

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 56 NUMBER 2 2012

MICHIGAN-ONTARIO DISTRICT HIGHLIGHTS



Dominant.



N. Americans

2011 1st
2010 1st
2009 1st
2008 1st

Midwinters

2011 1st
2010 1st
2009 1st
2008 1st

Heidi and Kelly Gough powered up at the 2011 NACs. Photo Kate Sharp.



One Design

Order online!

Allan Terhune (410) 280-3617
allan@od.northsails.com

Brian Hayes (203) 877-7627
brian@od.northsails.com

onedesign.com

Flying Scot® Sailing Association

One Windsor Cove, Suite 305, Columbia, S.C. 29223

Email: info@fssa.com

803-252-5646 • 1-800-445-8629

FAX (803) 765-0860

Courtney LC Waldrup, Executive Secretary

PRESIDENT

Diane Kampf*
185 Union Street
Whitinsville, MA 01588
508-234-8047 • dianekampf@charter.net

FIRST VICE-PRESIDENT

Frank Gerry*
37 Briargate Circle
Sugar Grove, IL 60554
630-466-1161 • f.gerry@mchsi.com

SECOND VICE-PRESIDENT

Bill Vogler*
22 Wolfe Creek Court
Glen Carbon, IL 62034
618-288-4734 • wvogler@siu.edu

SECRETARY/TREASURER

John Domagala
6119 9th Avenue Circle NE
Bradenton, FL 34212
941-748-3577 • limerun@gmail.com

COMMODORE

Charles Buffington*
490 Broadmoor Avenue
Pittsburgh, PA 15228
412-388 1666 • buffingtoncw@anes.upmc.edu

IMMEDIATE PAST COMMODORE

Barbara Griffin*
208 Oakcrest Lane
Pittsburgh, PA 15236
412-653-3056 • barbg2259@aol.com

FSSA MEASURER

Robert J. Neff*
PO Box 681747
Charlotte, NC 28216
443-994-1932 • neffenterprise@yahoo.com

EDITOR, SCOTS n' WATER

Kay Summerfield*
1035 Horse Pen Swamp Road
Washington, NC 27889
252-946-0505 • slokay@earthlink.net

AMENDMENT COMMITTEE

Dan Goldberg*
342 Middlegate Dr.
Bethel Park, PA 15102
412-831-1042 • samoyed4@verizon.net

WEBPAGE EDITOR

Eric Wojtaszek*
24 Eaton Street
Wakefield, MA 01880
781-224-3394 • eric@malshoppe.com

PARLIAMENTARIAN

Larry Taggart*
5809 Memphis Street
New Orleans, LA 70124
504-482-7358 • taggline@usa.net

DESIGNER (1904-1992)

Gordon K. Douglass

*Denotes Executive Committee Members



From The President	4
Turtle at Eagle Creek	5
No Excuses	6
2011 Flying Scot Michigan-Ontario District Championship and Mary Doolittle Queen of Scots Invitational Regatta Hosted by FS Fleet 15 at Gull Lake Yacht Club, Gull Lake, Richland, Michigan, on August 20-21	8
Flying Scot Bike Rack	10
The Rookie	12
Make the NACs a Road Trip	13
Fleet 20 Holds the Annual Michigan Hot Scot Regatta	15
College Sailors Honor Detroit Scots Regatta	17
In Every Issue	
New Members	19
Starting Line	19
Caveat Emptor	21
District Governors	Back Cover

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.



Find us on:

facebook®

The FSSA is on Facebook and 419 people have joined so far. Visit Facebook and search "Flying Scot Sailing" and join the group for the latest sailing news.

SCOTS n' WATER - Registered Trademark, Publication No. ISSNS 0194-5637. Published bi-monthly by FSSA at One Windsor Cove, Suite 305, Columbia, South Carolina 29223. Volume M, No. 1. Subscription is \$8 a year included in annual membership dues. Periodical postage paid at Columbia, SC 29201.

Publication Mail Dates: Issue #1, **January 15**; Issue #2 **March 15**; Issue #3, **May 15**; Issue #4, **July 15**; Issue #5, **September 15**; Issue #6, **December 15**.

Postmaster: Please send change of address to Scots 'n Water, FSSA, One Windsor Cove, Suite 305, Columbia, South Carolina 29223.

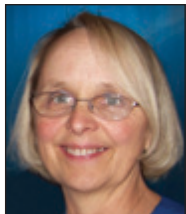
PROOFREADER: Marti Worthen - Fleet 48, LNYC.

STAFF EDITOR/PROOFREADER: Nancy H. Cooper (800) 445-8629.

ADVERTISING: Christina Hicks (800) 445-8629.

Cover photo courtesy of John Larson, Cowan Lake.

Flying Scot® and the FS logo are registered trademarks of Flying Scot®, Inc.



From the President

Diane Kampf, FS 5857



Dear fellow sailors,

By the time you read this, we should be back from another great Midwinter Championship in New Orleans and thinking about sailing at our own club this year. At Massapoag Yacht Club in Sharon, Massachusetts, home of Fleet 76, we have several regattas with social events, sailing lessons co-sponsored by the town and our club, race training, a junior sailing program, some fun races and moonlight sails, and various club social events. I am often asked this, so I want to share the ways we make it all work at our club. Although we are a small club with 70 member families, we keep busy all season long. We are an all-volunteer club and everyone is required to sign up for various race support and social activities; our board of directors and committees all are volunteer as well.

We have lots of racing, starting in late April or early May and continuing through mid-October. We have Sunday racing--with a spring warm-up series for four weeks, then two summer series for six weeks each, and a fall series for five weeks--as well as Wednesday night racing for twelve weeks. For these series, our Flying Scots and other fleets participate. Our small-boat fleets also have racing on Thursdays and Saturdays. We try to

get ten or more Flying Scots on the line for every race. We also hold race training on several Sunday mornings so those with little or no racing experience can get some tips and ideas from those with more experience. And for our younger skippers, we hold junior racing and hope they enjoy it enough to someday race with the adults.

As a totally self-help club, in the spring we put out rock markers on the lake, put the docks in, get the motorboats ready for the season, open up the buildings, and get supplies in place; then in the fall we do just the opposite and button up for the winter ahead. During the season, our members run races, man the rescue boats, organize the social events, keep the grounds clean, organize regattas, update the Web site, and chair the various committees.

We have many committees that help to keep the club going; I'll discuss a few of the core committees. Our race committee has been very active; it has worked very hard to keep racing interesting and competitive, and it's constantly working on educating the PROs and rescue boat crews to ensure the best on-the-water experience for all. Our membership committee has worked to bring in new members who are enthusiastic and

understand what it means to be members of a self-help club. Our engineering and club-sailboat committees ensure that the club boats are ready and available as needed. Our safety committee works to keep everyone educated about on-the-water safety. Our regatta committee works year-round to ensure we are ready for each regatta with crews on the water and on shore. The social committees ensure that our events go smoothly and are enjoyable. Of course we have various committees that keep up with the moorings, docks, grounds, and buildings. And we have publicity and Web committees to keep the communications up to date.

Why does it all work? Because sailors are great people! And we are lucky enough to have a core group of people who are dedicated to making our club a fun place to come to, and a place to come back to, year after year. But our village of people needs to help out to make it all work.

What do you have planned for your club and fleet this year? We hope your club is ready for the season and that you enjoy day sailing and racing in your Scot as often as possible. I know we will.

Happy Sailing! ▲



THE FSSA CLASS FLAG

The FSSA now has available two color schemes for the FSSA Class Flag that can be used for Warning Signals. One flag is red with white lettering, the other is white with blue lettering. These are the same color schemes as numeral pennants #1 and #2 as defined in the Rule Book, "Race Signals". Red/White can be used as start #1 and White/ Blue for start #2, i.e. Championship Division and Challenger Division.

Price is \$25.00 plus \$6.00 S&H. To order please call FSSA at (800) 445-8629

Turtle at Eagle Creek

Mark Truax, FS 4578

My son-in-law, Joel, and I are sitting as far back on the transom of the *Dawn Treader* as we can, to prevent another submarine dive. Sails are flapping wildly in a stiff breeze. Lightning to the north and south illuminate the gathering darkness. A small cast-away cooler drifts lazily away from us as we helplessly endure the slow tow across the widest part of Eagle Creek Reservoir, back to the safety of the sailing club.

Thirty minutes earlier, with Joel at the helm, we were 25 yards from the finish line, screaming along on a beam reach in a 20-knot breeze. Both of us were focused on the finish line and failed to see the approaching maelstrom. A sudden, 30-knot wind knocked us down before we had time to react. We were already heeled, so we lost any rudder authority instantly. In a moment, Joel and I and our mast and sails were in the water.

I was shocked at how quickly the mast disappeared. A moment later, we were treading water, gathering floating debris, and looking at my Flying "Turtle" from a strange, new perspective. Thankfully we had our PFDs on, and the safety boat was at the committee boat only a short distance away. We began to swim the bow into the wind as the safety boat approached. A rope was thrown across the hull and tied to the leeward shroud, and a slow roll to windward brought the mast again skyward. Because the cockpit was full of water and actually slightly submerged, it was easy to climb over the gunwale. I reached into each of the storage bins under the front deck and, unable to find a winch, I blindly searched the bottom of the boat, under three feet of dark water, with my fingers. No luck!

The sails were beating wildly. The cams wouldn't budge and the winches were stuck tight.

By this time we had a tow rope on the bow. Luckily the wind was coming from the direction of the sailing club, so we began a slow tow directly into the wind across the breadth of the Eagle Creek Ocean. There was no bailing, as the cockpit was at or below water line. About halfway across the reservoir, I yelled something to the towing crew, which of course they couldn't hear above the thrashing of the sails and the roar of their outboard. They stopped abruptly to better hear. Predictably, the water in our hull rushed to the front and suddenly the bow was headed towards Davy Jones's locker. It looked like a roll and knockdown were next on our agenda. The safety-boat skipper reacted quickly with a little juice on the throttle, while Joel and I sloshed to the very back of the transom, so this additional insult was averted. The rest of the tow was uneventful but slow.

We were towed to the dock, arriving in the dark. With the bow on the trailer, we were able to pull up the ramp enough to raise the cockpit out of the water and begin bailing. The ¾-inch drain on the 1988 Scot was not meant for this situation. It's amazing how much water the Scot hull holds and how many scoops of a five-gallon bucket are needed before you can even consider winching the boat all the way onto the trailer and pulling it up the ramp.

I learned a few things that evening:

1. Wear the PFD. Both treading water and righting a turtled sailboat are exhausting work. Thankfully it was late August, so the water temperature was

not an issue.

2. Put a winch handle in your pocket or in the pocket of your PFD. I had spares in the storage bins; I found all of them the next day in the bottom of the boat. Unable to lower our sails, we were lucky our tow was directly into the wind. Put all safety equipment where it's secure and easily accessible. This is a definite safety issue with the Scot's winch system.

3. Study the forecast and watch the sky as you sail. The sky looked threatening and we should have abandoned the race. We were competing in a handicap club race with J24s and other fixed-keel boats. The Scot was out of its league in the self-righting category. Our desire to finish the race overwhelmed the voices telling me to head for the dock.

4. Do the safety upgrades. I have since installed the transom port and the bow flotation that are now required by the class. They had been in my workshop for a year; I just hadn't been able to bring myself to drill such a big hole in a perfectly good hull. The bow flotation likely would have prevented the submarine maneuver we experienced. The transom port, when opened, would have drained most of the water as we were towed. A towing bridle would have been useful if the transom port had been installed.

The wind against the bottom of the hull rolled it so quickly there wasn't time for Joel to get to the masthead. I've since purchased the masthead flotation and always wear it when the winds are up or weather threatens. I bought a new mainsail this year and now have reefing capability also.

5. Secure anything you don't want to

Continued On Page 16

No Excuses

Bill Pfund, FS 5193

Competing at a high level in any sport requires significant personal preparation and practice—and use of the best and most reliable equipment available. For sailors, this means spending countless hours on the water with your crew in all kinds of conditions to establish superior boat speed and robot-like coordination. It means complete understanding of the sailing rules and tactics. It means using new or nearly new sails. And it means having a boat rigged with reliable blocks and lines that are unlikely to fail in the middle of a race. Failure to address any of these issues will, at some point, mean the difference between winning and finishing a close second (or worse).

I had high hopes heading into the 2011 sailing season, because I believed that I had done as much as I could to address most of the requirements listed above for sailing at the highest level. To begin with, I had developed very smooth teamwork with my son, John, and my daughter, Olivia, who had been crewing for me since we bought *Flying Fish* eight seasons earlier. I had done my usual pre-season homework, including re-reading *The Racing Rules of Sailing*, *Sailboat Racing with Greg Fisher*, and numerous columns on tactics in sailing magazines. I had also purchased a new set of sails to replace the eight-year-old sails that had served us well but were showing obvious signs of fatigue. That left only one small detail to attend to: the boat itself and all of its rigging. With everything else falling into place, I was determined to make sure that we had zero equipment issues in 2011. So I adopted the motto “No Excuses” and went over *Flying Fish* with



a fine-toothed comb. What follows is a description of what I did and what will now be my normal pre-season routine.

I began by examining the mast and everything attached to it. I checked the forestay and shrouds looking for kinked or broken strands of wire, loose or cracked tangs, and any corrosion seeping from the swage fittings. I unwound the main and jib halyards and checked them for kinked or broken strands of wire or problems with the swages or shackles. I hoisted the main halyard to the full “up” position and marked it with bright red nail polish near the winch box, so I could tell when the main was fully hoisted just by looking for the mark. While examining the main halyard, I discovered that the sheave at the masthead had become brittle over the years and the sides of the sheave had chipped away, presenting the possibility that the halyard could slip off the sheave and jam. So I replaced the sheave with a new one purchased from Flying Scot,

Inc. All of the moving parts on the mast—including the sheaves for the main, jib and spinnaker halyard blocks, the topping lift block, cunningham blocks, and the winch drums—received shots of dry lubricant (McLube Sailkote), and I verified that all were running smoothly. Finally, I examined the spinnaker halyard and topping lift lines. I had flipped the spinnaker halyard end-for-end a couple of seasons earlier to extend its life, but it was showing significant signs of abrasion where it was repeatedly cleated, so I replaced it with kink-resistant Paraloc Stingray line.

Next, I shifted attention to the boom, where I knew there were a few issues that needed to be corrected. For example, over the previous couple of seasons, the outhaul had begun slipping when pulled tight, so I replaced the outhaul clam cleat and increased the size of the outhaul tail running through the cleat. These changes made the line more comfortable to pull tight while also increasing its

cleating efficiency. I also replaced the original (1998) mainsheet, which had become somewhat stiff and rough (especially where it was repeatedly cleated when sailing upwind), with a tapered sheet made from 3/8" Yale Maxibraid Plus. Like the spinnaker halyard, I had flipped the old sheet end-for-end previously, but it no longer ran through the blocks as smoothly as it once did. I then checked the boom vang tang for any stress cracks or looseness and lubricated the mainsheet and outhaul blocks with dry lubricant, making sure that they were running smoothly.

Once the standing rigging was in top condition, I focused on the boat itself and **everything** attached to it. I washed the hull and deck inside and out, which forced me to physically touch every part of the boat. The hull received a coat of UV-protective wax from the waterline up. As with the spars, I verified that all fittings were still securely attached and that all lines were in good shape, ran freely through blocks, and held firmly in all cleats. I made sure to examine areas that usually go unnoticed, such as under-seat spinnaker sheet turning blocks (I had one of those pull out on a very windy reach a few years ago), the under-deck topping lift gear, and the forestay and jib tack extenders. While examining under the deck, I discovered a crack in the fiberglass covering the block under the stem fitting just behind the holes in the deck where the jib tack and forestay extenders pass through. I didn't have enough time before the racing season started to do anything about this, so I stuck my head in the sand and "forgot" about it with fingers crossed (more on this later). All blocks received a shot or two of dry lubricant and I made sure that there were no "catches" anywhere that could catch and tear the spinnaker, such as burrs on the rub rail or screw heads. Lastly, I flipped the jib sheets end-for-end to present fresh line in the area where they are cleated repeatedly.

The final details involved ancillary equipment such as the spinnaker pole and rudder. The end fittings of the spinnaker pole were lubricated, and I checked the rudder blade for dents



and dings which were then wet-sanded smooth. While examining the rudder, I discovered that the shock cord for the rudder blade lift system had lost elasticity in some areas, so it was replaced.

I completed all of the above in just a couple of days with the boat in our garage. Once the boat was at the yacht club, I lifted it off the trailer and rolled it on its side so the bottom could be washed and wet-sanded as needed. While on its side, the centerboard was rotated out of the trunk to the down position so it could be inspected, cleaned, and wet-sanded where needed.

You may be wondering whether all this work was worth it. Did we have a failure-free season? Well...almost. We made it all the way through the season to the final regatta before a significant failure occurred on the water. It happened while luffing the main just seconds prior to a start when, somehow, a few strands of the tapered (stripped) section of the new mainsheet snagged on the thumb tab of the shackle that attaches the mainsheet extension cable to the bale on the rudder head. The inner braid of the sheet, which is exposed where the cover is stripped, is a relatively loose braid, which helps the sheet run very smoothly through blocks. The looseness of the braid, however, allowed several strands to catch the shackle. With the sheet caught, I was unable to sheet the main in or ease it at all. I tried to yank the sheet free, thinking that I would just

break the few strands that were caught, but in reality I think I just jammed them in even tighter. Ultimately, my crew at that regatta (Jack Coleman) had to go aft with a rigging knife to cut it free. In the picture that accompanies this article, note the excellent form that Jack demonstrated while kneeling on the aft deck. Note also that I'm not exactly focused on boat speed at that particular moment in the race. We were able to make a nice comeback in that race to finish second, but given that we were the last boat to leave the starting area, there is no doubt in my mind that the failure may well have cost us the race. That shackle will get a wrap of rigging tape from now on.

And what about the cracked fiberglass I noted under the foredeck during the pre-season inspection? By the end of the season I noticed that I was having a little difficulty maintaining the correct rig tension and rake for our tight rig, using the same shroud and forestay settings that had been so reliable for the past eight seasons. A closer look at the block under the stem fitting revealed that it was now showing signs of rot, had softened, and was no longer deflecting the forestay extender to the extent that it once had, therefore resulting in slightly less rig tension. We had a pretty successful season in 2011, so I don't think this issue slowed us down much. But you can be sure that I'll make an appropriate repair prior to the start of the 2012 season. No Excuses! ▲

2011 Flying Scot Michigan-Ontario District Championship and Mary Doolittle Queen of Scots Invitational Regatta Hosted by FS Fleet 15 at Gull Lake Yacht Club, Gull Lake, Richland, Michigan, on August 20-21

Tom Lechota

How's that for a title?! Fifteen Flying Scot skippers and crews gathered at beautiful Gull Lake on a beautiful August weekend to do some serious socializing and...oh, yeah...some racing—serious racing to decide who would be the Michigan-Ontario District Champion for 2011. The regatta chair (me) had decided to divide the regatta into the District and Queen championships—Districts for the serious, the Queen for the not so serious; besides, the more winners, the merrier! Ten Scots elected the Districts and five sailed for the Queen.

Registration was complete and Scots were rigged and on the water when PRO Alec Borden said, "Let's hold on for a bit." And, lo and behold, the rains came and wind left! In another profound statement, he said, "Ya might want to get them off the water, or tie 'em down." And the thunderstorms arrived! But all had heeded his advice and were dry under the Doolittle pavilion, doing what Scot sailors do well on land...socialize. Just when we began to wonder if we should try to go out, another bolt of lightning and clap of thunder ended that conversation! So back to socializing.

We learned we had three out-of-District Scots in attendance, so what brought them here to beautiful Gull Lake? Well, as it turned out, it was a homecoming of sorts. Melanie and Bill Dunham of Cedar Point YC, Connecticut, were visiting Melanie's father, Forest Rogers (Crescent Sail YC), and happened to bring along their Scot. Forest was a member of the home fleet back in the day (and had his name engraved on a few trophies), and Melanie had been a junior sailing student

of the one and only Max Doolittle. (Only later did I read in *Scots n' Water*, volume 55 issue 5, that Melanie is Greater NY District Governor and 2011 Flying Scot National Women's Champion. Max trained her well!) So we had a daughter/father competition ensuing. And a student meeting up with her instructor.

Frank and Marianne Gerry from Delavan Lake YC in Wisconsin had arrived at the invitation of Bill Pfund of the home fleet. Or I should say Marianne and Frank, 2011 FS Wife-Husband Champions, had arrived. (I found that in *S n' W* volume 55 issue 6. Amazing what you can read in that publication!) The fact that I read these things later tells how my socializing works.

Scott Cesar from Carolina Sailing Club in Raleigh, North Carolina, happened to see in the "Starting Line" in *S n' W* that the Mary Doolittle Queen of Scots Regatta would take place about the same time he would be vacationing in the area. Scott had attended Western Michigan University in Kalamazoo and was also on the WMU sailing team based at Gull Lake Yacht Club during his college days. So he had a few years' experience sailing Gull Lake in collegiate competition. "Sounds like fun!" so he gave me a call early on to get details. He teamed up with Ed Johnson and bought a Scot three days before the regatta and was setting the boat up for the first time during registration. In one of the more unusual regatta requests, Scott asked if anyone had a spare...mainsail! Ahhh, well...being the good host club, we provided the spare main from the club Scot...which was in much better shape than the main he had. (I guess it never hurts to ask...for anything!)



A very pleasant entry for the Queen was from the GLYC junior sailing program. Oliver Baynes (10 years old), skipper, Jackson Mendez (10 years old), crew, and Adam Kujacznski, instructor, entered using the club Scot. Adam had talked with me and said he had a couple of students ready for the "big time" regatta. So why not? What a range of ages entered in this regatta—from pre-teens Oliver and Jackson, to Max Doolittle and John Kittredge in their 80s. I think Sandy Douglass is smiling!

The out-of-District contestants were advised that they couldn't be scored for the District Championship. They all commented, "We are just looking for the competition. We're sailing with the District guys!" The juniors, since they are not registered as FSSA members, were happy with the Queen competition.

Meanwhile, the rains continued. Rather than hold everyone captive at the lake, in the rain, it was decided to postpone until 2 PM and take another look then. Lunch was broken out...as well as jackets and

laps! When 2 PM arrived, it looked like we might get some sailing in. Although still raining, radar showed it breaking up. PRO Alec pronounced, "Let there be racing," and we were off. Rains dried up, winds picked up nicely, RC laid out a nice course, and we were racing.

As I was sailing in the Queen, it's hard for me to report on the District races. Conditions were good, sailing looked tight, RC had a nice course... life was good. By tight, I mean close-quarters sailing. Usually we get spread all over the lake. But in these races the boats remained within striking distance of each other; it wasn't "pack" sailing. From the Queen fleet, it was some of the closest sailing I had ever been involved in. Strategy and tactics were in play. In the Queen we had three boats side by side on a spinnaker run, only separating near the mark. I still don't know how we (Judy and I) got around the mark without touching the mark or bumping the outside Scot. All I remember is staring at their rub rail...and the big orange ball...and not touching either. I couldn't get a finger between the rub rails or between the boat and the mark! But we had room...just enough room! Kudos to the other skipper, whoever that was. What fun, huh? Let's do this again! And we did get a second race in on Saturday. Going into the clubhouse at the end of two...Bill/Olivia Pfund led in the Districts fleet, while the Dunhams and Gerrys followed by one point each. The Queen had John Kittredge/

Linda Buddemeier (GLYC) leading Rick Jarzembowski/Steve Zawacki (Portage YC) by one point, with Oliver Baynes/Jackson Mendez (juniors, GLYC) in third. (That's a tough one to swallow—the juniors ahead of Judy Maier and me by one point!) And Max Doolittle/Lindsey English/Megan Vanderboon rounded out the Queen fleet. Sailors got in before the refreshments got out! By the time that was corrected, the crowd had dwindled; they seemed to be talked out. Imagine that!

Sunday started a little light on wind, but this wasn't a problem as the day wore on. Two races to go—let's do this! No starts after noon, so we gotta get this show on the road! Wind continued to build...and switch around. RC did their thing in getting the course squared up. Another close race...one more to go...we are gonna get this in! Wind and temps are perfect...and it's over! Final course leaves a short sail back to the launch area. Boats out and secured, RC boat at the dock, and results being finalized. Let's get to that buffet lunch. While lunch is finishing up, the results are reviewed by committee and are official.

Overall highlights, the Pfund family has finished first, Gerrys one point behind, Dunhams beat Forest Rogers by one point!

Officially for the Michigan-Ontario District:

1. Pfund family, Gull Lake YC
2. Forest Rogers/Mike Ehnis, Crescent Sail Yacht Club

3. Paul Lee/Gabrielle Boelstler, Detroit Yacht Club

4. Gov Jim Davis/Marie Davis, Portage YC

5. Steve Last/Phil Hertzler, Crystal Sail Club

6. Brian Hawkins/Suzy Hawkins, Portage YC

7. Steve Rajkovich/Joseph Keopchick, Crystal Sail Club

For the Queen of Scots:

1. John Kittredge/Linda Buddemeier, Gull Lake YC

2. Rick Jarzembowski/Steve Zawacki, Portage YC (first off-lake regatta!)

3. Oliver Baynes/Jackson Mendez/Adam Kujacznski, Gull Lake YC (juniors and instructor)

4. Tom Lechota/Judy Maier, Gull Lake YC

5. Max Doolittle/Lindsey English/Megan Vanderboon (Sat.); Max/Madison McKay/Jan Harrison (Sun.), Gull Lake YC

Some post-race announcements, as the wind continued to build (now lunch plates were blowing off the tables!):

Michigan-Ontario District Governor Jim Davis passed the Governor's baton to Bill Pfund. Jim received a standing ovation for all his work for the last four years. Well done! I'm pretty sure that having a reigning District Champion and sitting Governor is a first for Gull Lake YC Fleet 15. I know it's been 30 years since GLYC had a District Champ.

The "Mary Doolittle, Queen of Scots, Invitational Regatta" will be renamed "Mary Doolittle, Queen of Scots, Memorial Regatta" and will be held in

Continued On Page 11



Flying Scot Bike Rack

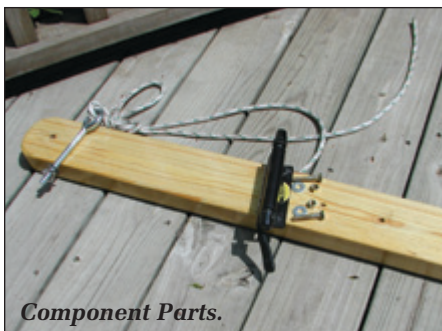
Jim Davis, FS 784

Scot sailors are a pretty diverse lot, and many share their passion for the boat with a love of bicycling. Bringing that bike along with you for a regatta or vacation can be a bit inconvenient. Anyone who has ever moved a household knows how awkward it can be to handle a bicycle in transit. Towing a Scot precludes using a hitch-mounted rack, and putting the bikes on a roof rack makes the aerodynamics worse than they already are.

A few years ago, we were headed to Deep Creek from Michigan for a week of vacation, sailing school for the kids, and another shot at the Monkey Award in the Sandy Douglass Regatta. We needed to take four bicycles of various sizes, and I couldn't use my venerable Yakima roof rack on the vehicle I had.

We have an older boat (FS 784, built 1965) and were still using the classic tie-down bar from back in the day. The tie-down bar is a piece of 2x4 with chains coming out of the ends that attach to the trailer. The tie-down bar only exerts pressure downward on the hull and deck. I decided to build a second bar for the bikes and mount it across the forward cockpit.

The design is very simple: a 2x4, four "truck bed" fork clamps (e.g., Yakima BlockHead), nuts, bolts & washers, two 3/8 eyebolts, and some old jib sheets.



Component Parts.

Layout is simple. Put the crossbar on the boat where you will rig it. (I set it up at the forward end of the jib tracks, since this also lined up with the trailer frame.) Place the fork clamps on the crossbar where you want them. I tried to center the outboard mounts over the seats and the inboard mounts over the cockpit between the seat and centerboard trunk. If you need more space between bikes to accommodate wider handlebars (mountain vs. road bike), you can adjust the spacing, as needed. The bike can pivot a bit once the fork is clamped down. My layout is 89" for the crossbar. The eyebolts are inset 2" from the ends. The port side mounts are centered 18½" and 37" from the port bar end. The starboard side mounts are centered 21" and 36" from the starboard bar end.

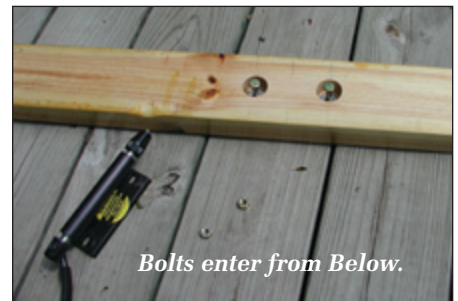
Drill the eyebolt holes completely through the bar. For the fork mounts, I used a 1" Forstner drill bit to countersink for the bolts. The Forstner bit leaves a flat bottom for the washer to rest against. Drill the countersink from the bottom of the crossbar to a depth of 1". Then drill the hole the rest of the way through with the smaller drill bit for the bolt shaft. I used ¼" bolts (1½ inches long) to secure the mounts. I got cadmium-plated fasteners to avoid rust (none after eight years). The bolt heads are not exposed, but you can easily put a socket wrench on them.



Bottom Holes Recessed for Bolts.

Now fit the mounts. The bolts enter the crossbar from below. Put a washer under

the bolt head to distribute the load. I put a lock washer under each nut.



Bolts enter from Below.

Secure the mounts and insert the eyebolts at the crossbar ends. Put the crossbar on the boat and confirm that everything is in a workable configuration. Use a trucker's hitch on the eyebolt-to-trailer line. This hitch is easy to tie and keeps things snug. On the seven-hour drive from Michigan to Deep Creek, it did not need to be re-tightened. Use line rather than chain, since the flare of the hull may come in contact with the tie-down line.



Bike Rack Secured to Boat and Trailer.

If everything is satisfactory for your mix of bike and boat, remove the hardware and give the crossbar a couple coats of spar varnish (e.g., Interlux Schooner Varnish). Re-install the hardware and add a couple of carpet pads where the bar touches the cockpit coaming.

Continued On Next Page

Complete and Assembled Bike Rack.

On our four-bike setup, the two inboard bikes rest their rear wheels in the cockpit. The outboard bikes are on the seat. You should cover or wrap any part of the bike

(e.g., chain, derailer, pedal) that might come in contact with the boat. (Don't ask me how I know this.) Tie down the wheels or frame to prevent the bikes from shifting. You're ready to go!

Another variation on the bike rack is to carry a second boat. This requires the use of both the bike crossbar and the rear tie-down bar. I removed the two port-side bike mounts, put the cradle for the second boat on top of the two bars, and lag-bolted it to them. This shows a 17' International Canoe on top of a Scot. A Sunfish or Laser would fit easily, as well. There was still room for two bikes on the starboard side.

The crossbar bike rack and double rig have eight seasons of use and thousands of



miles of towing. The bike rack design has been flexible enough to handle everything from a kid's BMX to a road bike to a tandem. Taking a few bikes along on vacation adds a nice dimension to the sailing. ▲

2011 Flying Scot Michigan-Ontario District Championship – Continued From Page 9

memory of all those sailors who have gone before their time. For 2012, the regatta will be held at Gull Lake YC in Richland, Michigan, on August 11-12. All Flying Scot sailors are invited and encouraged to come prepared to share the name and memories of a late sailor

whom they held dear. We will sail the races in their memory.

Thanks to all who attended in 2011 and special thanks to the race committee (PRO Alec Borden, Melinda Titus, Dave Johnson, Commodore Jeff Maier, and Steve Parker) and the on-the-water photogra-

phers (Melinda Titus, Dave Johnson, Greg Kupstas, Bill English, and Leslie Baynes).

Max closed with a few of his famous "jokes" and a heartfelt thanks to everyone for remembering his crew of 52 years, Mary Doolittle.

Until 11-12 August 2012.... ▲

Don't Get Even in 2012. GET MAD

2011 Atlantic Coast Championship, Déja Vu Again (Leesburg, Virginia, 37 boats) – MAD 1, 2, 3 !!!

More 2011 MAD Results:

North American Challengers Div – 1st
 North American Championship Div – 4th
 North American Womens Div – 1st
 North American Junior Div – 1st
 Midwinter Champ Div – 2nd
 Great 48 - Lake Norman - 1st
 Capital District - 1st
 Midwest Districts – 1st, 2nd, 3rd, 4th, 5th
 New England Districts – 1st
 Ohio Districts – 2nd, 3rd
 Buckeye Regatta – 1st, 2nd, 3rd, 4th, 5th
 Ephraim Regatta – 1st, 2nd, 3rd, 4th, 5th
 Deep Creek Sandy Douglas – 2nd
 Egyptian Cup - Whale – 1st, 2nd, 3rd, 4th, 5th
 Fishing Bay Annual – 1st



MAD SAILS

MADSAILS.COM | RYAN@MADSAILS.COM | 608-225-4287

2528 TODD DRIVE, MADISON, WI 53713

The Rookie

Steve Rajkovich, FS 1764



“Humbling” is what comes to mind when I think of finally getting behind the tiller in my first year of racing a Flying Scot. Seeing the world from just a foot or two astern of the crew position was more of a challenge than I’d envisioned. That, plus a used boat I purchased late in 2010, made for an exciting 2011 sailing year. For about twelve years I had crewed with Steve Last on FS 4979. We grew as a team, going to both district and national regattas along the way. We kept finding small ways to improve, even

punching through a few learning plateaus to get more out of the boat and ourselves. So I thought I’d learned all the nuances of racing and of both positions. However, when it comes to the tiller position, you quickly find that doing is different from knowing.

The beginning of my skippering career is best described as “an inauspicious start.” When I purchased FS 1764 late in 2010, I really didn’t know what kind of boat I had—overall a very solid, good boat, but I didn’t know what performance adjustments she needed (more on that

later). I rushed to get her put together for the first fleet race at Crystal Sailing Club, especially struggling with the mast rake measurements. After getting her in the water, my crew accidentally cast off before I was ready. I drifted to the lee and hit our nearby boat lifts. I thought, “That’ll leave a mark, if I am lucky.” To add insult to injury, I didn’t make the first race.

Once on the racecourse, I found my sailing skills and tactics were...well...they were awful. I was always a day late

Continued On Page 16

Make the NACs a Road Trip

Fun on the water, fun on shore, fun in the city

Betty Struckhoff

We hope every Flying Scot sailor knows by now that this year's North American Championships offers competitors one of the best small-boat facilities in the country and stellar race management, plus great food, drink, and camaraderie. Lake Carlyle has a broad, open expanse of water for racing, and Carlyle Sailing Association boasts a protected harbor, 300 feet of floating docks, three electric crane hoists, and lots of boat and car parking in a quiet country setting. Our race committee is professional and our evening activities promise fun times, including a pig roast on Thursday night.

Knowing that many sailors will be traveling a distance to our regatta, we hope you will consider extending your stay and plan some family time as well. The southern Illinois area offers activities for every interest, and St. Louis is an easy one-hour drive away.

If outdoor activities are your thing, Carlyle Sailing Association is in one of the best state parks in Illinois, Eldon Hazlet State Park. Besides camping adjoining the club and lakefront cabins for rent, the park offers miles of hiking trails through prairies and woodlands and along the water. The park also has a public swimming pool. A sandy beach for sun lovers is just a 10-minute drive from the harbor. For the adventurer, there are designated bicycle trails in the lake area and the city of Carlyle. While some of these follow auto routes, traffic is light, especially during the week. Golf is also just 10 minutes from the harbor, with a championship 18-hole course and a lighted 9-hole course.

Antique hunters will enjoy browsing local options in nearby Greenville and Centralia. In Lebanon, about 30 minutes away, they can also enjoy an art fair the first weekend of the regatta. After a busy morning, shoppers can relax in a pic-

turesque setting at one of several nearby wineries.

History lovers will find Cahokia Mounds worth hours of exploration. A Native American city in the Mississippi River flood plain, in 1250 it had a population comparable to that of London during the same period. There is a wonderful interpretive museum and plenty of old mounds to view or climb at the site.

When my husband, Jim Harris, and I entertain guests from out-of-town, going to the top of the Arch usually is high on their lists of things to see and do. But St. Louis has much, much more. It boasts one of the best zoos in the country (and admission to the zoo is free). Enjoy outdoor musical theater? The Mundy in Forest Park has been entertaining generations of St. Louisans since 1917. Options the weekends before and after the NACs are Thoroughly Modern Millie and Chicago.

Continued On Page 17



FLYING SCOT®

FREE Ways to Order... Phone: 800-864-7208
Fax: 888-442-4943 • E-mail: info@flyingscot.com

Online Store: www.flyingscot.com

FREE UPS Ground Shipping... on orders over \$100 net and under 20 lbs. and under 84" in length & girth combined.

Competitive Low Prices... on many items from Harken, Ronstan and others. Support your builder – order from the people who know your Scot best, and feel good about the price.

New Flying Scots Built to Order... Our factory team has attended every NAC since 1973 and every Midwinters since 1979. We know how to rig a Scot for everyone – daysailer to national champ. Order a new Scot rigged just the way you like it.

Bring New Life to Your Old Flying Scot... with new Paint, Gelcoat & Hardware installed by the factory, or for the ultimate in refurbishment – trade it for a new one!

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.

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. The fittings that bolt to the transom & stand-off part are stainless steel w/hardwood board for engine clamps. Complete w/fasteners, template & instructions.

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.)

Flying Scot® Embroidered Shirts & Caps...

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

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

Flying Scot and the FS logo are registered trademarks of Flying Scot, Inc.

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).



Ritchie Dome type Compass & Mount...

Features course minder movable bezel with heading 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.



Flying Scot® Inc.

Visa, MasterCard or American Express accepted.

157 Cemetery Street • Deer Park, MD 21550
Phone 301-334-4848 or Toll Free 800-864-7208
FAX 301-334-8324 or Toll Free 888-442-4943

Monday-Friday, 8am-4pm and Saturday, 9am-11am

Visit our Web Site for a Complete Parts List!
www.flyingscot.com

Fleet 20 Holds the Annual Michigan Hot Scot Regatta

Jack White, FS 3854

We sailors are a lucky bunch--we mark our seasons by the preparation, the anticipation, and the enjoyment of our sport.

Every year for as long as anyone can remember, the various fleets at Portage Yacht Club have worked together to put on the annual regattas. Preparation really begins in January when a bunch of really cold race committee members stare out at the ice and ice shanties, set the racing season calendar, and start to look over the NORs and sailing instructions. Regattas are either a fond memory from the early, warm days of September past or an anticipation of the September to come. For those of us who are not gifted planners, there is a vague feeling of dread mixed with that anticipation, as we realize that we have to round up a race committee, judges, food, trophies, and lots of logistics for the regattas.

As the winter turned to spring and summer, the dread turned to panic, but the members of our sister fleets stepped up--as they do every year--to help us put on a great regatta. Clark Chapin, a long-time stalwart of the Interlake fleet, served

as principal race officer and led the "on water" team. Tom Ehman, our senior past commodore, served as chief judge. Members of the Interlake and Scow fleets helped with race management, judging, and logistics support and served as "able bodies" for competitors that needed fill-in crew. My loving spouse, Nancy, took up the task of insuring food and drink at the end of each day's racing.

Portage Lake, the venue for the regatta, has a reputation for shifty breezes and a lot of challenging wind patterns, and this year was no exception. The weekend of the race provided great wind and warm temperatures.

Our competitors this year came from Crystal Sailing Club, Crescent Sail Yacht Club, and Gull Lake Yacht Club, as well as a good turnout of Fleet 20 sailors. In all, nine boats competed.

Three races were completed on Saturday, featuring a challenging wind out of the east going to southeast, which creates some interesting possibilities for the sailors willing to "go wide" to take advantage of the wind channeling up the Huron River Valley. At the

end of three races, things were looking pretty good for Bill Pfund, sailing with Jack Coleman; Michael Ehnis, sailing with Forest Rogers; and Brian and Suzy Hawkins. Beer, wine, hors d'oeuvres, and great conversation followed.

Day Two featured stronger winds and tighter racing as the fleet dug into the last two races of the event. The second day of racing provided some really exciting runs as the velocity approached 20+ mph. The race committee did a great job of keeping the course "square" in the shifting wind conditions.

After the last race, pizza and refreshments were served as competitors put away their boats for possibly the last time in 2011. All awaited the results from Brian Hawkins, our official scorer for the event. Team Pfund, in *Flying Fish*, took first-place honors, followed by Michael Ehnis and Forest Rogers, then Brian and Suzy Hawkins; due mostly to good spinnaker work on the part of my crew, Bruce Bongiorno, Team White managed to snatch a fourth. Another Hot Scot done...but many more to look forward to. ▲

Place	Sail	Skipper	Crew	1	2	3	4	5	Total
1	5193	Bill Pfund	Jack Coleman	0.75	2	2	0.75	0.75	6.25
2	4336	Michael Ehnis	Forest Rogers	2	0.75	7	3	2	14.75
3	3288	Brian Hawkins	Suzy Hawkins	3	4	0.75	2	7/DNF	16.75
4	3854	Jack White	Bruce Bongiorno	5	3	4	5	5	22
5	3228	Fritz Wagner	Kerry Pebbles	4	5	6	4	4	23
6	784	Jim Davis	Marie Davis	7	7	5	6	3	28
7	1764	Steve Rajkovich	Bill O'Donnel	8	8	3	8	6	33
8	5855	Matt Bounds	Laurie Bounds	6	6	8	7	10/DNC	37
9	1757	Rick Jarzembowski	Steve Zawacki	9	9	9	9	10/DNC	46

lose—for example, my spinnaker pole and boom crutch, which did not float. I now have clips on the centerboard trunk which secure both when not in use.

Because our cockpit was submerged, bailing would have been futile. I don't know if the bow flotation would

have helped us enough to self-rescue. Certainly, in the weather we had (which usually accompanies a turtle), righting the Scot without assistance from a powerboat would have been nearly impossible. At the least, if you're going to sail in high winds without a safety boat nearby,

use the masthead flotation.

On a positive note, surviving an event like this can be a real bonding experience with your crew.

If there's a next time, I know I'll be much better prepared. (I thought it would never happen either.) ▲

to the line and quickly became an observer of everyone's stern. I couldn't find the groove upwind, varying between pinching and slipping. Downwind legs were perhaps my worst, sailing by the lee and with a few accidental jibes. To make matters worse, I was still getting familiar with the boat. It was not race rigged, so getting my head outside of the boat was an impossibility. Consequently, let's just say I am glad I still have a spinnaker.

Even those tribulations during our club races did not deter me from entering the Michigan-Ontario Districts at the Gull Lake Yacht Club in Kalamazoo. There had been some good moments, too, and I believed the regatta would be a good learning experience. There were some fantastic racers there: Bill Pfund, Frank Gerry, Melanie Dunham, Forest Rogers, Paul Lee, Jim Davis, Steve Last, Brian Hawkins, and Scott Cesar. My spirits were riding high for the event as I prepared the boat setup to regulation. A fellow club member, Joe Keopchick, had volunteered as crew. He is an experienced sailor who also brought along his tactical compass. Feeling confident that we might do some respectable sailing, I was ready for a fresh start. Yet I finished tied for last. The first race began with such high hopes, rounding the first mark in third. I thought, "Hey...I'm figuring this out." However, for the duration of the regatta, my racing was plagued with the same issues. With all that, skippering was exciting and rewarding. This was fun and it was only going to get better.

I discovered at Districts that my mast was bent. Ouch! How and why, I didn't know. She was never turtled while owned at our club. As for other speed issues, I hated my rudder blade system because



she always kicked up. The centerboard and gasket were suspect, too. A new boat owner quickly learns that you're behind even before you get on the water if you don't pay attention to the mechanical setup of your boat. Becoming race ready not only puts you in the race but in position to race.

After running our club's annual Crystal Ball Regatta as its PRO, I was determined to get back into the boat and finish the sailing season strong. I decided to enter the Hot Scot Regatta at the Portage Yacht Club in Pinckney. Conveniently, the yacht club had a good boatyard with a well-supplied Flying Scot parts shop managed by Rick Lyons. Rick performed a six-hour workup

of my boat the day before the regatta began. We fixed the rudder, straightened the mast, replaced the centerboard gasket, and repaired a considerable gouge in the board itself. I was short of crew, so Brian Hawkins was able to recruit Bill O'Donnel, one of the best Interlake sailors at the club, to sail with me. I felt faster already.

As the regatta started, the boat was handling better and moved faster with the improvements. She seemed to sail very well. However, I fell into some of the same issues, especially with my starts. I finished second-to-last in the first two races on the first day. So now it was all me. On the second and final day, Bill coached me on some feel and nuances that I just hadn't picked up as crew. Again, knowing is different from doing. I started driving the boat better upwind and watching angles on the downwind legs. I finished in third place in the first race after a competitive tacking duel with Jack White. I couldn't hide my smile as we took a break. As a team, we figured it out and were rewarded for the effort. However, my excitement was short-lived as the wind picked up for the next two races, forcing some racers to drop out. I quickly reached a new plateau when sailing in higher winds by not concentrating on mainsail trim. Still, I learned a lot from Bill that day, finishing in seventh place overall.

For all those new or recent racers out there: stay with it. This was a great sailing year for me—full of new experiences and friends. What I enjoy most is the camaraderie of Scot sailors, the post-race discussions, the laughter over your favorite drink, and the tactics you learn as well as share. You soon realize the "what if's," all the while thinking "next time." ▲

College Sailors Honor Detroit Scots Regatta

Kelli Murphy and Jeff Desandre

The Midwest Collegiate Sailing Association (MCSA) regatta hosted by Detroit Yacht Club in 2011 has been voted “Best Regatta” of the year by the student sailors. The regatta, held each year for the last 34 seasons on the Detroit River, uses the NYC’s fleet of Flying Scots, along with club-owned boats from nearby Edison Boat Club and Detroit Boat Club. The regatta is somewhat unique among collegiate sailing events in the Great Lakes region, where small-dinghy sailing dominates the competition. The regatta at NYC using sloop-rigged boats and three-person crews is always a fun challenge for the students.

Sailing clubs from schools such as Michigan State, University of Michigan, Purdue University, Ohio State University, Marquette University, and University of Wisconsin, among many others, have participated in recent years. The students are hosted at the NYC for the two-day, mid-September event that includes a picnic and the opportunity to enjoy the weekend at the historic club on Belle Isle. The 2011 regatta treated students to a steady 12-knot breeze and beautiful sunny skies. NYC members and other Detroit-area MCSA volunteers run the



PHOTOS BY JAMIE SCHAFER

regatta, as well as perform on-the-spot repairs when necessary. Years of experience and an enthusiastic group of supporters help this event go smoothly for the sailors, race committee, and regatta staff.

The NYC adult sailing program is an all-volunteer group that manages the club’s fleet of ten Flying Scots and makes the boats available for use in instruction, racing, and just plain day-sailing by NYC members. The Flying Scot became the NYC’s club fleet in 1959 and has seen many notable developments—like ushering in competitive women’s sailing and



introducing many local and regional champion sailors to the sport—over the past 53 years. The Flying Scot’s versatility and durability continue to serve the Detroit Yacht Club well. ▲

Make the NACs a Road Trip – Continued From Page 13

MICHIGAN-ONTARIO DISTRICT

Baseball fans can extend their stay and watch the Cardinals play the Pirates on June 29, June 30, or July 1. A hidden gem in St. Louis is the Missouri Botanical Garden; this summer it will host a Chinese Lantern Festival with huge, brilliant, silk-covered lanterns lighting up the night.

After a long day of seeing the sights,

settle into a comfortable Italian restaurant in “The Hill” neighborhood where Yogi Berra and Joe Garagiola grew up. Or find a sidewalk cafe in the Central West End, where the streets have an old-world feel. The younger crowd will surely enjoy the nightclub scene in the loft district on Washington Avenue downtown.

Details on these and many other non-sailing activities may be found on the NAC Web site— <http://www.csa-sailing.org/nacs/nacs2012.html>. Mark the dates June 23 to 29 on your calendar and think about taking more time for a family vacation. If you want to discuss options, just call me or Jim at 314-966-8404. See you at Lake Carlyle! ▲

Making Waves!

A FEW OF OUR FINISHES

Summer Regatta, Mobile YC—1st & 2nd
GYA Jr. Lipton Regatta, —1st
Rappahannock River YC Annual—1st
Pat Gilliland Regatta, Jackson YC—2nd
GYA Opening Regatta, Pensacola YC—2nd
GYA Lipton Regatta, Pontchartrain YC—2nd

* Partial inventory



Photo: Hew Hamilton

Ullman Flying Scot sails are winning regattas around the country. Our DM main, HJ jib, and Redline Spinnaker are simply the fastest sails on the market. Our upwind sails are cut to allow a wide range of adjustment which keeps smaller crews sailing fast in marginal conditions and heavy crews powered up in the light stuff. And most importantly, we have a technical support network that will help you get the most from your sails. If you are considering new sails and want to step up to the next level of performance, give us a call!

Jerry Latell
Ullman Sails Virginia
jerry@ullmansails.com
804-776-6151



Dave Bolyard
Ullman Sails Gulf Coast
gulfoast@ullmansails.com
985-626-5638

www.ullmansails.com

NEW MEMBERS

Capitol District

Boat #4550/Fleet #0
David Kunkelmann
523 The Lane
Ebensburg, PA 15931

Florida District

Boat #2762/Fleet #0
Sarah Russell
16136 Bowline Street
Bokeelia, FL 33922

Boat #5622/Fleet #36

Robert Dockery
6141 Gulf of Mexico
Longboat Keys, FL 34228

Greater NY District

Boat #4085/Fleet #184
Sally Foster
16 Aberdeen Circle
Flemington, NJ 08822

Gulf District

Boat #/Fleet #0
James Stewart
2214 Milner Blvd
Gulfport, MS 39507

New England District

Boat #1200/Fleet #0
Christopher J. Becker Jr.
55 W. Broadway Apt 2
Derry, NH 03038

Boat #803/Fleet #187

Suzanne Boohar
270 Forest St.
Reading, MA 01867

Ohio District

Boat #5277/Fleet #0
Frank Walburg
P.O. Box 161
Zanesville, OH 43702-0161

Southwest District

Boat #4470/Fleet #23
John Seifrick
3443 West Lawther Drive
Dallas, TX 75214

Boat #4800/Fleet #170

Warren King
3304 Robin Lane
Wichita Falls, TX 76308

STARTING LINE

STARTING LINE Calendar Of Monthly Events (FROM APRIL 2012 – NOVEMBER 2012)

Choo Choo Regatta Privateer Yacht Club 04/28/12 - 04/29/12

Chattanooga Tennessee
paul.healy@comcast.net

Great 48 Lake Norman YC Lake Norman Yacht Club 05/05/12 - 05/06/12

Mooresville North Carolina
dsmith@concordnc.com

4th Annual Grits N Haggis Regatta 05/19/12 - 05/20/12

Buckeye Regatta Hoover Sailing Club 05/19/12 - 05/20/12 Westerville Ohio

FSSA Capitol District Championship, Susquehanna YC Susquehanna Yacht Club 05/19/12 - 05/20/12

Wrightsville Pennsylvania
david@selbybay.com

Early Bird Regatta Cedar Point Yacht Club 5/19/12

Westport Connecticut
hasyk1@comcast.net

Twelfth Annual Leukemia Cup Regatta

**Carlyle Sailing Association
05/26/12 - 05/27/12**
Carlyle Lake Illinois

Flying Scot Annual Egyptian Cup Regatta

**Carlyle Sailing Association
05/26/12 - 05/27/12**
Carlyle Lake Illinois

Lake Townsend Yacht Club Mayor's Cup

06/02/12 - 06/03/12
bobh9447@aol.com

GNV Districts & Douglass-Orr Regatta

**Sprite Island YC
06/16/12 - 06/17/12**
breekland@sbcglobal.net

Berlin YC Regatta Berlin Yacht Club

06/16/12 - 06/17/12
North Benton Ohio
vance.simpkinson@infoprint.com

North Carolina Governor's Cup 06/16/12 - 06/17/12

alanobackus@eaton.com

Summer Solstice Regatta Selby Bay Sailing Center, Fleet 42

06/16/12 - 06/17/12
Edgewater Maryland
david@selbybay.com

2012 Flying Scot North American Championship

**Carlyle Sailing Association
06/23/12 - 06/29/12**
Carlyle Illinois
wdkes@swbell.net

Women's & Junior Regatta 07/21/12 - 07/22/12

**Michigan-Ontario Districts
Crescent Sail Yacht Club
07/21/12 - 07/22/12**

Grosse Pointe Farms Michigan

Ephraim Regatta and 2012 Midwestern District Championship

**Ephraim Yacht Club
08/03/12 - 08/05/12**
Ephraim
jaylott01@gmail.com

Mary Doolittle, Queen of Scots

**Memorial Regatta
Gull Lake Yacht Club,
08/11/12 - 08/12/12**
Richland Michigan
tanlechta@aol.com

FBYC 73 Annual One-design Regatta

**Fishing Bay Yacht Club
08/11/12 - 08/12/12**
Deltaville Virginia
johncbeery@yahoo.com

Glow Regatta Clinton Lake

08/24/12 - 08/26/12
Clinton Illinois
debaronson@nasw.org

Massapoag Yacht Club 63rd Annual Regatta Massapoag Yacht Club 09/08/12 - 09/09/12

Sharon Massachusetts
dianekampf@charter.net

CSA Annual Whale of a Sail Regatta

Carlyle Sailing Association
09/15/12 - 09/16/12
Carlyle Lake Illinois

2012 New York Lakes Districts

**Otsego Sailing Club
09/15/12 - 09/16/12**
Cooperstown New York

2012 Flying Scot Atlantic Coast Championship

09/22/12 - 09/23/12
alanobackus@eaton.com

2012 FSSA Wife Husband Regatta

10/06/12 - 10/07/12
f.gerry@mchsi.com

Fall 48

**Lake Norman YC
11/03/12 - 11/04/12**
robertmfields@gmail.com

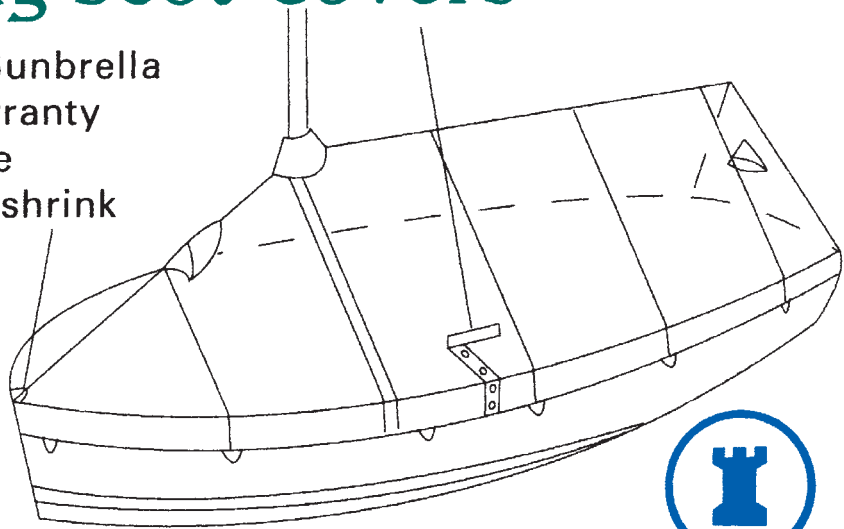
Check fssa.com for updated information & race postings.

Acrylic Flying Scot Covers

- made with 1st quality Sunbrella
- material has 7 year warranty
- light and easy to handle
- will not rot, mildew, or shrink

Features

Cover has a tent-like fit
 Delrin zippers with flap
 Velcro enclosures for stays
 Hooded mesh vents
 Loops along hem for tie-down
 Hidden seams for UV resistance
 Heat cut edges will not fray
 Flat covers also available



ROOKE SAILS

1744 Prescott
 Memphis, TN 38111
 (901)744-8500
www.rookesails.com

Options

UV proof Goretex thread
 Drawstring/shockcord in hem
 Sail # installation
 Custom multi-color panels/trim

Prices

Cover	white	blue	other
6" skirt	\$450	\$459	\$481
Full-sided	\$572	\$588	\$591

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

Sailors' Tailor	Competitors
Typically lasting 7-10 years	Industry norm is 5 years
PTFE Teflon thread at NO UPCHARGE	Chemically stripped polyester thread lasts 2-3 years
Unique waterproof Vinyl-like double-coated Poly Army Duck	Uncoated, or laminated fabric that delaminates & leaks
Flat-Felled seams double stitched through 4 layers	Single or chain stitched through 2 layers of cloth
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



Skirted Mooring Cover above. We also make "Mooring" without skirt, Trailing-Mooring, Mast, T-M Skirted, Bottom, Cockpit, Rudder, Tiller covers.

www.sailorstailor.com (Order Covers On-Line or Call Toll-Free)

1 (800) 800-6050

Or Call for the **FREE** Sailor's Pack! It includes:
FREE How to Choose the Right Style One-Design Sailboat Cover
FREE Poly Army Duck and Acrylic fabric samples.
FREE Diagram of what correct seams and hems look like.

The Sailors' Tailor, Inc.

Tel. 1-800-800-6050
 1480 W. Spring Valley-Paintersville Rd.
 Spring Valley, Ohio 45370



Comprehensive Website www.sailorstailor.com

CAVEAT EMPTOR = BUYER BEWARE

The Flying Scot® Sailing Association is not responsible for items purchased through the Caveat Emptor page.

Advertisements in the Caveat Emptor section of Scots'n Water and on the FSSA web page is \$50.00 for members per insertion, pre-paid and \$60.00 for non-members. Advertisements must be 50 words or less. Send or fax submissions to Association Headquarters or Email to info@fssa.com. Placement will be made upon receipt of payment. Send payment to: FSSA Headquarters • 1 Windsor Cove, Suite 305 • Columbia, SC, 29223.

2373 - Customflex 1973. Main, jib & spinnaker sitting on Pamco Trailer. Ready to sail, needs some TLC. Pictures upon request. **\$2,300**. Bill Allgaier, Traverse City, MI, 231-933-5414, sailtvc@chartermi.net

2847 - Douglass built in 1976. Excellent condition, original gelcoat still shines. 3 sets of sails including 2008 North AP Main, snug rig jib, & radical spinnaker. Full boat cover & trailering cover w/ mast & rudder covers. Tacktick racing compass. Includes trailer. **\$5,500**. Kevin Meechan, Seneca, SC, 828-230-9613, kevin@meechan.com

2944 - FS R2004 - Call for Price. Built in 1976. Reconditioned by Flying Scot Boat Company when purchased in 2004. Lightly used. Nearly new North Sails M/J/S. White hull, navy waterline stripe, light gray deck. Sterling trailer just reconditioned w/ new lights, tires, repacked bearings. Full winter storage cvr, mooring cover and motor bracket. Polished up and ready to go. Fred Koch Chester, MD, 410-490-9190, koch.fred1@gmail.com

3033 - Douglass built in 1977. Very good condition with like new 2005 long trailer. Excellent full cover, also cockpit tent cover. All sails in very good condition-spinnaker never used. Boat infrequently used, kept on trailer. Always cared for. **\$2,500**. Charles Von Hagel, Rehoboth, DE, 410-838-9261

3063 - Douglass built in 1977. Hull is sound, no soft spots, deck needs work, loaded w/ all top end auto ratchet hardware, 2 sets sails, spinnaker, anchor, bow buoyancy-not installed, bow float, moatation, trailer & mooring cover, lifting bridle, trailer w/ extra stern light, many extra parts. **\$3000** Connecticut. Contact: Andy Fox, 860-946-9957, fs3063@yahoo.com

3430 - Douglass built 1979. Very good condition, carefully maintained. Outfitted for racing with 12:1 vang, spinnaker halyard led aft with takeup reel, jib sheets on seats, bow float, North snug rig

with spinnaker, much more. Yellow hull, white deck, swim ladder. Orig. trailer with new rollers and winch. **\$4500**. Chapel Hill, NC. Contact: Charles Buckner, c_buckner@hotmail.com

4369 - Douglass blt in 1987. Excellent condition. Many old sails in good condition, different made br&s. (Main-jib-Spinnaker) galvanized trailer, the boat has many extras. **\$4500**. Easton, PA, Laszlo Viemann, 610-252-6656, lvemann@verizon.net

4393 - Douglass built in 1987. In good shape w/ trailer, fairly new sails, engine mount, spinnaker pole, fairly new cover. Moved to the west coast & need to sell it this summer. **\$3000**. Hampton Bay, NY Contact: Richard Johnson, 646-703-1256, johnson@thedaily.com

4416 - Douglass built in 1988. Almost new, mad main/jib. North spinnaker good shape. New rudder blade tight board. Nearly everything trailer & boat updated or made race ready. Hull & deck great shape. White hull & deck w/ black waterline. Fast boat. New boat not in your budget, this is for you. **\$8300**. Greensboro, NC. Contact: Wendell Gundlach, 336-209-2736, sailj24@bellsouth.net

4909 - 1993 Flying Scot, maxxed-out for racing. New North Sails used less than five times, including tri-radial spinnaker. Two spinnaker poles, including one new tapered pole. Galvanized trailer with balanced tires. This boat is FAST and has all the bells and whistles. **\$8,500**. Columbia, SC. Contact: Thomas Smith, 843-216-5450, tsmithlawfirm@aol.com

4961 - FS 1994 - **\$8,500.00** This 1994 Flying Scot has had extensive upgrading improvements all done at the Maryland factory. From removal of anti-fouling coating and wet sanding, to installation of a new main/jib halyard winch assembly. Too many others to mention - list available. North AP Main and Snug Jib new 2011, used very little.

Aluminum Trailer purchased from FS Store, June 2011. A fast, well taken care of boat. Reasonable delivery possible. Many more photos available. Near Reading, PA, sail8@verizon.net

5030 - Flying Scot blt in 1995. Always dry sailed, white hull, lightly used, deck/bottom cvr, galvanized trailer, 3 sets of sails (one almost new). **\$9000**. Riverside, CT, Daria Barry, 212-448-1006, daria@prospectstreet.com

5077 - Flying Scot built in 1996. **\$9,000**. Contact: Thomas Fonseca Rockville, MD, 240-876-7082, FlyingScot5077@gmail.com

5079 - Flying Scot blt in 1996. Gray deck, white hull. Top racing record. 3 N. jibs & mains, 3 Substad chutes. Dry sailed. In. winter strge. Deck/ bottom cvrs. Alumi. trailer. Custom designed racing set up. **\$9500**. Duxbury, MA. Ned Lawson, 781-934-7272, nedlawson@gmail.com

5379 - Flying Scot built in 2001. White deck, VIP red hull with white stripe & water line. Full racing package, excellent condition. Includes: Trailex aluminum trailer, North sails & spinnaker, mooring & winter storage covers and aluminum boat hoist. **\$12,500**. Marc Sullivan, South Lyon, MI, 248-444-8125, star_hayden@hotmail.com

5473 - Flying Scot 2002. This boat is in very good shape and race-ready. It has a dark-green hull and a white topside. It has been stored inside every winter and dry sailed in the Finger Lakes. This sale includes the following things: jib and mainsail in good shape, spinnaker in fair shape, green tent boom cover, gray full hull cover, swim ladder, lifting bridle, jib sheets on seat, bow float, spinnaker halyard led aft, 12:1 vang, anchor, and a single axle trailer in good shape. **\$9750**. Auburn, NY Gary Robertson, 315-857-1171, aubprinc@yahoo.com

5492 - Flying Scot 2002. Flying Scot built in 2002. Excellent condition. New side halyards & Jib halyard.

Motor mount, swim ladder. **Call For Price**. Ocean City, NJ. Christopher Keenan, 609-742-6352, cjkeen-an55@gmail.com

5544 - Flying Scot blt in 2004. Funky Diva! Trickout to legal limit. White on white, 2 sets of sails incl. a new spinnaker. Carbon fiber pole. Carbon fiber tiller & hiking stick. Tacktick. 2 Sailors Tailor cvrs/ mooring/towing. Alum. trailer w/ alum. mag wheels. Motor mount. V. clean & in v. good shape. **\$13,000**. Clearwater, FL. Michael Roberts, 727-434-2002, mkrdc@aol.com

5703 - FS 2006 - **\$14,500.00** Flying Scot built in 2006. White hull with Dark Green stripe-swim ladder. Complete set of Mad Sails in excellent condition with extra jib never used and used North Spinnaker. TACK TICK compass. Trailex aluminum trailer with extra walk plank, boat guides, nose wheel/jack and tire. Green Sailors Tailors cover with side skirts. New top and bottom travel covers. New lightweight spinnaker sheets. Bow buoyancy bag. Many Extras: 1. paddle 2. extra spinnaker halyard 3. double jib sheets never used 4. rudder bag 5. tiller bag 6. extra wind vanes 7. lifting bridle 8. mast protector. Boat has been lightly used. Greg Murphy, Eustis, FL. 352-455-7032, mcschow1874@aol.com.

5791 - Flying Scot built in 2008. 50th Anniv. edition-great shape. Racing Package, trailer **\$16,000** or BO Located at the Jersey Shore. Contact: Andrew Elkwood, 732-245-9250, aelkwood@hotmail.com

5803 - Flying Scot built in 2008. 50th Anniv. Model. Blue hull, white deck, red trim: displayed at Annapolis Boat Show. Family package w/ OB bracket, swim ladder/h&le, blue tent cover, rudder lift, ext., bottom paint, spares. Trailer nosewheel/jack. Very lightly used. **\$14,900**. Nova Scotia, PA, Contact: Stewart Early, 610-997-5407, searly011@verizon.net

Check
www.fssa.com
for the latest listings!



1ST PLACE FLORIDA DISTRICTS AT CHARLOTTE HARBOR
1ST PLACE LABOR DAY - EUSTIS SAILING CLUB
1ST PLACE GREAT SCOT REGATTA - BIRMINGHAM SAILING CLUB
1ST, 2ND, 3RD(*), 5TH FLORIDA DISTRICTS AT EUSTIS
1ST(*) PLACE MIDWINTER WARM-UPS
2ND(*), 3RD PLACE MIDWINTERS
 *SPINNAKER ONLY

490 South L Street
 Pensacola, Florida 32502
 850-438-9354 fax 850-438-8711
 hunter@schurrsails.com



PHOTO COURTESY OF PHOTOBOAT.COM

MADE IN AMERICA

Excellence in Design, Fabrication & Service

Whether you are cruising a Flying Scot or racing around the buoys, Schurr Sails has the sails you need to get there fast.

For the Flying Scot cruiser looking for quality, durability, reliability, and service, Schurr Sails uses top quality cloth and combines it with proven construction techniques.

For the Flying Scot racer Schurr Sails takes you to the next level with top of the line one-design cloth incorporating 50 plus years of experience in design, fabrication and service giving you the fastest Flying Scot sails on the water. And they are still Made In America.

Check out our one design web site at schurrsails.com or call Hunter Riddle at 850-438-9354.

CRSA

CORAL REEF SAILING APPAREL
 888.224.0641



WWW.CORALREEFSAILING.NET



ONLINE CATALOG AND *NEW LOWER PRICES*
 CUSTOM ARTWORK DESIGN
 CUSTOM TEAM LOGO APPAREL
 ON SITE INVENTORY FOR YOUR EVENT
 PROFESSIONAL ARTWORK DESIGNED FOR YOUR REGATTA
 SELL YOUR EVENT PRODUCTS IN ADVANCE
 WE STAFF YOUR EVENT
 NO FINANCIAL LIABILITIES, COMMISSION PAID ON EVERY ITEM SOLD

THE BEST IN SAILING AND FLYING SCOT 50TH ANNIVERSARY APPAREL





20
years

visit: www.APSltd.com
best: Customer Service
turf: Annapolis, MD

800.729.9767



The World Leader in Outfitting Performance Sailors.

Photography by Travelling Boatman

Flying Scot® Sailing Association
One Windsor Cove, Suite 305
Columbia, SC 29223

Address Service Requested

Periodical
Postage
PAID
Columbia, SC
29201

District Governors

CAPITOL DISTRICT

David Neff
1032 Old Turkey Point Road
Edgewater, MD 21037
(410) 798-4146
david@selbybay.com

CAROLINAS DISTRICT

Jack Griffin
PO Box 12921
Raleigh NC 27605
(919) 608-4718
jak.grif@gmail.com

DIXIE LAKES DISTRICT

Sandy Eustis
107 Shipmaster Drive
Salem, SC 29676
(813) 325-8850
seustis@charter.net

FLORIDA DISTRICT

Mark Taylor
3618 S Thacher Avenue
Tampa, FL 33629
(813) 415-3404
stewdrew1@yahoo.com

GREATER NY DISTRICT

Melanie Dunham
700 Route 22, Trinity-Pawling School
Pawling, NY 12564
(845) 855-0619
FS2601@aol.com

GULF DISTRICT

Larry Taggart
5809 Memphis Street
New Orleans, LA 70124
(504) 482-7358
taggline@usa.net

MICHIGAN-ONTARIO DISTRICT

Bill Pfund
5937 Baywood Drive
Portage, MI 49024
(269) 327-8665
pfund5@charter.net

MIDWESTERN DISTRICT

Ben Williams
409 W. California Ave.
Urbana, IL 61801
(217) 344-8508
bdwillms@life.illinois.edu

NEW ENGLAND DISTRICT

Skip Montello
1 Back Beach Way
Rockport, MA 01966
(781) 386-1361
skip.northcoastangler@yahoo.com

NY LAKES DISTRICT

Ann Seidman
33 Huckleberry Lane
Ballston Lake, NY 12019
(518) 877-8731
pseidma1@nycap.rr.com

OHIO DISTRICT

Thomas P. Hohler
356 Vanadium Road
Pittsburgh, PA 15243
(412) 279-8572
thomas.hohler@verizon.net

PACIFIC DISTRICT

Richard Obst
463 Columbia Point Drive
Richland, WA 99352
(509) 308-5917
robstwa@charter.net

PRAIRIE DISTRICT

James (Jim) R. Slaughter
3829 W. 58th St.
Fairway, Kansas 66205
(913) 362-5181
slaughterj@medjames.com

SOUTHWEST DISTRICT

Greta Mittman
3313 Ridgedale Drive
Garland, TX 75041-4512
(972) 926-4884
gretamittman@yahoo.com



Join Today!

Your Passport to Great Sailing...

An FSSA Membership

800-445-8629 Fax: 803-765-0860 • Email: info@fssa.com

FSSA HEADQUARTERS:
One Windsor Cove, Suite 305 • Columbia, SC 29223