

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 54 NUMBER 3 2010

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Attention Web Surfers / E-mail Users: The FSSA Flying Scot Website has the latest information.

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. Visit the site frequently to view updated information! Please save all articles submitted for publication in ASCII Text, Word or WordPerfect format.

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From the President

Charles Buffington, FS 5347



My big news is that a mid-March warm spell in Oakland, Maryland, melted enough of the 20-plus feet of snow they've had this winter to give Harry [Carpenter of Flying Scot, Inc.] access to his storage barn. His men pulled our boat out of the barn, extracted our trailer from a snowbank, and made it possible for me to sail the Flying Scot Midwinters in New Orleans. Talk about "above and beyond the call of duty"!

The 2010 Midwinter Championship was held at Southern Yacht Club in New Orleans. You'll remember that the old SYC clubhouse burned to the water level during Katrina. It's been rebuilt, and the new clubhouse is super. The event was organized by Larry Taggart, who pulled out the stops to make everyone feel welcome. For example, the owner of Café Du Monde is an SYC member and brought a team out from the French Quarter to serve beignets and café au lait to the sailors one morning...a real treat. The event had great race committee work, good food, good company, sunshine. Who could ask for more?

One advantage of holding the event at SYC was the presence of a local Flying Scot fleet. The fleet members did an outstanding job of hosting the event. Dan Baird is fleet captain and also served as measurer for the event. With supervision from Bob Neff, Dan measured boat components and the centerboards of all club boats and any boat in which the skipper finished in the top five in the Flying Scot North American Championship (NAC) or Midwinters for the past five years. Two boards were ruled illegal because of an altered profile.

Your Board of Governors met during the event and made several decisions. First, the Executive Committee decided to continue our long-standing relationship with J. Edgar Eubanks (JEE), a company that provides management services. This decision came after a thorough review of the services FSSA requires and analysis of the cost and capabilities of 26 management companies that responded to a request for proposal for management services that we sent out last summer. The review also included bids from seven printers for printing *Scots n' Water*. The bids revealed that the printer we are currently using is quite competitive. As a result of this process, JEE has lowered its management fee by about \$7,000 and guaranteed stable printing costs for the next five years.

Now that *Scots n' Water* is available online in electronic (pdf) format, your Board would like to encourage members to forego print copies of *S n' W* in order to reduce printing and mailing expenses. To this end, Active and Family members who agree to receive *S n' W* by electronic means only will receive a \$5 discount on their FY-11 dues.

Barbara Griffin has promoted a new version of our Senior Championship, and the Board has accepted her proposal. The Championship will be sailed in conjunction with the NAC, starting this year in Bay-Waveland. The plan is simple: boats in which the helmsperson and at least one crew member are 60 years of age or older by the end of registration will sail the regular NAC event (qualifiers/finals) and be scored for all trophies, including

the Senior Championship. The highest-finishing senior will receive the former Silver Piper perpetual trophy. So bring those birth certificates to Bay-Waveland and grab a piece of the action.

It's not too early to start planning your trip to the NAC in Bay-Waveland, Mississippi, this summer. The event will be held the last week in June to avoid the worst of the summer's heat. Marc Eagan tells me that the sailing area is well-protected, so there's little wave action. Sailing is done in the afternoon and evening when the sea breeze picks up. Marc says that husband-wife teams will be quite comfortable with the conditions and that sailing three-up isn't necessary. Harry Carpenter says Bay-Waveland is one of the very best NAC venues.

Finally, I want to direct your attention to an article in this issue by Sandy Eustis. Sandy is a prototypical "spark plug" when it comes to fleet-building and has been kind enough to share some of his tricks with us. I've always thought that "spark plugs" were born to the role, but Sandy gives the rest of us a road map to success when he says, "You just need to understand the unique features of a Flying Scot relative to other boats of similar size, to find people who are naturally attracted to those features, and then to deliver both the message and (eventually) the experience they're looking for." Fleets don't just happen, they need constant care and work from all members if they're to stay healthy and grow. If you are too shy to be a spark plug, volunteer to help with fleet activities. Remember, the future belongs to those who show up today. ▲

How to Build a Flying Scot Fleet (or Are You a Maniac with a Mission?)

Sandy Eustis, FS 5610

In 51 years of sailing, I've raced in more than two dozen one-design classes, but the only one-design class boat that I've truly loved is the Flying Scot, and I've owned five of them. I bought my first Scot at the Annapolis boat show in 1978. I was about to move to Cincinnati for a job, and I was hoping there might be a small lake somewhere near there where I could keep a little boat and go picnic sailing. Though I had never even heard of a Flying Scot before that show, much less taken one out for a test sail, Eric Ammann convinced me that a Scot was the boat for me--a stable, simply rigged one-design that would hold its value over the years, and which I could race against other identical boats if I wanted to. There was even a large and active fleet at Lake Cowan that I could join. Hook, line, and sinker! I bought the boat Eric had brought to the show.

While Eric had told me the truth about the virtues of Flying Scots, it turned out he had stretched things a bit when describing Fleet One at Lake Cowan. Yes, there were half a dozen Flying Scots at the CLSA when I arrived, but only two were sailed with any regularity. I actually got lapped in my first race, but I learned a bit about making the boat go, and it was fun! I was hooked. I finished last in every race that first summer. I remember thinking that the only way I was ever going to beat anyone was to get some people even worse than me to buy Flying Scots and to start racing!

As luck would have it, Bill Claypool had moved to Cincinnati the same winter that I did. He was a Flying Scot stalwart at the time, and he told me exactly what

we had to do to rebuild Flying Scot Fleet One. Bill taught me that it's not all that hard to get people to buy a Flying Scot; all you really need to do is be a maniac with a mission. That phrase--"...a maniac with a mission"--was coined by Tom Peters, a 1970s-1980s management guru who authored *In Search of Excellence*, which I believe is still the best-selling how-to management book ever written. In Peters' view, anytime that anything great happens in any organization, it happens because of a maniac with a mission, someone who is passionately committed to making something happen and who is willing to do whatever it takes to get there. True maniacs don't wait for the approval of others; they just start doing things. They make lots of mistakes, but they learn pretty quickly what works and what doesn't ("learning by doing"), they keep focused on their goals ("eyes on the prize"), and they're good at instilling their passion in others and sharing the credit whenever they have some success. So starting in 1979, I became a maniac with a Flying Scot mission. Bill and I set out to rebuild Flying Scot Fleet One. By 1985, there were over 20 Scots at Lake Cowan, and there have been 20+ members of Fleet One ever since.

More recently, in the fall of 2007, my wife, Keith, and I retired to the Appalachian foothills of northern South Carolina. We arrived here to find three Flying Scots at the Keowee Sailing Club but no organized fleet. Keith and I helped get the ball rolling, but Sam Secrest became the true maniac and has done most of the work; we now have 14 Flying Scots in Fleet 193 and a couple more "hot prospects" we're working on.

If you suspect that you just might be a Flying Scot maniac, it's not that hard to succeed in building a fleet. You just need to understand the unique features of a Flying Scot relative to other boats of similar size, to find people who are naturally attracted to those features, and then to deliver both the message and (eventually) the experience they're looking for.

Understand the Flying Scot: As Eric Ammann first told me, a Flying Scot is a stable, simply rigged, one-design boat that will hold its value over the years. Our designer, Sandy Douglass, was clearly focused on simple rigging and a strict one-design philosophy from the very beginning, and the boat's relative stability in waves and higher winds is largely the result of his decisions about weight vs. waterline length vs. sail plan size. Before Sandy designed the Flying Scot, he had already designed the 17' Thistle, originally in wood with a 350-lb. hull, and the 20' Highlander, also originally in wood with an 835-lb. hull. He once told me that both those designs were fine for athletes but somewhat overpowered for the average American. I suppose that says a lot about how the wiry little Scotsman viewed Americans, but he was right; racing a Highlander in 18- to 20-mph winds is a truly scary experience! Plus, neither Sandy nor anyone else in the early 1950s really knew much about the durability of a fiberglass hull over a period of years. So, when Sandy designed the Scot, he shrank the Highlander's sail plan proportionately but put balsa sandwiches and a lot of "extra" fiberglass into the floor and molded deck, and the overall hull weight came out about the same. So yes, my

Continued On Next Page

friends, that often-heard criticism is true; the Flying Scot is indeed slower than a lot of similarly sized one-designs--because she's way too heavy by today's standards. Flying Squats, Flying Bathtubs, Flying Sidewalks – you and I have heard those nicknames and a few more. How about that turbo-pig, folks? But what those criticisms really come down to is that a Flying Scot hull is stiffer than other similarly sized one-designs--more stable in waves or a blow--and very, very durable. A Flying Scot hull just plain retains its integrity longer, and, as a result, older Scot hulls are still fully competitive on the race course. Couple that with a strict one-design philosophy that prevents endless and expensive go-fast tinkering with the hull, spars, and blades to obtain a small advantage, and Scots tend to hold their value over the years.

Understand Who's Attracted to a Flying Scot: To begin with, you probably aren't going to convince your local hotshot teenagers or twenty-something racers that this is the boat for them. They want speed and thrills; they're usually in a lot better shape than I am, and they certainly aren't thinking about the resale value of the boat 10 or 20 years from now. At clubs that have several active one-design classes (and I've been to a lot of those over the years), you'll find that the Flying Scotters are typically either (1) older sailors, often experienced racers, whose athletic abilities may be declining, or (2) newer sailors, often families, who decided to try out this sailing thing because it sounded like fun. Every sailor is unique and has his/her own reasons for buying a particular boat, but at the risk of over-generalizing, I've come to believe that older racers are attracted to Scots mostly because the boat is relatively comfortable to race or to just take out for an afternoon sail (molded seats, reasonable headroom under the boom, stable in a blow, etc.), because it's durable and holds its value, because we don't have to spend a lot of time and money to remain competitive, and because competitiveness on the race course is almost always balanced with fun, fleet-oriented social activities off the water. As for the newer sailors, they probably started out

a bit apprehensive about learning to sail or race, just as you and I did. I believe these folks particularly appreciate that the molded cockpit seating in a Scot is roomy and comfy-looking (much better for picnic sailing than ANY other one-design of similar size), that our rigging and control systems are relatively simple, and--something I've observed everywhere in the Scot world--that the more experienced folks in their fleet are genuinely interested in helping them improve as quickly as they can. I also think brand-new sailors like that they can probably turn around and sell their first Scot without losing money (if sailing turns out not to be as much fun for them or their families as they initially thought).

Find Hot Prospects: When you're looking for people who'll be attracted to a Flying Scot, focus on the two categories of sailors I described above. It's called "targeting" your market, and successful marketers do it all the time. Of course you should make it a point to stress the things they're looking for when you talk to your selected targets, but first you have to find them. The experienced racers/sailors are either already in your club, or else they're new to your area and they'll contact you once they find you. So all you really need to do for these sailors is to be available when they want to talk--and maybe to stir them up a bit now and then. If they're in a small or dying fleet at your club, or if they're the only senior citizens left in a one-design class intended for the young and athletic, offer them a beer after the race, sit down with them, and listen more than you talk. Or invite them to come over to the table where your fellow Scotters are sitting. Offer to let them borrow your boat for an afternoon, or take them out with you and let them take the helm. If you have an annual regatta, offer to find them a boat to borrow for the event or a crew job for someone else. On several occasions I've convinced people to buy a Scot just by bringing them to a fleet party, then introducing them to everyone as "prospective" fleet members. Some people like to feel part of a group before they actually join the group.

It's a bit harder to find the brand-new sailors who are your other prime targets.

If you're part of a small fleet that you want to grow, enlist your fellow Scotters for a "bring a friend" day, or advertise "free sailboat rides" at your club on a summer weekend. At the very least, think about what wannabe sailors might do if/when they decide to get off the fence, and make sure your name and the Flying Scot sailboat come up when they start looking.

If your club is losing membership, you can probably convince the club's officers to "test" a three- to four-session "learn-to-sail" course. If so, make sure the students get to sail in a Scot at least once. This kind of project takes a lot of work by a lot of volunteers, but it absolutely will bring new blood into your club and into your Flying Scot fleet. Try advertising through the local Power Squadron, YMCAs, state parks, and even kids' summer camps. Notice that I put the word "test" in quotes in this paragraph. If you need approval or help from others, I've found that you'll be more likely to get it if your idea is presented as just a one-time trial or a one-time test, nothing to stir up people's natural resistance to change.

I have two more pieces of advice when you're trying to find people who might want to buy a Flying Scot. First, if you have yellers or rule benders or true curmudgeons at your club (and I know you do), DON'T try to recruit them into Flying Scots. Even if they buy a Scot, they may drive other folks away. At the very least, you'll waste a lot of time trying to reform them or dealing with the interpersonal hassles they create. Second--and this works extremely well if you're starting from scratch or have just a very small Scot fleet at your club (maybe two to four of you) – buy an older Scot for \$3000 to \$4000, rig it for racing, and put it on a trailer at the club with a "for sale" sign on it. Sell it for what you have in it; make no profit on the transaction. Sometimes, all it takes to get a target to buy is to have a good starter boat available. If you can't afford this strategy, just copy the "Caveat Emptor" page from *Scots n' Water*, post it at the club, and attach your name, phone number, and your offer to drive anywhere to help someone evaluate and bring home a used Scot.

Deliver the Experience: I believe that

what most Flying Scot sailors (and probably most one-design sailors) really want is just a few things: pleasant afternoons on the water, competitive but friendly one-design racing, fun socializing off the water, a sense of getting better at sailing skills, and some recognition for success. If you can help deliver those experiences, your little fleet will grow and prosper; if not, the people you worked so hard to recruit will start coming around less and less often, and you'll wind up with a trailer lot full of unused Scots. Here are just a few things to think about when trying to deliver the experience:

(1) Recognize, recognize, recognize.

When tail-enders in your fleet have a rare good finish, give them a "victory" beer after the race and ask them to tell you how they did it—especially when they have just beaten YOU for the first time. When you have a weekend regatta (and getting to the point where you can pull that off, with at least a couple of travelers showing up, is a great fleet growth goal), don't just give trophies for the first three places; trophy the top half of the fleet, and make sure the crews get something, too! It doesn't matter what the trophies are; the winners probably have shelves of them at home already. The top finishers really just want the recognition—to stand up and be applauded and be told they did great. That's what the fourth-, fifth-, and sixth-place finishers want, too. So I typically buy a lot of little "junk" items—inflatable flamingos and parrots and toy sailboats and whatnot from the local dollar store—and then I present them as trophies to a lot more "winners," who get to stand and be recognized after the regatta. At regattas or your annual mid-winter fleet party (and yes, you should have one on your calendar), you should also recognize "special achievements"—most improved skipper, best finish by a parent-child, youngest skipper, first-time regatta participant, etc., etc. Add in a few humorous ones, too—most creative use of language during a race, worst blunder by an experienced skipper, most entertaining capsizes (at Fleet 193, we actually

have a walnut plaque with the winners' names engraved for this), and so forth. I once got a district champ to stand up and tell the crowd at a regatta how he managed to finish 5 minutes behind the next-to-last-place boat in a race (he won the special "Race from Hell" award), and just last year I gave Don Smith a "special" for crossing the finish line in the wrong direction and then re-crossing three more times before he finally "unwound the string" and got it right.

(2) At first, you may have to do a lot of the work yourself, and if you aren't willing to do that, then you simply aren't the maniac your growing fleet needs. But always look for ways to get other people involved in positions of responsibility, and be willing to give up your control and authority as soon as you can. Organize the fleet and be its fleet captain in year one, but get someone else to take on that responsibility as soon as you can. Ditto for chairing your fleet's first-ever regatta, hosting the midwinter fleet party, etc. Spreading a sense of fleet ownership is critical to your eventual success.

(3) Bring the Beer. I'm not advocating heavy drinking here, and, actually, my experience is that Flying Scotters tend to be a bit more under control at socials than the folks in some other one-design classes. What I'm suggesting is that, if you want your fellow fleet members to hang around and chat and bond after the races, bring the beer (and the chips/dip, pretzels, soft drinks, box wine, etc.). Then encourage others to bring something to share the next time.

(4) Schedule a steady stream of non-racing social and training events, and invite non-Scotters to attend as well. Plan a few post-race potluck dinners during the racing season. Set aside a non-racing day when the better sailors in the fleet can be at the club and go out on the water with the newbies and tail-enders for personal coaching. Invite class hotshots to come to your regatta, and, if they show up, get them to offer a "parking lot symposium"—demonstrating tacking techniques or spinnaker handling

in their Scot on its trailer. After races at your regatta, ask a couple of the day's winners to sit through a replay session to describe what they did and to answer questions. Travel together—do whatever it takes to get non-travelers to put their Scots on a trailer and go with you to a nearby regatta for the first time. Or, if there's a nice sailing venue within about a 45-minute drive, get the fleet to load up and go there together for a group picnic sail some afternoon.

(5) Be willing to "test" just about anything you think might build attendance or increase your visibility. Contact your local newspaper or TV station and invite a reporter to go sailing. Create a highly visible event like the Mayor's Cup in Pittsburgh, when local Flying Scotters bring their boats downtown and race at the confluence of the Allegheny and the Monongahela once a year. Fleet One's "Anniversary Regatta" every five years is another example of this. The Wife-Husband Championship was started just as a "test" of an idea I had for how to get a few more boats to attend the 30th-anniversary event in 1987. I tried the "Parent-Child National Championship" for the 40th anniversary, but that was a total bust.

(6) Two final thoughts: If you try ten things and six don't work, you still have a better batting average than any major-league baseball player alive today. So you have to be willing to fail. And, of course, always remember the Entrepreneur's Creed—It is always easier to get forgiveness after the fact than permission in the first place.

Well, this has turned out to be a pretty long article, but then I'm a maniac with a mission when it comes to building Flying Scot fleets. If you think you might be one, too, please don't hesitate to email me (seustis@charter.net) or phone me (513-325-8850); I'll be delighted to talk through the problems you're facing in building a Flying Scot fleet. Who knows, we might even come up with an idea or two to help you create Fleet 200 on the FSSA's long list of great Flying Scot fleets. ♣

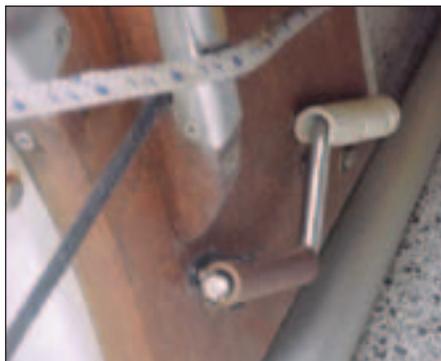
Check fssa.com for updated information and race announcements.

LAGNIAPPE

Larry Taggart

Down here in Cajun Country, “lagniappe” means “a little something extra or free.” These pictures of ideas and tips are offered as “a little something extra” to help Scot sailors make their Scot sailing and owning experience just a bit more enjoyable. Hopefully other readers will offer to share in *Scots n’ Water* their own or observed “innovations”! See the photos relating to each of the following tips.

CRANK-HANDLE HOLDER – Can’t always easily find that halyard box crank handle? Worried about it falling down the centerboard trunk if you store it in the tabernacle below the mast or, in a worst-case scenario (I speak from experience), locating any handle after a capsize? This simple device is made from a piece of PVC tubing and a utility clip and requires four screws for mounting (two



in each piece). The PVC is notched to help keep the handle from pivoting. Two small holes to accommodate the screws are drilled completely through the PVC. The outside holes are then drilled with a larger bit so as to permit a screwdriver blade (suggestion: use Phillips screws, as a smaller outside hole is required). *Your crank handle will always be in easy reach*



and where you can find it!

BOOM-END PROTECTOR – Don’t like those nasty scratches and scuff marks the boom can leave on the aft deck when the boom is not lowered directly into the crutch or during a “crash” drop? Just glue a piece of carpeting to the boom end (I use contact cement). I prefer the thin outdoor variety, as shown. ▲

Gulf Yachting Association Honors Larry Taggart

Al Rees, FS 4001

At its winter meeting held in Gulfport, Mississippi, the Gulf Yachting Association honored Larry Taggart, who over the years has held numerous FSSA offices, including President. Larry currently serves as FSSA Gulf District Governor and also FSSA Parliamentarian.

For many Gulf Coast sailors, Larry is Mr. Flying Scot. That’s most important here, because the GYA uses the Scot for interclub competitions. Larry has always served informally as a mentor and encourager of competition in the Scot. Judy Reeves, GYA Commodore and MC for the GYA annual awards banquet, cited this service to our sport.

Additionally Judy cited Larry’s lengthy service to the GYA and to his



home club, Southern Yacht Club. At SYC Larry has served in many offices, including SYC Commodore. He served as regatta chair of the 2010 FSSA Mid-winter Championship held at SYC. For more than 20 years Larry has served

in numerous GYA capacities, including GYA Commodore in 1994 and long terms on the Measurement Committee and the Judges Committee. He continues to serve, recently chairing the GYA Racing Rules Committee.

All of this service to sailors was the basis for Larry Taggart receiving the Jack and Flo Scheib Service Award.

This perpetual award was established December 6, 1992, by the Gulf Yachting Association’s Board of Directors to recognize and honor individuals who, over the years, have made “significant and outstanding contributions in service to the sport of sailing.”

Upon receiving the Scheib Service Award, Larry told us it meant a great

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Scots And The Gulf Coast

Larry Taggart, District Governor

From gentle breezes to testy sea breezes (and everything in between), from salty spray to sweet water, from landlocked lakes to coastal bays and sounds, sailing in the Deep South is challenging and fun. So what Scot activity is going on along the Gulf of Mexico's Louisiana, Mississippi, Alabama, and Florida Panhandle coasts and the inland waterways in these states? Plenty — even though much of the area is still recovering and rebuilding from the impact of Hurricanes Katrina and Rita. You might recall that over 20 yacht clubs were destroyed or received substantial damage. Most have now been rebuilt; as an example, see the accompanying picture of the new Southern Yacht Club in New Orleans.

This area and its yacht and sailing clubs, along with the Houston Yacht Club and St. Petersburg Yacht Club, comprise the 30+-member Gulf Yachting Association (GYA). In addition to privately owned Flying Scots and their respective fleets, there are also many Scots owned by GYA member clubs belonging to club-sponsored fleets, now nearing the pre-Katrina/Rita level of over 100. Southern Yacht Club just purchased 12 new Flying Scots. You'll recognize our club-owned Scots by the "c" above our "FS" emblem on mainsails, as well as 1-, 2-, or 3-digit sail numbers with the letters "GYA" either above or preceding the numbers.

GYA clubs and Flying Scot fleets have hosted many FSSA-sanctioned events, but this year has been, and will be, very active. Bay-Waveland Yacht Club (BWYC) hosted the com-



bined Adams and Mallory championships this past fall; the Adams boats were new Scots loaned by Flying Scot, Inc., and the Mallory championship was sailed in club-owned Scots. The 2010 annual Flying Scot Midwinter Championship was hosted by Southern Yacht Club, and the North American Championships will be at BWYC. There are also the annual Southern Regional Championship in New Orleans, the Cajun Country Championship in Southwest Louisiana, and the Jubilee Regatta in Pensacola each fall (usually coinciding with a spectacular Blue Angels air show). And, of course, there is the Gulf District Championship.

Our club Flying Scots do race in FSSA-sanctioned events. But they do more than that. Our Scots are also used in US SAILING ladder events and most extensively in learn-to-sail programs, junior and summer camp programs, and just fun daysailing and racing by club members. One learn-to-sail program

utilized by several clubs is often known as the "adult sailing program." The one at my yacht club (Southern) began not too long after the Flying Scot replaced the venerable Fish Boat as the designated interclub boat of the GYA. The original concept was primarily to teach the wives and daughters of club members who felt that their husbands or fathers did not have the patience to teach them themselves (no, this never happens!). Since then, "sail training programs" have been extended to include such things as: learn to race, learn to crew (called "Crew U" at SYC), mothers' day out (on the water), etc.

Probably unique among YRAs is the annual GYA Auguste Capdevielle Interclub Championship. One of the objectives of the Gulf Yachting Association is to promote intercity and interclub races and regattas. The premier one-design interclub series is the annual Capdevielle Championship,

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Weather's bad? Play Bourré!

Al Rees, FS 4001

Many sailors want a deck of playing cards to deal with bad weather. Such weather occurred in south Louisiana on Saturday, 21 November 2009.

That day's event scheduled at Lake Arthur Yacht Club was the FSSA Cajun Country Championship. LAYC has hosted the CCC many times since its first annual sailing in 1983 but has never had to postpone the regatta to a later day. There's always a first time.

It was, however, not the first time that cardplayers at LAYC enjoyed Bourré (say BOO RAY). It's a Cajun game played with one deck of cards and preferably three to six people. Each player gets five cards. The dealer's last card is face-up and determines the trump suit for that hand. In each hand, each player tries to use his or her cards, one by one, to win as many tricks as possible. The player with the most tricks wins that hand. Players failing to win at least one trick in a hand have bourréed and are in trouble. For kids, it might mean une pe-

tite frappe on the forehead. For adults, it usually means putting into the next hand's pot the amount of money just won. Wikipedia <http://en.wikipedia.org/wiki/Bourr%C3%A9> and other Web sites describe the game in more detail.

Who showed up in that accurately forecasted rain? Registered for the regatta and hoping to sail, if and when the weather improved, were the following (see chart below):

At the skippers' meeting in LAYC's snug clubhouse, Principal Race Officer Wallace Paletou from Southern YC announced a two-hour postponement of the warning signal for the first race. Perhaps the rain would stop (though probably none of us thought it would). Unfortunately the rain continued heavy – and cold – all day long.

PRO Paletou later abandoned all races scheduled for that day. This decision is supported by "Condition Guidelines for Flying Scot Race Committees" at www.fssa.com/ht/race/race-mgmt.htm. Of note was the Notice of Race lacking pro-

vision for sailing the CCC on a later day, and some sailors present on race day could not sail the following day.

Immediately after the announcement of postponement, FSSA Fleet 153 had its annual meeting. The above-named sailors attended, as did PRO Paletou and his race committee members Sammy Trahan from LAYC and Butch Nolan from Cypremort YC and Lake Charles YC. At the brief meeting, we learned that the 2009 fleet champion was Rob Parker. We also elected our 2010 officers (Parker, fleet captain, and Al Rees, fleet secretary). The fleet voted to hold the next CCC at Pelican YC.

Following the meeting, the Bourré game started and the chicken-and-sausage gumbo finished cooking. It was as delicious as the weather was miserable. In LAYC's little clubhouse, many enjoyed the good meal and the cardplaying that rainy day.

Remember: when the weather is bad, play Bourré. Also eat gumbo, if you have some. ▲

YACHT CLUB	SAIL #	SKIPPER	CREW	CREW
BAY-WAVELAND	98	CLAUDE DANNEMANN	RAMONA STUTTKUS	
LAKE CHARLES	5720	CHARLIE BULLER	ANDY BULLER	JACOB ECKER
PELICAN	4943	ROB PARKER	PHILIP MAYER	
LAKE ARTHUR	4001	AL REES	RORY NOLAN	EMILY NOLAN

Continued From Page 9 GULF DISTRICT

sailed in club-owned Flying Scots. There are 15+ regattas throughout the year held at various GYA clubs, with the seven best finishes counting for the final score. Many of these regattas have essentially the same format: one boat per club, three to five races with a different skipper for each race, and a minimum crew weight.

The GYA "Lipton Cup" is unique among GYA interclub events. Raced

annually on Labor Day weekend at the club of the prior year's winner, it invariably attracts in the neighborhood of 50 spectator boats of all sizes and shapes and literally hundreds of spectators cheering their team on and definitely having a good time. The original, solid silver Sir Thomas Lipton Trophy donated by Sir Thomas himself to promote and recognize interclub competition--unfortunately was lost to Katrina.

However, mainly through the perseverance of SYC board member Tom Long, the original maker of this unique trophy in England was basically able to duplicate the original one, and Tom even persuaded the Lipton Tea Company to "re-donate" it!

We're probably too quiet about our Flying Scot activity in the Deep South, but there is certainly much of it--in spite of the hindrances of Mother Nature! ▲

Coming to and Going from a Dock

Sarah & Charles Buffington, FS 5347

One of the scariest things for a Scot sailor to do is to land a boat under full sail in a confined space at a dock. Docks often have two sides, so the first thing to do when preparing to land is to figure out which side of the dock is to leeward and to pick a landing spot on that side. (Windward landings can be done but are more complicated.) If there's a flag on the dock, use that to tell which way the wind is blowing. *Also, until you have developed your skill, it is good to have your paddle at the ready.*

One strategy is to come in on a broad reach at high speed and turn into the wind, coasting to the dock. This strategy is great when it works but awkward when the boat has too much momentum or too little. When you have too much momentum, equipment and personnel may be damaged. When you have too little momentum, the options include throwing a line to a helper on the dock (usually unsuccessful) or scrambling to get the boat under control in confined quarters. Complicating matters, the mainsheet may become tangled with the rudder in this process.

A better strategy is to approach the dock from downwind and angle toward the leeward landing spot on a close reach. Loose the jib when you are 30 to 40 feet

away from the dock and control boat speed with the mainsail. Too slow? Pull the mainsheet in a bit. Too fast? Release the mainsheet until the mainsail luffs. At the last moment, release the mainsheet and push the boom to windward to stop the boat and allow the forward crew to step off.

Note to crew members: this is not the time to be a hero. Never put extremities such as hands or feet between the bow and the dock. And don't try to jump from the boat to the dock. Be patient and expect the skipper to get you close enough to be able to step off elegantly. If you have help from a person on the dock, remember "swing it, don't fling it" when passing the bow line.

When it's time to leave a crowded dock, special maneuvers are required to get under way without banging the other boats, especially in heavy air. After sails are raised and equipment stowed, station a crew member on the dock with clear instructions about what should happen next. Play out the *entire* mainsheet and make sure the line runs freely. This is the most important move. If the mainsail catches air, it will drive the boat forward exactly when you need to go backwards to turn and clear the other boats.

Here are the steps to backing off a dock, reversing direction, and getting under way

without hitting anything:

- When the coast is clear and the boat is aligned with the wind, the skipper yells "go for it."
- The crew member on the dock pushes the boat straight back along the axis of the boat (*not* relative to the dock).
- The push should be forceful and the crew should end up on the bow.
- The skipper uses the rudder to guide the stern of the boat straight back. Face aft, watch the rudder, and adjust the tiller based on what you see.
- Once behind the other boats, the skipper turns the stern away from the new, forward direction of travel while the crew backs the jib to help turn the bow down.
- Make sure the mainsheet is free enough to allow the mainsail to pivot to a reaching position.
- Once the boat has made a 90-degree turn, the crew moves the jib to the other side and the skipper sheets in the main.
- The tiller comes to the midline as the boat reverses course and begins to move forward.

Practice this maneuver in the absence of other boats until you can do it perfectly. Few other maneuvers in sailing require the timing and teamwork that this one does, and few are as elegant when done correctly. ▲

GULF DISTRICT *Continued From Page 8*

deal to him, especially because he personally knew Jack and Flo Scheib and their great service to our sport. Larry also shared with us a glimpse of the elegance of Jack Scheib: decades ago, Commodore Scheib addressed a youth-

ful Larry as "Master Larry Taggart." That salutation--not rare in letter writing half a century ago--instilled confidence into many a youngster. It might have contributed to Larry himself becoming elegant and very likable.

To learn more about the Scheib Service Award go to <http://www.gya.org/About-GYA/Directory/GYA%202010%20Directory.doc>.

Congrats, Larry! You more than deserve this recognition of service to our sport. ▲

DON'T BE A SAD TURTLE: Turtle Trim for Maximum Speed¹

Jay Lott, FS 5698

I recently finished 16th of 26 in the Championship Division of the 2010 Flying Scot Midwinter Championship regatta, ahead of two boats which also sailed in every race. Several knowledgeable observers, watching the regatta from the vantage point of Southern Yacht Club's bar, attributed my finish to aggressive spinnaker Turtle tuning and trimming techniques.² While some less-knowledgeable sailors may discount the importance of a correctly trimmed spinnaker Turtle (hereinafter referred to simply as a "Turtle"), top Flying Scot racers pay close attention to their Turtles. In fact, the very best sailors customarily have a fresh Turtle for each regatta.³ As middle crew, with little to do other than tuning the Turtle, I was able to concentrate like a laser on my Turtle throughout the Midwinters. Thus, although it has been many years since I submitted a how-to article to *Scots n' Water* (see "Capsizing," Summer 1991), it is indisputable that my Turtle tuning advice will be at least as valuable as that which could be offered today by such well-known Scot sailors as Harry Carpenter, Allan Terhune, and Gordon Douglass.

Turtle Nomenclature

Before delving into the complexities of Turtle tuning, it is important to identify the key Turtle parts: the "Turtle Cloth," the "Turtle Bungee," and the "Sailmaker's Logo." Important recent advances in Turtle technology have resulted in the addition of a "Turtle Window Pocket" constructed of lightweight, shatter-resistant window material, to allow Scot sailors to keep track of where they have stored their Sailing Instructions, half-dozen spare cast-aluminum halyard cranks, and sandwiches. In a

brilliant innovation, Ryan Malmgren recently added to Mad Sails' proprietary turtle design⁴ a so-called "Turtle Window Pocket Closure Device"⁵ constructed of a miracle material called "Velcro." Because I find the phrase "Turtle Window Pocket Closure Device" to be something of a mouthful, I usually refer to it simply as the "TWPCD." (By the way, if you have not tried this "Velcro" stuff, I urge you to obtain a sample. It opens easily but stays closed when you want it to, almost like magic! I'm not sure how Velcro works, but I can envision a few additional applications for it.)

Turtle Construction

A high-quality, modern Turtle should be constructed of leftover sail-bag cloth or similar premium material of medium weight. Don't let crucial extra ounces creep on to your boat by using excessively heavy Turtle Cloth! However, Turtle Cloth that is too light might not last more than a few races, especially if allowed to flog in heavy air. Black Turtle Cloth is best because it absorbs sunlight and evaporates water more quickly, saving critical ounces. (If a black Turtle does not match your boat's color scheme, it is the work of only a few hours to turn your boat's topsides mostly black, using nothing more than a single package of 40-grit wet/dry sandpaper and several black Sharpies. See my article in the next issue of *Scots n' Water* entitled "Darkening Your Faded Gel Coat: A Relaxing Summer Afternoon's Task.")

Also, for the Turtle Bungee it is crucial to use only fresh Bungee cord of 3/16-inch diameter. If your Turtle Bungee is too thick, your crew might not be able to stretch the Turtle Bungee sufficiently to insert the spinnaker into the Turtle. Many a Scot crew has exhibited the telltale signs of wrestling

with a stiff Turtle, including exhaustion and bruises. On the other hand, if your Turtle Bungee is too thin, or old and saggy, your Turtle may experience what many older Scot racers call "mid-line sag," which is not only unsightly and embarrassing but also could result in an unhappy crew.

Installing Your Turtle

A quality Turtle is expensive, so make sure you protect your Turtle investment by properly installing your Turtle.

- Tie the outboard upper Turtle Bungee to the jib track, just behind the forward track end cap. Although the Turtle Bungee will prevent your jib lead block from locking into the forwardmost position, it is far more important to correctly locate the outboard upper corner of the Turtle than it is to have your jib lead a mere two inches farther forward.

- Estimate where you wish to attach the Turtle, then drill holes in the seat which seem to be in approximately the correct location to attach the remaining three corners of the Turtle. When installing Turtles, I don't usually bother to measure or mark the hole positions, because if your holes are not in the right place, it's easy to drill additional holes until you get the Turtle exactly where you want it.

- Use a drill bit which is a little bigger than the diameter of the Turtle Bungee. If your Turtle Bungee still won't go through the hole, stretch the Turtle Bungee thinner by pulling on both ends. While it remains stretched, insert it in the hole.

- Be sure to prevent unsightly fraying by whipping the ends of your Turtle Bungee with a blowtorch or similar heat source. Note: it is preferable to do this well away

Continued On Next Page

from running rigging and from the fiberglass, wood, and aluminum parts of the Scot, although light-to-moderate heating may not damage stainless steel parts. To determine which parts are stainless steel, detach them from the boat and immerse them in salt water for at least a week. If the parts appear to be made of some sort of metal and have not corroded after a week, they are probably stainless steel.

- When installing the Turtle, it is crucial that the Sailmaker's Logo is right side up and facing out, so it can be seen. This will help your sailmaker publicize his brand, sell more sails, and remain solvent so he can continue to attend Flying Scot regattas and finish ahead of you.

Tuning the Turtle for All Conditions

The speed of your Flying Scot depends on keeping your Turtle properly tuned for changing conditions. (On our boat we refer to the additional speed generated by the Turtle as "Turtle Speed.") It's helpful to add an adjustable plastic Bungee slider on the inboard end of the upper Turtle Bungee, to allow easier trimming of the Turtle. However, if you wish (understandably) to avoid the expense of one or two plastic Bungee sliders, your crew should find it simple to hold the inboard end of the upper Turtle Bungee at all times in order to assure correct Turtle trim (full-fingered sailing gloves are recommended). NEVER TIE A STOPPER KNOT IN THE INBOARD END OF YOUR UPPER TURTLE BUNGEE. This could encourage inattention to the Turtle. It's important that the crew be constantly trimming the Turtle and "changing gears" each time the wind increases or decreases and when flat or choppy spots are encountered.

- Upwind in light or medium air, trim the Turtle relatively flat, unless the water is choppy, in which case the Turtle must be eased, or "uncorked," to allow it to breathe. Also, if your boat is orange or weighs over 820 pounds, you should trim the Turtle very flat in all conditions (often called a "Snug Turtle"), except in wind velocities between 11 and 12 knots.

- As wind velocity increases, regardless of chop, you must depower the Turtle by tightening the Turtle Bungees. Be sure to tighten the lower Turtle Bungee exactly at

the ratio of 4:3 of the upper Turtle Bungee, in order to preserve the correct size and shape of the space between the seat and the Turtle (the "Turtlespace"). Adequate Turtlespace could help prevent the premature breakdown of your spinnaker by cold fusion, anthropocentric global warming, or similar well-understood processes.

- As you approach the windward mark, be sure to ease the leeward turtle. FAILURE TO DO THIS COULD CAUSE PERMANENT HULL DEFORMATION, IN SOME CIRCUMSTANCES.

- Downwind in light air and flat water, the "Wild Turtle" technique can be devastatingly fast. The skipper and crew should sit or stand on the windward aft deck, thus preventing the bow from digging in to troughs and also reducing wetted surface by heeling to windward. At the same time, remove the spinnaker pole from the mast and spinnaker and use it to stretch the upper windward Turtle Bungee by one to two inches above the seat coaming, to catch additional breeze.

- Downwind in heavy air, the Turtles can be removed from the seats and tied between the windward sidestay and the mast as additional mini-spinnakers. There is nothing in the class rules which prohibits this; in fact, the class rules don't mention Turtles at all – a loophole which you should take advantage of, while it lasts. Don't let the windward edge curl too much – that means you are losing Turtle Speed! Be sure to quickly switch the Turtles to the new windward side each time you jibe; with a little practice, your crew will soon be able to do this without moving at all.

If you have splurged by installing both starboard and port Turtles, you should make sure both are always properly trimmed, even if this means the crew has to stop hiking and move into the boat to trim the leeward turtle.⁶ Regardless of the expected wind velocity, consider adding a third crew designated as Turtle Trimmer. My skipper assigned me this key position in the 2010 Midwinters, and our results speak for themselves!

The Future of the Turtle

Given the expense of Turtles and the rapid development of Turtle technology, the FSSA may wish to nip in the bud (before it gets out of hand) the Turtle "arms race,"

which could drive Scot sailors to other less complex and less costly classes like the Lightning or the International 14. The FSSA may wish to consider mandating minimum Turtle Cloth weight and maximum Turtle dimensions, requiring Turtle measurement at all FSSA-sanctioned regattas (at least for the top five finishers in previous such regattas), and limiting the number of Turtles which can be used in any single regatta. In order to finance enforcement of these new Turtle regulations, a nominal Turtle royalty of \$5 per Turtle could be imposed.

Footnotes:

1. This article is a parody. None of the advice contained herein should be followed, except by owners of Flying Scots who may race against the author.

2. Novices should not confuse the noun "spinnaker Turtle" with the adverb "spinnaker turtle," meaning turning the Scot upside down while flying the spinnaker, which action is usually, but not always, unrelated to the spinnaker Turtle (n.) For additional discussion of a "spinnaker turtle" with a small "t," see "Recovering from a Capsize," by the same author, *Scots n' Water*, Fall 1991.

3. Tellingly, none of the top competitors mentioned Turtles during the Top Gun seminar at the 2010 Midwinters. Their closely held secrets are revealed publicly here for the first time.

4. Mad Sails calls this design the "Mad Turtle™."

5. Not to be confused with the "Turtle Exclusion Device" used by shrimpers to produce dolphin-safe tuna. I have found that, when towed behind a Flying Scot, the drag induced by a Turtle Exclusion Device outweighs any advantage which it may confer.

6. I am currently using CAD software to design a multi-purchase Turtle Trimming Tackle, perhaps incorporating a through-seat Turtle Launcher, which should enable the middle crew to trim the turtle without coming in from the rail. ♠

Check fssa.com for updated information and race announcements.

2010 Midwinter's Championship New Orleans, Louisiana

Melanie Dunham, Tom Porter, Diane Kampf and Craig Maumus

View article photos on www.FSSA.com

2010 Midwinters

Melanie Dunham, Greater NY District

I have just returned from a fantastic Flying Scot Midwinters hosted by Southern Yacht Club in New Orleans. At registration we were presented with a “welcome” bag of numerous gifts, including Mardi Gras beads and local goodies. Little did we know that this was just the beginning of the hospitality and generosity that we would experience. At every turn, from easy access to a variety of sailing necessities and regatta apparel from Coral Reef Sailing and daily Top Gun meetings sponsored by North Sails, Southern Yacht Club welcomed all guests and made sure that we were constantly comfortable.

Twenty-one different states were represented in the regatta, the total number of boats was basically unchanged from recent years (in fact, up to 43 from 38 a year ago), and New Orleans is virtually the same distance for us to travel as was St. Petersburg. However, one big change I noticed was that this was a true Flying Scot club. There were ten new Flying Scot club boats sitting beside the clubhouse for all to view. Those boats, coupled with open access to the entire clubhouse, made for a great week for all.

The event started out with cool temperatures from a cold front but quickly warmed up to temps in the 70s. Monday night we were treated to a “welcome” cocktail party which consisted of an “all you can eat” buffet with New Orleans cuisine, followed by a competitors’ meeting and prizes drawn for skippers and crews. Racing began on Tuesday with a short sail to the racing area and light winds that increased through-

out the day. The majority of the boats were sailed with a crew of two, a good choice throughout the regatta. Three races were sailed. To view the detailed results, you can look at www.fssa.com, but Ryan Malmgren was in first, with Harry Carpenter heading a trio of boats tied for second. On Wednesday, winds were moderate although the lake was choppy. Once again, three races were sailed, as Allan Terhune moved into first with Rob Doolittle and Kelly Gough nipping at his transom.

Thursday we were greeted at the club by Café Du Monde’s beignets and café au lait. For those of you not familiar with Café Du Monde, it is a bakery/tourist attraction located in the French Quarter of New Orleans. While we were indulging ourselves in the beignets, PRO George Hero surveyed the competitors on whether we should race, as there was a squall of thunderstorms to the west with a forecast of strong winds. The competitors voted for a day off, which was granted early in the day so everyone could go off to explore the city.

In New Orleans there are many activities for both children and adults. For example, while we were sailing, my daughter and my mother took the St. Charles Streetcar to the French Quarter and visited the Aquarium and the Audubon Insectarium. On Thursday, our day off, we went to the Audubon Zoo. Jimmy Buffett’s Margaritaville in the French Quarter was another highlight of the trip. Other sailors went to the National World War II Museum and the Imax Theater, danced at Rock-n-Bowl to live Zydeco music, visited Bourbon Street, and ate large quantities of seafood at many great restaurants.

On Thursday evening we were treated to a seafood boil featuring shrimp, crawfish, corn on the cob, and potatoes, where Carrie Berger demonstrated the art of eating a crawfish. Once again, Southern Yacht Club’s outstanding hospitality was in the forefront.

On Friday it was back to sailing. The wind was out of the north with significant chop coming across the lake, with winds of 15 knots. Our team of Dan Baird, Carrie Berger, and I sat out the first race, but as the winds decreased we decided to venture out and were happy we did. We sailed the second race, and by the end of it the wind and the chop had decreased substantially.

On Friday night an awards banquet was held and trophies were awarded. Congratulations to all of the winners. Allan Terhune with crew Andrew Eagan won the Championship Division. Letty and Tyrone Eby from Oklahoma won the Challenger Division. The Allen M. Douglas trophy for sportsmanship was awarded to Regatta Chair Larry Taggart for all of his efforts in putting on a fantastic regatta. Larry Klick won the award for oldest skipper, and Diane and Greg Kampf received a special trophy for travelling the greatest distance.

I look forward to returning to Southern Yacht Club when the Flying Scot Midwinters rotate back in two years, as their efforts and generosity were unmatched in my memory. I also look forward to attending next year’s Midwinters, which will be held in Sarasota at the Sarasota Sailing Squadron (dates to be announced soon).

Finally, do not forget about the NACs at Bay-Waveland Yacht Club this June.

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The hosts, including Marc Eagan, promise great sailing, food, and fun. I strongly suggest that you consider going, as it will be an experience you will not forget. ▲

Anne and Tom's Excellent Adventure (or How Beer, Beignets, and Bushwhackers Contributed to a Memorable Week): The 2010 Flying Scot Midwinter Championship

Tom Porter

Contributing Editors: Anne Ballew, Forest Rogers, Betty Rogers

Anne and I experienced our first national Flying Scot event this past week at the Midwinter Championship in New Orleans, Louisiana. We did not have the talent or audacity to do this alone. Forest Rogers was our star skipper, and his dear wife, Betty, joined us for the trip. It was a great opportunity to learn, meet new people, and improve our sailing. (Yes, Anne and I hope to learn from our mistakes!)

Originally, Forest planned to sail with crew consisting of Anne [Ballew] and Kirsten Petro, who is a naval architecture student at the University of Michigan. When Kirsten was unable to attend, I substituted, which had an upside and a downside. The downside was that the boat became much less competitive, because my added weight makes the boat too heavy (at least in light air) and because Kirsten is a talented sailor. The upside is that you get to read this scintillating eyewitness account.

We left from the Rogers' abode in Pinckney early on Friday morning, March 19. The navigation system predicted a 17-hour trip of about 1100 miles. Forest did a yeoman's work at the wheel of the Chrysler minivan, with *Frosty's Escape* in tow. We made it to Tuscaloosa, Alabama, the first night. The only mishap was that the van's air-conditioning was not working, but normally you would not be concerned about that in March if staying in Michigan.

Saturday we completed our drive through Mississippi into Louisiana and New Orleans. We found our way to the Southern Yacht Club, on the north side of the city in the Lakeview neighborhood, bordering the south shore of Lake Pontchartrain. The lake is a brackish

waterway, connected by canals to the sea. It is about 50 miles at the widest, perhaps twice the size of Lake St. Clair. It is similar to St. Clair in having a shallow bottom, about 15 feet on average. It has no tides, but – also like Lake St. Clair – it can become choppy, depending on the wind.

During Hurricane Katrina, flooding and a fire destroyed the clubhouse. The club opened a spectacular new facility last fall. The modern structure is supported on concrete columns to keep it well above any future flooding. The two upper levels contain beautiful dining facilities, conference rooms, an exercise room, and terrific trophy displays. As the second-oldest yacht club in the US, dating to 1849, there is a lot of history. The driving force behind the event was regatta chair Larry Taggart, a past president of the national Flying Scot Sailing Association and a perfect host.

We had a late lunch at the club and then set up the boat. Flying Scot Sailing Association President Charles Buffington III was working next to us on his boat. Most of the boats are in great condition. One remarkable Scot was hull number 15, rescued and completely restored by Ron Pletsch, who painted the hull black and named it *Sidewalk Express*.

Saturday evening we attended a jambalaya dinner party in the historic "shotgun"-style home of club member Nancy Claypool in old New Orleans. A shotgun house typically has four rooms lined up from front to back, each with a fireplace, such that you might shoot a gun right through the front door and out the back. The question of where to put the bedroom is interesting, with Nancy's being between the dining room and kitchen. The Saturday lunch and dinner allowed us to meet very hospitable Southern Yacht Club members plus other Scot sailors in town early for the event.

Our accommodations were at the Rose Manor B&B run by Peter and Rose. It is a beautiful, 20-room home decorated in New Orleans Victorian style. Peter and Rose could not have been more gracious. Sailors staying here, in addition to our immediate group, included Forest and Betty's daughter Melanie and her family

(husband Bill Dunham and their daughter Courtney); Flying Scot, Inc., owner and boat builder Harry Carpenter and his family (wife Karen and their adult daughter, Carrie); Carrie's beau, sailmaker Ryan Malmgren of Mad Sails in Wisconsin; and other excellent Scot sailors who had driven in for the event from Wisconsin, Illinois, and Oklahoma.

Sunday was supposed to be a warm-up regatta for the Scots at the New Orleans Yacht Club (adjacent to SYC), but there was nothing warm about the weather. It was unseasonably cold and too windy to sail. We heard reports that snow was falling in Shreveport, at the other end of the state. The warm-up was cancelled. The meal planned for the conclusion of the regatta was moved up to become a lunch feast. The NOYC hosts served deep-fried turkey, wild fowl gumbo, meat pies, and pecan pies. Afterwards, we drove into town and toured the National World War II Museum, which is very well done, particularly the display on the Higgins Boat landing crafts. (Perhaps we can invent a front-door entrance for our Scots?)

Monday it was still pretty windy and cold and we hung around the SYC. The chief measurer, Bob Neff, was protecting the integrity of the one-design class by checking centerboards and other equipment, particularly for previous winners. Late afternoon was the Top Gun racing clinic. Marc Eagan, an experienced Lake Pontchartrain sailor, spoke about what to expect, particularly how to keep the boat sailing through chop. (If I told you the secrets, I'd have to kill you.) Harry Carpenter gave a demonstration ashore on how to use a special bridle to tow a swamped Flying Scot. That evening's "skippers' meeting" was actually an elegant cocktail reception with enough hors d'oeuvres to make a splendid meal. I didn't try the deep-fried oysters wrapped in bacon, but they got favorable reviews. The bread pudding was great. We learned there were 43 boats registered, 26 of them in the Championship division and 17 in the Challenger. Skippers choose their fleet preference, except that past winners of the Challenger or Championship category at the Midwinters or the North American Champion-

ship (NAC) are automatically designated for the Championship division. Forest is a past winner--with daughter Melanie--of the Midwinters Challenger division, and so we were to compete with the Championship fleet.

Tuesday it was really time to race, and the weather at last cooperated. We left the dock about 10 to give us a bit of practice time before the 11-A.M. start. We had hoped for practice time the previous days, but the weather had prevented that, so we just had to learn faster. I was fore crew, responsible for trimming the jib, setting the pole, and dousing the spinnaker. Anne was middle crew, responsible for flying the spinnaker and tugging my belt to get me toward the back of the boat on downwind runs. Forest, of course, was at the helm. Take a wild guess about which of us was figuring the strategy and tactics.

Keep in mind that the Championship division included a lot of expert sailors. Some of the top gunners on hand included:

- Allan Terhune of North Sails, a past Flying Scot NAC winner. Allan usually sails with his wife, Katie, but she was at the event with their new baby, Cameron, so Allan took as crew Andrew Eagan (the son of Marc Eagan), a young talent with local knowledge.

- Harry Carpenter, another past NAC winner, who sailed with Bill Dunham.

- Kelly Gough of Texas, another past NAC winner, who had as his crew Greg Fisher. Fisher is past champion in Flying Scot NAC plus other classes such as Thistle, Lightning, and J-22. Fisher used to have his own sailmaking loft and now works for North Sails.

- Ryan Malmgren of Mad Sails, who sailed with Carrie Carpenter.

- Benz Faget (give the name a French-sounding pronunciation), another sailmaker, from New Orleans.

- Forest's daughter Melanie Dunham (two-time winner of women's national championship), who served as crew with SYC members Dan Baird and Carrie Berger.

With 26 boats competing, the starting line was busy. The first attempt was a general recall, but then the Champion-

ship fleet got under way. The Challengers had their own start five minutes later. These were windward/leeward races, usually four legs (finishing downwind) and, in one case, five legs (finishing to weather). Because of the large number of boats, the race committee implemented methods to avoid congestion at the turning marks. Left of the weather mark was an offset mark. At the leeward end of the course there was a gate so that downwind boats could elect to round either the left mark to port or the right mark to starboard.

Forest Rogers is, of course, a talent in his own right, and he was graced with future champion Anne Ballew as crew, along with some other movable ballast. But against the competition described above, plus many talented Gulf Coast sailors familiar with the local conditions, plus plenty of other solid performers who don't make mistakes, the first day proved to be tough sledding...I mean "sailing." Despite Forest's excellent instruction, we were not yet working together as a well-oiled machine. The first race was in a very light northerly breeze and was our worst race. We focused on getting the jib trimmed to a reasonable starting point after each tack, using our weight to balance the boat to greatest effect, and trimming the spinnaker away from the bow. Beyond that, we were learning to keep our heads out of the boat to look ahead and anticipate the next step. Coming down to the finish, we noticed one boat overtaking us that was flying a colored streamer from the leech of the mainsail. Yes, this was the lead boat of the Challenger division which--despite starting five minutes later than we did--beat us to the finish line by 10 seconds. We came in 23rd among the Championship boats.

Just before race two was to start, the race committee gave notice of a delay due to an expected "huge wind shift" that was radioed in from shore by Larry Taggart. We could literally see the wind line coming from the south, and suddenly the wind did a 180-degree shift. Races two and three were held in a fairly strong, shifty southerly wind.

In race two, our start was a Gulf Coast

version of bumper boats. We were luffing behind the committee boat waiting for traffic to clear, practically standing still, when another boat came up aggressively and pushed off our leeward side. To be safe, we took our penalty turns and then headed up the course. Forest played the shifts well and we recovered some ground as we moved up the lake. Our first downwind leg, not too far from the leeward gate, we jibed and Anne let too much pressure off the guy sheet so that the line went under the bow. Forest doused the spinnaker and Tom pulled it into the bottom of the boat behind the port shroud. We retied the lines and sailed upwind. However, when heading downwind on the next leg, Anne was having some serious trouble getting the spinnaker out the way it should be. We fumed as other boats passed. In any event, despite the problems, our finish was 17th, quite a bit better than the first race.

Race three was again moderately heavy air. Right after the start, Anne noticed that the spinnaker halyard was wrapped around the port shroud. In retying the spinnaker halyard during the prior race, yours truly had left it on the wrong side of the port shroud. Anne was vindicated--no wonder she couldn't sail the chute as desired in the second race! Once this problem was corrected, Anne's spinnaker work got much better approval from our captain. On one of the upwind legs, we were hiking out hard when a sudden shift put the wind on the wrong side of the sails. Suddenly Anne and I were wondering why our backsides were soaked. In Forest's mind, I should have released the jib at this point to help the boat come back up. That's why he was shouting, with increasing frenzy, "Tom, release the jib!" In my mind, however, I was hanging on to the jib sheet for dear life. This was the only thing keeping me connected to the boat, and there was no way I could, or would, ease up. Forest got to the high side and the boat came back up, fortunately without a capsized, and we with it. We ended this race in 20th place. After the first day's results were tabulated, the 23, 17 and 20 finishes put us in 21st place overall. I guess

Continued On Next Page

this was our warm-up.

Day two we improved. Betty had directed us to get within the top 15, and we did our best to comply. It was another sunny day with good wind. Forest suggested marking the jib sheets with tape to show Tom (aka “the brain-dead guy”) the preferred trim position after a tack, and this was helpful.

In the first race of the day (the fourth of the regatta), we got a good start and Forest sailed a great windward leg. We were in third place as we rounded the weather mark. We could not hang on to this position, as the lighter boats gained on us downwind. But we continued to race well as a team, handling the spinnaker much better than on day one. We finished in 11th place. The fifth race was also a good one for us. Nearing the left side of the leeward gate, Forest called for room at the mark and the other boat said no. Rather than contest it, Forest bore off to the right; we rounded the other side of the gate to starboard, and Forest decided to head up the left side of the windward leg. That proved fortunate (or was it great strategy?), as we got lifted to the mark and picked up lots of ground. We finished well, cracking the top ten, coming in 9th place. Against this level of competition, we were very proud.

The sixth race was not as good; we had a problem with the spinnaker sheet (no, we had already learned it doesn’t belong under the boat). We found ourselves in a tight pack of about six boats on the last leg, and we finished at the back of that group, in 17th place. Even a minute or two earlier, and we would have passed most of the boats in that group. So for the day, the finishes of 11th, 9th, and 17th moved us up in the standings from 21st place to 16th—almost meeting Betty’s objective!

Thursday was predicted to have thunderstorms, so we had low expectations of being able to race. In fact, the holding of third races on Tuesday and Wednesday was the race committee’s effort to get ahead of the game in case of rain. Even so, we showed up at the club for a special beignet breakfast. A beignet is sweet, deep-fried dough. These delicious treats were donated by Café Du

Monde and its proprietor, a member of SYC. A portable beignet maker was brought in, and we watched the workers roll out the dough and drop it into the deep fryer. The principal race officer asked the sailors/beignet-eaters whether they wanted to go out. Everyone preferred to wait for the predicted better weather on Friday. Everyone, that is, until he asked Forest, who was less sure and perhaps wanted to take advantage of his crew’s [beignet-enhanced] weight in the moderately heavy wind. In any event, the races for the day were called off. We went in to the central city and enjoyed strolling through the French Quarter. The sun shone on us all day; no thunderstorms came. Forest kept looking at the Mississippi and remarking that we coulda (shoulda) been sailing. Anne and I stayed on into the evening to have dinner and hear jazz on Frenchmen Street.

It turns out Frosty was right. Thursday was much better weather than the conditions first thing in the morning on Friday. We drove out on the seawall and looked at three-foot waves and many whitecaps produced by the strong northerly wind. Forest warned us that, if we chose to sail, we would get very wet and thrown around; it would be “no fun.” We went over to the club and commiserated with other sailors who had similar concerns. The anemometer was registering knot speeds in the high teens and gusts into the low twenties. Our team elected not to sail, and a number of other experienced sailors made the same decision. Others went out, and a number delayed, sailing only in the second race. After dropping the mast and covering the boat, we watched from inside the clubhouse.

The wind and waves moderated as the day went on, so the boats that did compete handled the weather without incident. By not competing, we were scored as last place plus one (i.e., 27th) in races 7 and 8. That meant our standing dropped from 16 on day two to 19 as our final result.

On Friday night there was a wonderful closing banquet at the club. We enjoyed seeing video clips of the races.

Top honors went to Allan Terhune and his crew, Andrew Eagan, who finished with 24 points, including three first places and two seconds. They finished well ahead of the Kelly Gough/Greg Fisher boat, with 34 points. Letty Eby and her husband, Tyrone, from Oklahoma dominated the Challenger division with 11 points and seven firsts. Get full results at www.fssa.com.

Bottom-line conclusions: The Flying Scot Midwinter Championship is a good event. It is expected to rotate between Sarasota in odd-number years and Southern Yacht Club in even-number years. The Southern Yacht Club folk are fabulous hosts. New Orleans is a fun city to visit, and Rose Manor is recommended as very convenient and comfortable if you are thinking of attending in 2012 or beyond.

Other reminiscences from the week that will stick with us:

- On the whole, the racers were friendly, classy, and good sports. For example, there were no protests that the judges had to address. But there were a few examples of less-than-perfect deportment. One nationally regarded sailor was heard to use strong language when headed up by a competitor. Presumably he was not nominated for the Allen Douglas sportsmanship trophy, which was, in fact, awarded to our host Larry Taggart, who unselfishly declined to race so he could assure us a perfect regatta experience. Also, while most Scot sailors learn to take care of pressing human needs in discreet fashion, a different “hot shot” sailor was observed taking relief in a less gentlemanly manner. To quote Skipper Frosty: “There was more burlesque happening on the race course than in the French Quarter.”

- If you haven’t already picked up on this theme, the food in New Orleans is amazing—bread pudding, crabmeat, catfish, amberjack, muffalettas, po’boys, gumbo yaya, oysters (although Harry and several other sailors had ill effects from raw oysters they obtained in town). The Bushwhacker, a potent drink with a chocolate milkshake base, is a favorite at the SYC, as Anne and Betty can attest. Forest “Catfish” Rogers and Anne were

also fond of sampling the Abita Amber.

- There is still plenty of damage from Katrina visible in New Orleans, and there is a long way to go with repairs and improvements, yet we felt that the spirit of the city remains vibrant. The local people lived through trauma, but they are proud of their past and intend to carry their traditions forward.

- Coral Reef brought a large trailer of quality sailing clothing and paraphernalia to the event. George, the proprietor, is a genial man who sells at major regattas. There are heavy discounts on merchandise that has emblems from past regattas. Forest, Anne, and I all made purchases.

- Lots of door prizes were awarded, thanks to the generosity of sponsors, including the various sailmakers and Flying Scot, Inc. Both Anne and I won a hat, and Forest's granddaughter reported that he would have taken a prize if we had been present for the Thursday-night dinner.

- On our marathon one-day drive home, we saw a boat trailer which had detached minutes before from the RV and crashed into a concrete barrier. Fortunately we dodged it, and fortunately our trailer stayed connected for the entire trip.

This ends the report, except for the following **essential vocabulary**:

“Nah Awlins” or “Nawlins” – a very hospitable Southern city

“Nutria” – a large, rodent-like creature reputed to have undermined certain levees in New Orleans by burrowing into them. (“Do you suppose these meat pies have nutria in them?”)

“Deanie’s Seafood Platter for Two” – a large, deep-fried, mountainous formation; serves 100. See also Bubba Gump’s Bucket of Boat Trash.

“Scot Spots” – the evidence of abusive treatment suffered at sea on a one-design craft; also known as “boat bites.” The only known cure is Bruise Relief™ handed out in the sailors’ “welcome” package. (“Will these padded sailing shorts keep me from getting so many Scot Spots?”)

“Hand Grenade” – a tall, alcoholic beverage sold at a take-out window on Bourbon Street. Sales are encouraged

by a mascot dressed in a large, inflated, hand-grenade costume. (“Would wearing that hand-grenade outfit on the boat reduce my tally of Scot Spots?”)

“Hurricane” – the cause of substantial devastation in New Orleans. (“Bartender, can you pour me another Hurricane?”)

“Horizon” – transitive verb; applies when the winning boat is so far ahead of the rest of the fleet that she practically disappears over the horizon. (“I hope Terhune doesn’t horizon us this race.”)

“Stain of Shame” – a dark, mud-like coloration on the top 18 inches of the mainsail after the boat turtles; observed on certain 420s that went out racing in high winds the first weekend. (“We’d better not go out in this high wind, or we might come back in with the stain of shame.”) ▲

The “Big Easy” – What a Great Place to Sail and a Great Place to Visit!

Diane Kampf , New England District

It had been a while since either Greg or I had been in New Orleans, and we really looked forward to our trip to the “Big Easy” for the Midwinters this year. We also looked forward to seeing the newly opened Southern Yacht Club after the terrible devastation caused by Hurricane Katrina in 2005. I can tell you, we were very pleased to be there this year! Not only is there a fantastic new building; the people there are just so nice! From the minute we got there to the minute we left, we felt like we belonged there. Regatta Chair Larry Taggart, PRO George Hero, and the whole SYC crew deserve a big thanks for a simply wonderful regatta.

We left Massachusetts at 8:30 on Friday, March 19, and arrived at SYC at 9:30 on Saturday, March 20. We had a really uneventful trip down, although we picked the weekend of NASCAR racing at Bristol, Tennessee, to try and find a hotel room. I told Greg all we needed was a bed and a shower, and we got just that—timing IS everything. The weather started out cooler than we’d hoped, but by week’s end we knew we were not in Massachusetts anymore. We did not

know what to expect when we first saw Lake Pontchartrain, but we knew we would be in for a treat! We also knew we would see some construction, but we were honestly surprised and somewhat saddened by how much there is left to do to clean up after Katrina—though we could certainly see how much has already been done!

Registration on Sunday was as easy as could be, and we got a neat bag of gifts from registration with everything from our sailing instructions to bow numbers to pamphlets to some beads I could not wait to wear. Then the nearby New Orleans Yacht Club sponsored a FREE warm-up regatta that unfortunately had to be cancelled due to high winds. But that didn’t stop the club from inviting everyone over to enjoy the food they had prepared for the event. Since I had an executive committee meeting, I did not think I could go, so Kay Summerfield and I had a great lunch at SYC in their full-service restaurant. Our husbands, Greg [Kampf] and Ed [Summerfield], were able to go, and they thought it was just great! We got through the executive committee meeting in the beautiful board room at SYC and then went shopping at the Coral Reef Sailing Apparel clothes racks set up outside the clubhouse.

On Monday, we had a free day, so Kay and Ed and Greg and I went to the French Quarter. We had lunch at the Crazy Lobster restaurant on the Mississippi River, then walked around for several hours, noting all the horse-drawn carriages, the balconies, the great shops, and, of course, Bourbon Street. We really enjoyed the day and went back to the club for the welcome party on Monday evening. They had a super buffet with so much food, I almost could not decide what to eat. There were door prizes and we got a Mad Sails visor to go with the Mad Sails shirt I won at the 2009 Wife-Husband regatta. We had a great time catching up with many friends and meeting many new ones. What a great group of people we sail with!

Tuesday was the big test for us. I had an experience in October 2009 where I ended up in the water unexpectedly;

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Tuesday was the first time we had sailed since then, and I was nervous getting back on the boat. But the light winds we started with made it easier for me to ease back into it. The winds built up through the day, and we got in three races before coming in for a Top Gun session. A group of us went “next door” to Landry’s restaurant for a wonderful seafood dinner and really enjoyed the evening. The meals were great, and we all had desserts that were too big, but we finished them anyway.

Wednesday was warmer and the wind was up a little. We were able to get in three races once again, and it was a great day out on the water. Greg and I were not doing well in terms of results, but we were having a good time and learning more every day. We came back in to another Top Gun session and learned lots of tips from the leaders, Allan Terhune, Ryan Malmgren, and others. A group of us then went to the Cypress restaurant for some New-Orleans–style cooking, and we were not disappointed! The food was great once again, and we all went back to our hotels satisfied.

Thursday, Café Du Monde treated us to beignets and their famous café au lait. (I ended up finding their shop later and buying some beignet mix to take home.) Since thunderstorms were forecast, the race committee and the skippers decided it was best to cancel the races to be safe. Charles Buffington and his crew, Pat, and Greg and I went to the National World War II Museum, where we viewed the documentary “Beyond All Boundaries,” narrated by Tom Hanks. The museum and film were fantastic and we learned more than I expected about different aspects of WWII. When we came out of the film, Mother Nature had cancelled the thunderstorms, so we went to the French Quarter and walked around some more. We went back to the club for a seafood boil, where we feasted on more shrimp and crawfish than I had ever seen in my life. What a treat!

I could not believe it when Friday came—the last day of the regatta was ALREADY here! The wind was up and the chop was more than we wanted to handle, so we decided to skip the first race.

When the wind died a bit, we decided to go out for the last race, and we were glad we did. We had our best race of the week and were able to leave feeling like we had improved some things. It was really easy getting the boat out and packing up for the ride home. We had the awards banquet later at the club, and the food was great once again.

Larry Taggart was elected by the skippers for the Allen M. Douglas Sportsmanship Award, and everyone was glad to see him get that. Larry Klick was awarded an “old salt” figurine for being the oldest skipper participating, and Greg and I got bottles of SYC wine for having driven the furthest to attend the regatta (1400+ miles each way). The trophy winners were Allan Terhune with crew Andrew Eagan in the Championship Division, and Letty and Tyrone Eby from Oklahoma (in their first Midwinters) in the Challenger Division.

Our trip home was as uneventful as the trip down. On Sunday, we were lucky enough to catch up with Hank Sykes, who was travelling the same route home as we were, and we were able to have lunch together. We told stories about the regatta as well as lots of tales of sailing seasons past, and we laughed more and more as we told so many of the old stories—I am sure they have gotten even better over the years! Finally, we were back to reality, but we look forward to our upcoming sailing season, including the Flying Scot NACs at Bay-Waveland and the Wife-Husband Championship at Lake Norman. Thanks again to the fleet at SYC for a terrific event! 🚤

When The Scots Come Marching In (Or There’s More Than Sailing)

Craig Maumus, Gulf District

While all of New Orleans and much of Louisiana and the nation were focused on the Saints football team’s march to the Super Bowl, a select group of Southern Yacht Club members and Flying Scot sailors were also focusing on the club’s annual mock carnival ball. Named the *Bards of the Bilge*, this 55-year-old yacht club tradition coincides with, and pokes a little fun at, the city’s more tradition-

al, upscale carnival balls. A theme for the mock ball is chosen each year, and members are encouraged to make costumes in keeping with the year’s theme. Going back to the customs of the traditional carnival balls, only the men mask and the women wear formal attire. But the rest of the ball is far less formal...and a lot more fun, by many sailors’ tastes.

Many members of SYC are surprised each year to realize that there is a ball within the ball. The *Mystic Krewe of Flying Scots* (MKFS) is composed of Flying Scot sailors (some of whom appear in the accompanying picture) who sail in the club’s Scots each Friday evening during the regular sailing season. It is a close-knit bunch that often gets together for Saturday lunch throughout the year. And, for the past seven years, each year around Mardi Gras the group starts planning ways for the group members to carry out the overall ball theme.

The theme, picked by another group within SYC, is usually very broad, allowing one’s creative juices to flow in about any direction. This year’s theme was “Caesar/Neptune Returns to Rebuild SYC,” or something to that effect. The fairy tale story is that Neptune (he is the “king” of the ball and has the power to become whomever he wants) is angry with the Army Corps of Engineers and decides to return as Julius Caesar to build a new, palatial clubhouse to replace the one lost during Katrina.

Prior to the commencement of dancing, Neptune arrived at the clubhouse on the club’s launch, *Patrol II*, amid much fanfare. The club members, all of whom were masked, marched into the clubhouse to the appreciation of their wives and/or dates (whatever works). The *Mystic Krewe of Flying Scots*, led by krewe member XXX carrying the sub-club’s banner, marched in as a separate group within the general group of maskers. Yet another group of club members then performed a skit carrying out the larger theme, which New Orleanians call a tableau. Then the maids of honor and the ball’s queen were presented to Neptune, after which the general dancing began.

So how does one carry out a theme

within a theme? Well, this year, the MKFS hit upon the idea of “Many Other Returns.” Members costumed up as “Return to the Buffet Line,” “Return of NSF Checks,” “Return to the Starting Line”.... Well, you get the idea.

Flying Scot national board member Larry Taggart this year chose “Return to the Harbor” as his theme. His costume was composed of an old curtain turned “toga,” and he was responsible for making a new banner for the krewe (carnival clubs often call themselves “krewes”). Since Katrina, we had never been able to find the old banner, so we decided to say it was lost in the storm and made up a new one that, hopefully, we can keep better track of.

Fleet Captain Dan Baird chose “Return to Lake Pontchartrain” for his personal theme. He collected a bunch of items one might find in a large lake, such as crabs, shrimp, fish, seagulls, etc. “Getting together and working on our costumes together has kept us a pretty tight bunch outside our usual sailing season.” He added that the toughest part of this year’s costume was finding the laurels for members to wear around their heads.

Unofficial krewe captain Craig Maumus, whose personal theme was “After-Christmas Returns,” was responsible for sending email updates weekly, leading up to the ball. He kept after krewe members to pick their themes and work on their costumes in time for the ball. “It always comes down to the last minute, but then everything seems to come together. In the past, we have had a costume-making party at someone’s house just prior to the ball. However, this year, with playoff parties for the Saints and other distractions, we never got our collective act together. But there is always next year.”

By the way, some may wonder if it was difficult to dance while wearing a toga. Actually, the most difficult thing was dancing while drinking!

Next year will bring another theme and another chance for these carnival Scot sailors to get together and celebrate their unique, maritime Mardi Gras tradition. After all, “Who dat say dem Flying Scots don’t have some fun?! Who dat?” 🍷

STARTING LINE Calendar Of Monthly Events

1st Leg of LI FS Championship Series Wet Pants Yacht Club Sayville, NY July 17, 2010

Contact John Callis,
jsts@optonline.net

MAYRA Regatta Stone Harbor Yacht Club Stone Harbor, NJ July 17, 2010

Contact Linda Nicholson,
LinBNich@hotmail.com

Flying Scot Eastern Women’s and Junior’s Regatta Deep Creek Lake Deep Creek, MD July 17 and 18, 2010

Ladies come one, come all! A Woman’s place is at the helm.

Also, the same weekend will be a Junior’s Flying Scot Regatta for kids 18 and under.

Contact Geri Meehan at
gfmeehan@gmail.com, or 301-387-7890 starting May 15, 2010

Sandy Douglass Memorial Regatta Deep Creek Yacht Club Deep Creek Lake, MD July 24 and 25, 2010

Contact Robin & Will McGill,
rmcgillrn@aol.com

2010 Ephraim Regatta Ephraim Yacht Club Ephraim, WI July 30 - August 1, 2010

Compete in the 105th annual Ephraim Regatta. Info. at www.eyc.org/racing, contact Jay Lott, jaylott01@gmail.com

MAYRA Regatta Avalon Yacht Club Stone Harbor, NJ July 31, 2010

Contact Linda Nicholson,
LinBNich@hotmail.com

Sprague Memorial Trophy Regatta - 2nd Leg of LI FS Championship Series Moriches Yacht Club Center Moriches, NY August 7, 2010

Contact Ralph Coffill,
Rcoffill@msn.com

24th Annual Saratoga Lake Flying Scot Regatta & New York Lakes District Championship Regatta Saratoga Lake Sailing Club August 14 and 15, 2010

Contact Rob Hayes,
purplehayes@nycap.rr.com,
518-429-5002

FBYC Annual One Design Invitational Regatta Fishing Bay Yacht Club Deltaville, VA August 14 and 15, 2010

Contact John Wake,
jwake2@ix.netcom.com

Greater New York Districts 3rd Leg of LI FS Championship Series - Westhampton Yacht Squadron - Remsenburg, NY August 28, 2010

Contact Norm Wentworth,
Normwentworth@yahoo.com

2010 Flying Scot New England District Championship Stone Horse Yacht Club Harwich Port (Cape Cod), MA Nantucket Sound August 14, 2010

Contact Jack McCowan,
jack.mccowan@fmglobal.com, or 508-277-5497

Visit www.FSSA.com for more Starting Line events

Billy Heinz Annual Regatta West River Sailing Club Galesville, MD September 4 and 5, 2010

Contact John Gauvin,
gauvinj@hotmail.com

Dixie Scot Challenge Mussel Shoals Sailing Club Lauderdale, AL September 4 and 5, 2010

Contact Wilson Jenkins,
jjattorneys@aol.com
256-766-4634

2010 Atlantic Coast Championship Lavallette Yacht Club Lavallette, NJ September 11 and 12, 2010

Contact Ron Kiss,
rkkiss@aol.com

Harvest Moon Atwood Lake Yacht Club Dellroy, OH September 11 and 12, 2010

Contact Joseph Cline,
jckczoar@roadrunner.com

MYC 60th Annual Regatta Massapoag Yacht Club Sharon, MA September 11 and 12, 2010

Welcome party will be hosted on September 10th.
Contact Diane Kampf,
dianekampf@charter.net

October 9th & 10th



Notice of Race, Registration, and Racing Instructions can be found on www.fssa.com

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Ronstan Fixed X-10 Tiller Extension...

40" fixed length black anodized aluminum fluted tube w/black 'Hyperlon' grip and rubber ball end. Urethane universal joint offers unlimited movement & unique fixed or snap-on/snap-off mount system. Complete w/bolts.

Ronstan Telescopic X-10 Tiller Extension...

29" to 48" telescopic, same as Fixed X-10 above w/twist-lock adjustment. 'Hyperlon' grip on outer tube & ball end on inner tube, and urethane universal joint. Complete w/bolts.

Spinnaker Pole...

1.5" diameter pole w/heavy duty Forespar end fittings designed to snap on without pulling the continuous wire trip.

Tapered Aluminum Spinnaker Pole...

Light weight RWO tapered pole and end fittings with trip lines and center eye attached.

Flying Scot® Embroidered Shirts & Caps...

100% Cotton Blue Denim Shirt. Long-sleeve w/button down collar & Flying Scot Logo. Sizes: S-XL

Classic Polo Shirt. 60% cotton/40% poly interlock knit w/pocket. Colors: White or Navy w/Flying Scot Sailboat. Sizes: S-XXL

Poplin Cap. The perfect summer cap. Colors: Red, Blue or Gray w/Flying Scot Sailboat. One Size Fits All

Brushed Cotton Cap. Khaki w/Flying Scot Sailboat. One Size Fits All

Cotton/Poly Visor. Blue w/Flying Scot Sailboat. One Size Fits All

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Motor Bracket...

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

Bow Flotation Bag Kit...

Reserve buoyancy to help keep bow of a swamped Scot up and aid in rescue. Kit comes complete w/mounting blocks & hardware. Gelcoat and/or resin not included.

Web Lifting Bridle...

Lightweight polyester webbing is easy on the boat and sails. Rolls up for easy storage in locker. Complete w/stainless steel ring, bolt & shackle.

Jiffy Reefing Kit...

Hardware and line for single 36" reef reduces mainsail area by about 25%, but does not require removal of the bottom batten. (Modification to mainsail for reef grommets not incl.)

Trailex Aluminum Trailer...

Lightweight extruded aluminum designed to keep 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).



Aquameter Sailor II Compass & 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.

Plastimo Contest Tactical Compass & Mount...

3 5/8" 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.



Tacktick Micro Compass & Mount...

Enjoy the competitive advantage of having a digital heading display and essential start timer.



Stainless Steel Mast Sleeve...

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



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.



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.



Mainsail Flotation...

For added security against turtling or burying the mast in the bottom. No modification to the boat or sails is required for installation. Weight is approx. 2 lbs.

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296 - Douglass built in 1961. Good condition, sails, spinnaker, cover, 4 year old trailer. **Call for price.** Located in Dallas, TX, Contact: Charles Campbell, 214-528-9610

530 - Customflex built in 1965. Superb condition. Dark blue hull with red waterline and off white deck. Dry sailed since restoration, 2003/2004. New hull core, refinished hull and C/B and painted by Dennis Dieball. New parts, upgrades, all new lines, North Sails (main, jib, spin 5 yr old), 5 yr old Rook mooring cover. Wide axle trailer for highway travel. Race Ready **\$4700.** Located near Kalamazoo, MI. Contact: Dan Bridgeman, 616-295-8881 cell, dwb123@charter.net

1689 - Customflex built in 1970. Good condition. White deck, blue hull. Includes mast hinge pin, rebuilt trailer, 2 mains, jib, spinnaker and compass. **\$2000.** Located in Chatham, MA. Contact: John Morgan, 201-655-9100, ajmorgans2@aol.com

1772 - Douglass built in 1970. Light Blue/White Hull. Full sails, Spinnaker, motor mount, trailer, good boat. Needs some TLC. **\$1475** or bo. Located in Central NJ. Contact: Bill Craig, 973-701-9282, william_craig@hotmail.com

1897 - Douglass built in 1971. Sound hull. 2 sets of sails. No trailer. On land. **\$2100** or bo before Valentine's Day. Located in Columbia, SC. Contact: Regina Monteith, 803-779-8526, rmonteith@sc.rr.com

2407 - Douglass built in 1973. Yellow hull with light blue deck, dry sailed its entire life. Lots of new parts, upgrades, all new cordage, brand new Schurr Sails, 2 year old Sailor's Tailor cover, extremely lightly used, great condition. Road ready sterling trailer. **\$4500.** Located in Atlanta, GA. Contact: John Federico, 770-619-3013, tenzan@bellsouth.net

2896 - Douglas built in 1976. Excellent condition. White deck light blue hull. Two sets of sails, spinnaker, Sailor's Tailor cockpit cover. Motor mount and anchor.

Sterling trailer. Sailed for twenty years on Lake Champlain. Winter storage in boathouse. Will deliver within 100 mile radius. **\$4500** Located near Essex, NY. Contact: Julius Surkis, 831-458-1542, jsurkis@sbcglobal.net

2953 - Douglass built in 1977. Light blue hull, white deck. Trailer & boat cover, 2 year old North Sails/rolled, plus second older set. Several season 1st places at Piseco Yacht Club. **\$3950** Located in Piseco, NY (or Utica, NY) Contact: Art Withington, 315-796-2685, artwithing@gmail.com

4120 - Douglass built in 1985. Ivory. Good overall condition, 3 years on Gus main and jib. Older North Spinnaker, extra set sails. Jib sheet blocks on seats. Most lines new. Galvanized trailer with good tires. **\$4500** Located at Lake Carlyle, IL about 50 miles east of St. Louis, MO Contact: William Dummitt, 314-604-6371, wduumitt@yahoo.com

4236 - Douglass built in 1988. In excellent condition. Sailed on Squam Lake only. Stored Oct to June indoors on trailer. Green & blue spinnaker and rig; bow floatation; tiller extension; green main cover; 2007 Honda outboard, with mounting brackets. (seldom used) Paddle, anchor, boat hook, etc. White hull, green pin stripe. **\$5500** Located in Gladwyne, PA. Contact: Ray Scott, 610-645-8767, parryscott@comcast.net

4313 - Douglass built in 1987. Complete with Jib, Main, Spinnaker-good shape, spinnaker pole, sail cover-looks new, cockpit cover-looks new, rudder (new 2008) and tiller extension, trailer (needs new wiring for the lights). **Call for price** Located in Osterville, MA. Contact: Cynthia Hall, 508-428-5861, ohs@ostervillmuseum.org

4369 - Douglass built in 1987. Excellent condition. Many old sails in good condition, different made brands. (Main-jib-Spinnaker) galvanized trailer, the boat have many extras. **\$5000.** Located in Easton, PA. Contact: Laszlo Viemann, 610-

252-6656, lviemann@verizon.net

4377 - Douglass built in 1987. Race Ready. Set of 2000 North Sails. White deck and bottom. Blue waterline. Swim ladder, 2.5 HP Nissan Outboard. Tacktick micro compass, Tee Nee trailer. **\$5750.** Located in Anderson, SC. Contact: Robert Butcher, 28-667-8203, butcher@yahoo.com

4425 - Douglass built in 1988. Race ready and fast. New Main & Jib-June 2006. Used only on special events, limited use. Two sets Main and Jib for daily use. Compass, galvanized Tee Nee trailer, tiller extension, cover, spinnaker and pole. Boat is white with black stripe. Sailed in fresh water only & stored inside in winter. Excellent condition. **\$6500.** Located in Cooperstown, NY. Contact: Ron Streek, 607-547-9755, rms202@stny.rr.com

4497 - Douglass built in 1988. Race Ready, white bottom and top with gray stripe. Set of 2007 North Sails; 2 sets of older sails. New 2010 mooring cover. Includes trailer, bottom cover and travel gear. **Call for price.** Located in Dallas, TX. Contact: Tom Watkins, 214-632-1751, twatkins@chartwellpartners.com

4543 - Douglass built in 1989. Custom painted red hull, white deck/bootstripe. 2 sets sails, very lightly used North racing sails - Main, jib, spinnaker. Spinnaker never used. Schurr main/jib, Ronstan tiller extension, TackTick Micro Compass. Lifting bridle. Stored 4 years. TeeNee galvanized trailer, motor mount. Sailors Tailor mooring cover. **\$8200.** Located in Farmington, MI. Contact: Paul Morrison, 248-996-2161, pfmorrison@aol.com

4545 - Douglass built in 1989. Gray bottom, white deck, Norths used in four regattas, upgraded lines, North cover, new mast, safety gear, trailer. Proven record; One National & 2 Mid Winter's titles. Delivery possible. If a new boat isn't your plan, this is your ride. **\$8900.** Located

in Kansas City, MO. Contact: Ted Lischer, 816-803-3920, tedlischer@kc.rr.com

5018 - Flying Scot built in 1995. White hull with blue waterline and pinstripe. Great condition. Factory trailer. Ready to sail. Ready to race this season! Dry sailed. **\$8500.** Located in Knoxville, TN, Contact: Al Reardon, 865-850-0486, westouter@comcast.net

5179 - Flying Scot built in 1998. White w/blue trim. Racing pkg. Mach Main Sail & Jib. New set of Gus Sails. North Spinnaker. Road worthy galvanized trailer, rudder lift system, bow bag. Ready to race this season! Dry sailed. Great boat in racing. Contact: Dave Asaibene, 772-341-4046, rChefDave@mac.com

5244 - Flying Scot built in 1999. White deck, blue hull, Schurr sails, spinnaker w/pole, new full skirted cover, cockpit cover, motor mount, swim ladder, lifting bridle, anchor, tiller extension, rudder bag, tiller bag, storage hammocks, extra misc. Sheet & hardware, 1999 Trailex Aluminum trailer. **\$9500.** Located in Avalon, NJ. Contact: Stuart Friedman, 609-967-7575, sefmgmt@aol.com

5303 - Flying Scot built in 2000. Barely used and kept on a lift and dry store for winter. Blue hull white deck. Includes two older sets of sails and cover. Purchased new in 2000 with a Long Trailer. One owner. Willing to move to Charlotte, NC for a fee. **\$9500** or reasonable offer. Located in Chautauqua, NY. Contact: Gregg Antemann, 704-408-1683, gregg@cws-inc.net

5455 - Flying Scot built in 2002. Excellent, racing package, 2 sets of sails, one used 3 times. White hull, blue water line. Aluminum trailer. Cover. Fast boat, everything you need to win. **\$10,500.** Located in Palmetto, FL. Contact: John Marcin, 941-729-8228, jmarcin@tampabay.rr.com

5538 - Flying Scot built in 2003. Race rigged, complete mooring and trailer covers, rudder bag, Spinnaker

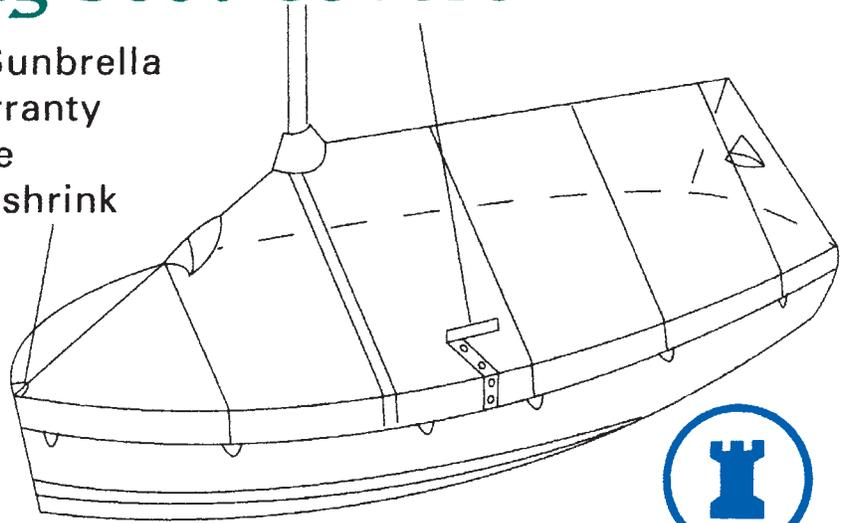
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Do Not Buy ANY Boat Cover Until You Study This Comparison Chart

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Typically lasting 7-10 years	Industry norm is 5 years
PTFE Teflon thread at NO UPCHARGE	Chemically stripped polyester thread lasts 2-3 years
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Double-folded hems stitched through 3 layers	Turned-up hems stitched through 2 layers of cloth
Ample reinforcing over all stress points	Little or no reinforcing over wear spots
Stand-up flaps that snap around stays	Gaping cut-outs or velcro closures that are shot in a year
5/16" elastic shock cord in the hem AND tie downs	You secure somehow
Supplied hardware	A trip to the hardware store



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5616 - Flying Scot built in 2005. Cover, galvanized trailer, 2 suits of sails (Gus originals and new Quantum set, used 1 season). White with blue waterline stripe. Like new condition. **\$12,500.** Located in Texas. Contact: Philip Hughes, 210-385-7094, philiphughesmd@yahoo.com

5668 - Flying Scot built in 2006. Regatta blue with Shurr sails and

remarkable tri-radial spinnaker, cockpit cover, North trailering cover, Trailex aluminum trailer with spare tire and lock. Swim ladder, outboard bracket w/ 2hp Honda, tiller extension, rudder lift system, jiffy reefing and mast flotation panel. **\$13,000.** Located in Sunapee, NH. Contact: Don Weatherson, 603-763-4311, don.weatherson@gmail.com

5729 - Flying Scot built in 2007. Hardly used pristine condition. White hull and deck. Radical racing package, 2 sets of North Sails (one almost new), 2 spinnakers, flotation, swim ladder, lightweight trailer, full boat covers. **\$16,000** Located in Mamaroneck,

NY. Contact: Eliot Clauss, 917-517-0338, erc@rvblaw.com

5744 - Flying Scot built in late Dec 2006. Perfect condition. Customized, one-time only made design (no other Scot like this), White hull with Red/White/Blue striped bottom and orange water line. Customized racing package, very clean and all the controls you need, close at hand. No cleats or bumps on deck, seat or console!. 2 full sets of Ullman Sails, plus an extra jib and spi. Customized Long trailer, with brand new tires. Ullman travel cover + Full tent cover, Plastimo compass, 2 Spinnaker poles (carbon and tapered alumi-

num) and many, many more. Fast Boat: 5th MW 2009 **\$16,500.** Located in Deep Creek, MD. Contact: Hans Noordanus, 540-846-1605, hans.noordanus@lowsc.org

5758 - Flying Scot built in 2007. Standard race package, white hull/deck, dark blue waterline, red trim, mahogany centerboard cap, bottom paint, Schurr sails, spinnaker, boom vang, cunningham, cockpit cover, full cover, swim ladder, motor mount, trailer w/spare, paddles, dry sailed only. Excellent condition. **\$14,000.** Located in Wolcott, CT. Contact: Paul Chartier, 203-879-4141, pchartier@mossberg.com



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