockpit (Coast Guard certified for 8) so you can take a few of your closest friends out with you.

The main factory is Gordon Douglass Boat Company in Deer Park, Maryland. WestScot in Salt Lake City, Utah builds boats for the West coast. Midwest Aquatics Group in Pinkney, Michigan also sells new race equipped Scots along with some of their own custom equipment. Scot owners are on open account with Gordon Douglass Boat Co., parts are shipped in 24 hrs. Used Scots can be purchased from \$3,000 to \$5,000, late models at about \$8,000 and new they are running about \$10,000. The current "hot" sailmakers for the Flying Scot Class are Fisher, Boston, and Schurr. North sails also has had some success of late. The Scot: Class of the Classes.

|                         |            |
|-------------------------|------------|
| LENGTH OVERALL          | 19 FT      |
| LENGTH WATERLINE        | 18 FT 6 IN |
| BEAM                    | 6 FT 9 IN  |
| DRAFT, BOARD UP         | 8 IN       |
| DRAFT, BOARD DOWN       | 4 FT       |
| WEIGHT, BARE HULL       | 675 LBS    |
| WEIGHT, ALL UP          | 850 LBS    |
| MAST HEIGHT ABOVE WATER | 28 FT 2 IN |
| SAIL AREA, MAIN & JIB   | 190 SQ FT  |
| SAIL AREA, SPINNAKER    | 200 SQ FT  |

KEN NELSON,

FLEET CAPTAIN



*This is an article  
I wrote (plagiarized)  
for our club newsletter  
A FEW YEARS BACK  
Ken*



*TriCities*  
*Housing Guild, Inc.*



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