

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 58 | NUMBER 4 | 2014

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North Americans 1,2*3,4,5,6*,9
Jr North Americans 1,2,3
Wife-Husband Regatta 1,2
Pymatuning Independence Day 1,2,3
DIYC Regatta 1,4



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Flying Scot® Sailing Association

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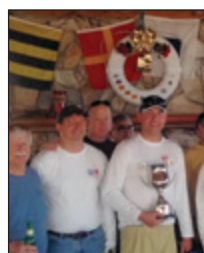
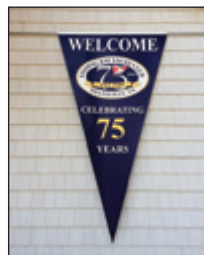
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Attention Web Surfers / E-mail Users:
 The FSSA Flying Scot Website has the latest information.

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.



The FSSA is on Facebook and 530 people have joined so far. Visit Facebook and search "Flying Scot Sailing Association" and join the group for the latest sailing news.

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From the President

Frank Gerry, FS 6060



That thought doesn't sound very profound, insightful or even interesting. Agreed, but the different ways to use a recreational sailboat is something to consider, whether it be a keel boat, small junior sailboat, a dinghy, and our case the Flying Scot.

Just how do we use our great boat —?

Club Racing

What a great way to spend a Wednesday evening, Saturday afternoon, or maybe a Sunday morning. For those that enjoy the club racing competition, this can be a lot of fun without a lot of travel required. Watching how you are doing throughout the season series can be quite exciting. Club racing provides serious racing on the water, camaraderie with friends and acquaintances on shore after the races, a couple of beverages and a meal, and the inevitable "what I shoulda, coulda, but didn't" yarns. It provides an opportunity to share rigging or tuning tips or compare and contrast different sail brands. What a learning opportunity! Then there are the social events at your club. For a change of pace, you can dress up and be seen in something other than t-shirts and shorts. Always fun — great friendships have been made this way. What is the common denominator? — THE FLYING SCOT.

Cruising and Day-Sailing

Another fun activity many of us don't do enough of. It's great to go explore a lake other than your own with a day's sail as a goal or maybe it's a three-day

camping trip. The Scot can hold lots of people, coolers, kegs, tents and a camping stove. Do you do this solo, or with your family, a couple of friends or with a whole gang with 5-6 boats all along for the cruise? Maybe you mix this in with a hike or a fishing adventure — lots of possibilities. Then there is the thrill of accomplishment when you pull this off and manage to overcome some challenges along the way — all the time honing your seamanship and navigation skills. Common denominator — yes, YOUR FLYING SCOT, the fantastic family day-sailer that is easy to trail behind most vehicles.

Regatta Circuit

Birds of a feather flock together for these special things called regattas. This has given many of us the opportunity to visit other yacht clubs besides our home base to experience the challenges of adapting to local conditions, wind, waves etc. Then, there are the people you meet. You may only see certain folks once or twice a year, but it soon becomes a reunion of friendship in a sailing kind of way. Sometimes life-long friendships happen this way. Sometimes the journey is as cool as the regatta. There are times you see parts of the US you would never travel to or enjoy if it wasn't for sailing. It can be quite an education — you can experience different cultures, weather, food, terrain and on and on. This whole experience can be richly rewarding and simply fun. Common denominator — yup — the FLYING SCOT

So where am I going with all this?

I have probably told you nothing you were not aware of, but as I list all these great activities we can do with our Flying Scots, I think of all those Flying Scots I see sitting on their trailer at a yacht club almost anywhere we visit that are NOT being used. Sure, the enthusiasts like some of us are not the issue here. It's those Scot sailors that may have used their boats a lot in the past but have gotten away from it over the years — or maybe never used their boat much at all after they bought it, for a multitude of reasons. I see the tires gradually getting flat, I see mildew on the cover, I see the hull getting chalky from sitting in the sun, and I see cobwebs and even bees' nests near the shrouds and openings in the cover. I wonder if there is murky water puddled in the cockpit.

We have a lot of fleets, districts and learn-to-sail clubs full of new, prospective sailors looking to get into our great boat. Some of them are on a tight budget and are really looking hard for used boats in decent condition. Maybe they will be happy with an inexpensive starter Scot or maybe there's someone who wants a 3-5-year-old boat that's ready and rigged to go. In either case, please take the initiative and check into whose boat is sitting there in your club parking lot or dock with cobwebs and flat tires and think of how we can get these great boats back into circulation. These boats are pretty near indestructible if you treat them with a little TLC.

Courtney, at our FSSA Headquarters is available to help new sailors find boats,

Continued On Page 21

From the Editor

Kay Summerfield



It is with mixed emotions that I will be leaving the position of Editor of *Scots n' Water*.

In 2002 I was asked by Jim Harris, to take over as your *Scots n' Water* when the current Editor, Sunshine Hartman, was retiring. With much thought and discussion with my husband, I decided to take on the adventure.

I am very proud of what I have done as your Editor of *Scots n' Water*. I have taken your magazine from black and white to two colors and finally to the full color you are enjoying now. I appreciate all your help and the articles you all have submitted to your magazine.

Deb Aronson will be taking over as your Editor. Keep your stories coming!

I have truly enjoyed this adventure and hope to keep in touch through our travels. ▲

FSSA Annual Report

FSSA finished its fiscal year 2013 on sound financial footing. The budget was essentially on target for all planned expenditure and expected income. The one major action taken was to reset the fiscal year to match the calendar year. This was accomplished by extending FY2013 by 4 months through December 31, 2013.

Cost to the Class was approximately \$17,000, as projected. The full report was emailed to all members. If you did not receive a copy of this report via email, please call Flying Scot Sailing Association Headquarters at 803-252-5646 or send an email to our Executive Secretary Courtney Waldrup at courtney@jee.com. ▲

Sail Donation Program up and Running

Flying Scot® sailors have donated 46 gently used sails to the Foundation's Sail Donation Program as of June, 2014. These sails have been repaired by Ryan Malmgren of MAD Sails and sent to sail training programs that use Flying Scots® to teach adults how to sail. The donors have received "tax letters" that allow them to deduct

the value of the sail from their taxes, and the recipients have been pleased to have good sails for their boats. The Foundation has also provided a decal for each sail to inform the students about the program. Many thanks to the generous donors! If you would like to donate gently used sails, please contact Charles Buffington (Buffingtoncw@gmail.com). ▲

Kay's 2014 Editor Awards

Thank you for all your support and for sending in your articles and photos. This years decisions were very hard.

Best Non-professional Photo:

Bill Pfund, Fleet 15, Mich/Ontario District Governor

Individual Who Contributed the Most:

Richard Obst, Fleet 186, Pacific District

Fleet that Contributed the Most:

Fleet 76, *Greg Kampf*, Fleet Captain, New England

District Governor that Contributed the Most:

Presented to the District Governor for all the help and support they have given or drafted from their District – *Mark Taylor*, Florida District

Special Recognition Award:

Diane Kampf - A special person who has helped in many ways. I enjoy her friendship.

Special Recognition Award:

Nancy Cooper - I have worked closely with Nancy for so many years. She is a very special person that helped me from the very beginning of The *Scots n' Water* adventure.

Welcome Fleet #204 — Spofford Yacht Club — Spofford, NH — Jack Murphy, Fleet Captain. Welcome to our Flying Scot Family.



Starting Smart

Paul Abdullah, FS 5787, Florida District

I was asked to write an article about any topic I felt would help someone on the racecourse. There are so many things to write about, but I felt you have to begin every race at the starting line. Unlike NASCAR or horse racing, in sailing you can start wherever you'd like. But what are you looking for in deciding where to start?

Let's break down a few things to help you make your decision. What does the weather forecast predict? Are there any local land effects that might make a difference on the racecourse? Have there been any wind shifts leading up to the start of the race? Knowing these things will help you decide where to start on the starting line so you can go to the side of the racecourse you like.

I usually get to the starting area early

and start taking wind readings every 5 minutes. This will allow me to track what is happening on the water. I'll sail upwind taking compass headings on both tacks just so I'll know the compass numbers after the start.

Next I'll get back to the starting area and start doing my starting line homework. This is the most important part of my starting routine because there's no guessing, just math! Run the starting line from the RC boat to the pin end of the line and get the compass heading. Let's say you get 100 degrees. Now add 90 degrees to that ... which equals 190. Now you can easily figure out what end of the line is favored depending on the head-to-wind compass headings. If you get 190 the line is square. If it's 180, the pin is favored and 200 the boat is favored! The wind may shift during the starting sequence and you'll be able to

make a decision change on the fly knowing all of this. Now we're almost there...

I like to be at a 1/3 from the favored end of the line because it's less risky. Whenever you get in a crowd, bad things can happen! In order to get a good start you need to be as close to the starting line without being over and have the boat up to speed. I use good line sights if possible. The best is to pick a house or a tree on shore, that when lined up with the pin end you know where you are on the line. Maybe it's a boat length or two off the line or even on the line, but knowledge is power. Getting your bow out just a little makes a big difference 1-3 minutes after the start.

I hope this helps you have more fun next time you're out racing. If you ever have any questions, please stop me and ask away or email me anytime (paul@dieballsailing.com). ▲



THE FSSA

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 \$30.00 plus \$8.00 S&H.

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Lake Of The Woods Sailing Club 33rd Annual Invitational Regatta Offers Low-Pressure, Inexpensive Racing

Dan McFarland, FS 4435/Fleet 160

The facilities at the Bayou Grande MAs a small (less than two dozen active members) sailing club on a small (550 acre) inland Virginia lake (Lake of the Woods — a private, gated lake community about an hour south of Washington D.C.), the Lake of the Woods (LOW) Sailing Club has built a loyal, if small, following for its annual invitational regatta.

This year's 33rd edition, held, as always, on the last Saturday in April, drew a fleet of six Flying Scots, split evenly between "home" and "away" boats. The club, home of Fleet 160, is happy with its niche status as a one-day seasonal warm-up event. Notoriously shiftily LOW winds settled down to an almost perfect 8-10 knot southwesterly for the day's three races, making life relatively

easy for sterling race committee Roger and Pat Schermerhorn.

The Schermerhorns, to the eternal gratitude of our club, have established a pattern of alternating years as visiting Flying Scot competitors and race committee, and their knowledge of our venue's local peculiarities is evident in their expertise when wearing either hat.

Our "business plan" for the regatta calls for keeping the investment of time and money as low as possible for our entries. We aim for slightly better than break-even finances, and even manage to hit that target from time to time. Having tried the two-day regatta format from 2004-2007, we fell back on a one-day competition due to the preferences of our visiting racers, and our return customers bear out that decision. In keeping with our desire to attract a new crop of

Scot sailors into the racing community, we offer a friendly, helpful, low-threat environment, with entry fees waived for first-time participants at our long-running regatta.

Two unique aspects of our regatta are our approach to the door prize drawing and our trophies.

At the LOWSC regatta, no purchase of door prize tickets is necessary. The low entry fee qualifies one and all for the drawing. Prizes, generously donated by our regatta sponsors (a certain quality sailboat builder located in Deer Park, Md., may hold the record for longest sponsorship run. Thanks, Harry!!) are awarded at the end-of-day awards ceremony.

Our trophies are also instantly identifiable to anyone who has ever won, or even seen, one. Laser engraved wooden plaques, bearing a race-day photo of the



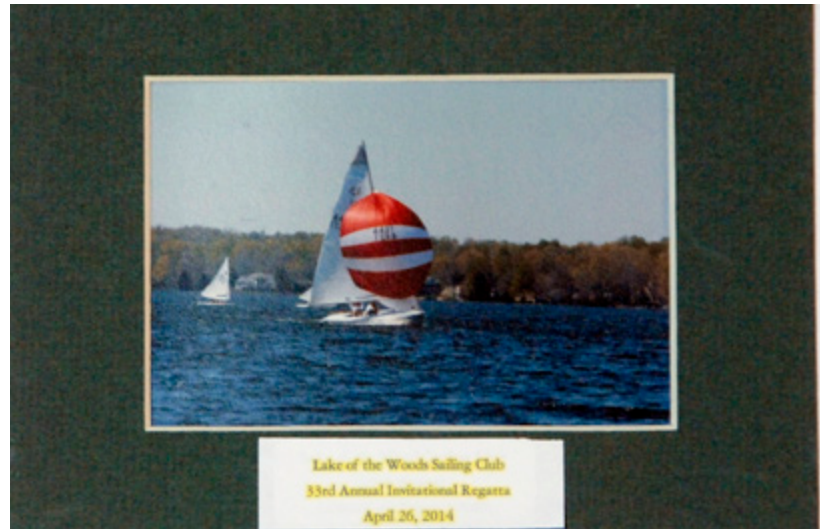
winning boat in action, are presented to our winners. All entries, regardless of their finishing position, receive a 5"x7" matted photo of their boat on the water that day as a souvenir.

Our list of competitors changes year to year, depending on what else happens to be going on at the time, but we are pleased to see familiar faces appear again and again. This year, for example, we knew we would miss our old friend Dick Schultz. Dick, who for many years made an annual 300+ mile pilgrimage from North Carolina to compete here in his distinctive black beauty "Ghost," made the move to warmer Florida waters and now competes with the Scot fleet on Lake Eustis. However, two days prior to this year's regatta, our commodore received

a phone call from Dick wishing us well, but noting that he would not be making it to Lake of the Woods this year.

So, if you are new to the Flying Scot community, and are thinking about

dipping a toe into the away-regatta scene, keep an eye out for next year's 34th Annual LOWSC Invitational. Last Saturday in April, or check out our website www.lowsc.org for more info. 🚢



RESULTS – LOWSC 33rd Annual Invitational Regatta							
#	Skipper	Crew	Club	Race 1	Race 2	Race 3	Place
4104	Pete Cookson	Chris Cookson	GRSA	2	2	1	1
5276	Jimmy Lee	Bill Ruark	LOWSC	1	4	3	2
5813	David Meehan	Amy Meehan	Deep Creek	4	3	2	3
4435	Dan McFarland	Eric Schrier	LOWSC	5	1	4	4
4421	Brian Gallahan	Steve Lowe	Selby Bay	3	5	5	5
2635	Sam Wilson	Bob Oldach	LOWSC	6	6	6	6

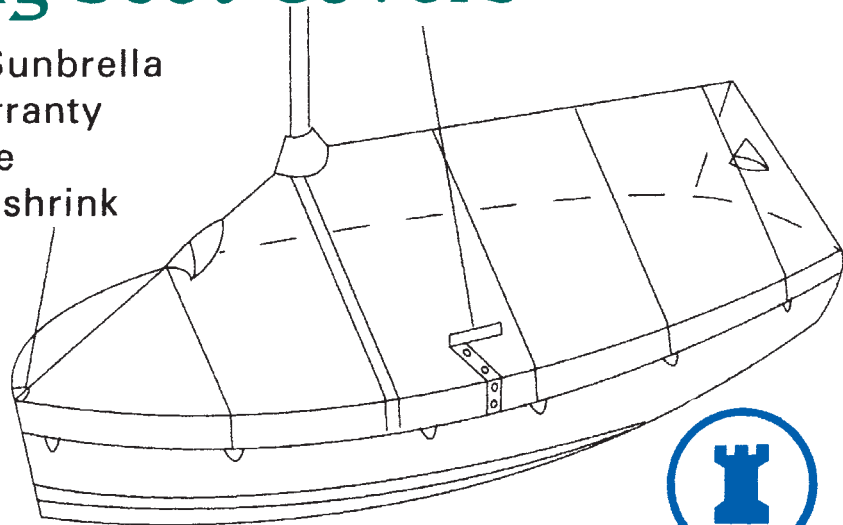


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Flying Scot Gulf Districts-1st / FSSA Cajun Country Championship-1st / GYA Capdevielle Competition-1st
 GYA Junior Lipton Championship-1st / GYA Women's Championship-1st

Atlantic Coast Championship Regatta

Debbie Peterson Cycotte, FS 4603

The Atlantic Coast Championship Regatta was created thanks to the vision of two former District Governors: Dave Batchelor of the Carolina District and Hans Noordanus of the Capitol District. In 2000, Carolina District Fleet #27 decided to take a regatta “on the road” and run the district championship in Edenton, NC. Hans asked if the Capital District sailors could join them and have a joint district regattas. Dave agreed, and for the next few years the Capitol and Carolina districts alternated the combined district championships between a site in the Carolina District and one in the Capitol District. In 2004, the FSSA decided to make the regatta into the Atlantic Coast Championship with sites up and down the coast but east of Interstate 95, so it would be a coastal regatta in most cases. This is one of only four yearly sanctioned events for the FSSA.

This year’s ACC’s will return to Deltaville, Virginia, on September 20 - 21, 2014. Proudly hosted by the Fishing Bay Yacht Club and Flying Scot Fleet #103 in conjunction with their 75th Anniversary, we hope many Flying Scotters will put this date on their calendar to attend. For those that have not visited the area, FBYC is an outstanding sailing venue on the Chesapeake Bay. The yacht club is located on both sides of a peninsula that allows a great deal of flexibility in setting race courses and offer top-notch regatta management. A new two-story clubhouse built in 2002 replaced the original Fishing Bay Clubhouse built in 1950, shortly after the Club relocated from Urbanna, Virginia. Previous Flying Scot regattas held here



include the 2007 NACs and 2005 ACCs, along with the popular Annual One-Design Invitational the second weekend of August each year that draws many visiting boats in a highly competitive fleet. In recent years Flying Scots were given their own race course due to the large number of boats competing.

At the ACCs, five races are planned over two days, with plenty of time for social activities and camaraderie with fellow sailors. The fleet will be broken into two divisions if there are 25 boats or more. A very reasonable registration fee includes

an excellent regatta dinner Saturday night prepared by Chef Alain, our own FBYC member and Laser Master sailor. Note - dinner is included in the registration package since we don’t want anyone upset at us for missing this wonderful meal. Just ask any Laser sailor in the Mid-Atlantic area about Alain’s culinary skills. We also offer a limited amount of housing by local fleet members to out-of-town visitors. Be sure to get your request in early if you need housing.

For more information and registration go to <http://www.fbyc.net/Events/2014/09.20.onedesign/ssi.dtml>. ▲

Build–Your–Own Tacking Lines for the Scot

Dan McFarland, FS 4435/Fleet 160

After a long learning curve of trial and error (mostly error) deciding when I had a layline to a mark made, I began considering buying a set of tacking angle stickers to mount on my decks.

Two things stopped me.

First, I am of Scots/Irish descent, and the Scot genes tend to dominate when it comes to spending money unnecessarily.

Second, I saw a minor problem with the commercially available tacking line stickers – the kind that look like your high school geometry protractor. You stick them on your side decks in one spot, and can then sight along them to decide when you are 90 degrees from a mark (more or less good for a layline if you are tacking through 90 degrees, and definitely better than my uncalibrated eyeballs when it comes to guessing what 90 degrees looks like. This is where I learned that, in some circumstances, I am an incurable optimist!).

The problem I had was that to use the other angles I cared about, 45 degrees fore and aft of the beam lines, which I could use to estimate whether I was (more or less) upwind of a boat that was trying to cross me, or far on the other side of the course, I would have to shift forward or aft in my seat to line up those lines with my target. Since, once I get my Scot moving, I don't much like to move around, I decided this was less than a desirable solution.

I came up with a plan to increase the scale of the wee deck-mounted protractor, so that I could sight the 90- and 45-degree angles fore and aft without moving from my preferred steering spot. Since I am by nature less than handy with a paint brush,

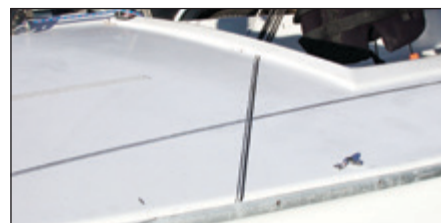
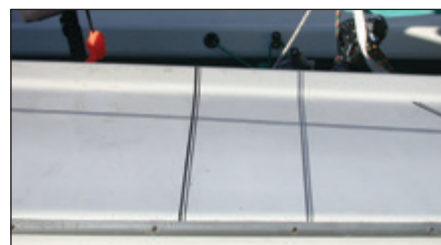
and prefer to leave myself wiggle-room should an early decision prove unwise, I decided to temporarily add the needed stripes to my decking by using strips of adhesive backed pin-striping tape – the kind you can find in most auto supply stores, without the standard nautical gear markup. (The tapping sound you may be hearing is the Scotsman in me doing a highland fling at the thought of saving those extra pennies!)

To calculate accurate 90- and 45-degree angles, I first determined a true fore and aft line, by stretching a line tautly between my mast and my rudder pin. Then, using a protractor, T-Square, or framing square, I laid out my 90 degree tacking lines even with the precise spot I like to occupy while driving. And since I had to buy the pinstriping by the roll, not the foot, I decided to add a set even with where my loyal crew generally sits, thus giving me another set of eyeballs to estimate when the layline has been made.

Having done that, I then used a protractor and some string to get the 45-degree lines laid out fore and aft on both sides through the steering spot once more. (I used a grease pencil on the deck to pin down the ends of each line, then laid the pin striping tape in position before wiping the marks away.)

It has been well over a decade since I first added the stripes (I like to think of it as a stylish snowflake motif) to my trusty Scot "MAX." It would be nice (but a flat-out lie) to report that I have never, since then, misread a layline or misjudged a crossing. Still I am better at it now than I was prior to the modification, so I am often glad I did it.

And, should I ever tire of the extra ornamentation, or develop better ocular calibration, I can always remove the striping with a dab of alcohol and a plastic scraper. ▲



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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
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FROSTBITING SCOTS?????

Pete Cookson, Fleet Captain, Fleet 155, FS C4104
and John Reilly, Commodore Greater Richmond Sailing Association

Rounding Leeward Mark.



So maybe Virginia is not New England or the upper Mid West, but for the most part, it is definitely not warm in the winter.

Last summer GRSA (the Greater Richmond Sailing Association) and Fishing Bay Yacht Club (FBYC) folks started talking about what a great venue our GRSA facility would provide for a frostbite series. Both clubs have large fleets, in the 50-boat range, and by one account are both in the top 10 or so fleet-size wise in the US. We all thought such an event would help to further grow both our Scot fleets and club

involvement in racing. One thing led to another and we decided that we'd sponsor a series open to both clubs. The "ringleaders" included John Wake, current Commodore at FBYC, and, from GRSA, John Reilly, current Commodore, Tom Gallagher, Vice Commodore, and Pete Cookson, Flying Scot Fleet 155 Fleet Captain.

Having never done this at GRSA, we had to work out the details. It was decided we would race four Sundays starting January 12th with racing every other weekend. We arranged that those from Fishing Bay could bring their boats to

the GRSA site and leave them there for the duration of the series. Next on the agenda was safety. In cold-water situations this must always be considered. As the water we sail on is a reservoir, no gasoline-powered boats are allowed. The good news is that we don't have a lot of power boats and personal water craft running around and impacting the racing. The bad news is we don't have a quick way to get to anyone needing assistance. Our committee and chase boats are typically pontoon boats with LARGE electric motors....good enough

Downwind.*Awards.**Heading Out.**Start.*

for setting marks, towing boats, getting to someone in warm weather if necessary, but not great for frostbiting. Fortunately, we at GRSA have a terrific relationship with the Chesterfield, VA, Fire and EMS Rescue group. Thanks to Tom Gallagher, they offered to put a team of their people on the water for each race. They, and the game wardens, are the only ones allowed to have gasoline motors on the reservoir.

Next, other important stuff to consider... other safety considerations, who would do race committee, food, beverages, awards, etc? First, life jackets were made mandatory. Second, it was determined if any boat went over all others were to return to the dock immediately, allowing the rescue squad to do what was necessary. Third, if winds became "excessive" (over 15 knots) races would be cancelled. Ideally we decided to run short windward/leeward races with four or six legs. We also agreed that we would do at least three races, wind permitting, and hopefully four, each day. To keep it simple the starting line would be at the downwind end of the course with the starting pin also being used as the leeward mark. Spinnakers were to be allowed. Finally, with 12 races we would allow one throw out and with 16, two throw outs. FBYC generously supported the effort with race committee for two of the four days and GRSA supported with race committee the other two. GRSA agreed amongst ourselves that those of us racing would initially bring the food (preferably hot!), and that the club would provide "libations." After that, we would ask all to participate with food. Finally, Pete Cookson would work up the awards. With this in place a Notice of Race was sent out to Fishing Bay Yacht Club and all members of GRSA.

With a big fire burning in the fireplace of our enclosed pavilion, we got things started on Sunday, January 12th. This first day was forecasted to be perfect. The weather was mild with temperatures in the mid 50's to low 60's (this is frostbiting?). Winds were from the west at 10 with gusts to 14. This would allow for racing closer inshore to the club. Folks started showing up early to set up their boats. The skippers' meeting was set for 11 a.m., with the first start

scheduled for noon. This first day brought out the largest number of racers, including nine Flying Scots and a Thistle fleet of three (Thistles?...more later). The first race was only four legs. The second and third races were both six legs, and the final race, to get in a total of four races and still enjoy the after-race “goings on,” only 4 legs. All went well... with a couple of exceptions... a Scot and a Thistle got tangled up on the course resulting in a dismasting (thank you Rescue Squad!) and a Thistle nearly went over. They saved it, but the boat was swamped. They opened the bailers and got back into the fray. Fortunately all had wet suits. Folks headed in for soup, chili, stew and ample beverages for all ages. At the end of the day Rob Whittemore and John Wake (FBYC) took first, Chris Snyder and Jake Spruill (GRSA) took second, and Jerry Desvernine and Blackwell Nottingham (FBYC) took third. The Thistles only did three of the four races with Rob Perera and Laura Crockett taking first. The Thistles opted out of the remainder of the Frostbite Series.

Our second race day, Sunday, January 26th, was a whole different situation. The weather forecast was cold, starting out at 20 degrees and rising to 35 to 40 later in the day. Winds were forecast out of the south at 11 going to light from the southwest. It had been very cold the previous week and when we got to the club....all ice! Only one answer. Get out the good ship “SS GRSA” pontoon boat and break it up. And that we did, letting the winds blow the broken ice downwind against the shoreline. Water temperature turned out to be around 30 degrees.....brrrrr. After much delay, and several teams taking on the task of ice breaking, we cleared the same area we had raced in two weeks prior and were ready to go. Only problem, the weather scared off a few. That said, we had a fleet of five Scots. All in all it turned out great. The winds were shifting right and left, but held up to give us a good day. We were able to get three races in with Rob Whittemore and John Wake (FBYC) again taking first, Chris and Pete Cookson (GRSA) taking second, and Jerry Desvernine and Blackwell Nottingham (FBYC) taking third. Returning to the docks, boats were put away, stories told,

Continued On Page 22

Start 3



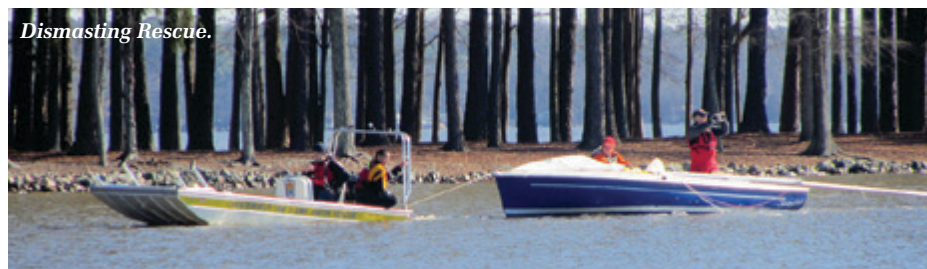
Rounding Leeward Mark.



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Report on the Flying Scot Sailing Association (FSSA) Membership, Fleet Building, and Other Topics Open Forum at the Midwinters Regatta – March 20, 2014

Bill Vogler, 2nd Vice President of FSSA

The FSSA Midwinters regatta at Southern Yacht Club in New Orleans was the site of an ancillary event, a membership, fleet building, and other topics forum. During this event, some 20-25 FSSA member racers convened to discuss membership and fleet building topics.

The event began with some background information on the “state of FSSA membership” and state of sailing across US. It was noted that participation in sailing is reported to be down by 40% since '97 and 70% since '79 (Nick Hayes, Saving Sailing) although membership in US Sailing is at 43K with hopes of reaching 60K (US Sailing, 2014). The FSSA has seen its' membership decrease 10% per year in each of last four years. Membership in 2014 is currently at 1157 while as recently as in year 2000, membership was at 1732.

Some suggested reasons explaining the decline in membership include the following: (a) failure to convert junior sailors, (b) lack of discretionary income, (c) lack of time, (d) more competing activities, (e) families more apart these days, (f) boats/expenses not affordable (main barrier), (g) working spouses/single parents, (h) exclusivity not fashionable, (i) not attractive to younger set (millennials), (j) sailing is perceived as “exclusive” sport, (k) clubs are not “welcoming” (how many times see “members only” signs, “attitudes”), etc.

Membership Initiatives have been undertaken by FSSA to combat the downward trend and include the following:

1. FSSA is committed to having regular open forums at championship events to provide a venue for members to freely discuss membership and any other issue germane to Scot sailing.

2. FSSA leadership regularly communicates the value in each membership for all. For example, President Gerry recently pointed out in his Scots N Water article and Constant Contact email that because of FSSA there is: (a) Scot one design specification control; (b) communication with membership (magazine & website), (c) a management team to organize and serve as a repository for information and other resources, (d) an FSSA Foundation to provide financial resources for educational and other club equipment needs, and (e) a race organization and management resource among other things.

3. FSSA Contacts members up to 7X each year reminding to renew beginning in August of each year.

4. FSSA contacts fleet captains 2X year about updating membership rosters (note - the return rate is only about 10% however).

5. There was an FSSA membership initiative in Fall 2013 whereby District Governors and Fleet Captains were personally called to contact non-member boat owners about joining.

It was agreed upon by many participants at the MW Forum that the highest impact “initiatives”, however, were more likely to be those at local club level by individual fleet captains.

Suggestions to improve participation and membership in sailing associations were presented some of which came from the Australian Sports Commission

Research Report which may resonate with US sailors in general and Scot fleets in particular: (a) improve the image of Clubs – make them more welcoming and inclusive, (b) help reduce the entry costs – providing club boats and promote crewing opportunities, (c) help reduce the initial commitment – for example introductory, flexible, and concessional membership, (d) improve the information and communication – Consumers often don't know where to go & whom to ask for information in a yacht club. (e) make sure the entry and retention pathways are clear, (f) reduce the time commitment – Consumers want shorter forms of sailing activities, (g) increase the emphasis on relaxed social sailing - rather than just competition and (h) engage new participants in club socials and networking activities.

Further suggestions discussed came from Nick Hayes author of Saving Sailing and include: (a) Make sailing inclusive (intergenerational – activities which include young & old together, (b) Emphasize family, (c) Accommodate women (fastest growing and most active group entering sailing), (d) Youth Sport - Emphasize lifetime participation NOT “wins”.

In summary, this report is intended to serve as an information resource for fleet captains and other interested Scot sailors in their quest to help maintain the interest in sailing in general, Scot sailing in particular, and overall fleet building. We encourage you to implement some of the suggestions listed above at your local sailing club. Please contact the FSSA with any other suggestions and/or issues to discuss. ▲

Man Overboard in Cold Water

Capt. Jack McClurkin, FS 5404

First published on May 6, 2014,
in Lake Michigan Race
Sailing Federation

With the ice cover on Lake Michigan this winter, sailors this year will experience cold water sailing well into summer. It is likely that surface water temperatures will be in the 40s and 50s in May and June. Although the air might be warm, the cold water is dangerous to the human body. For a study of the effect of cold water, a professor had some subjects jump into 45-degree water and attempt to swim just 30 feet.

None made it. Fortunately, they were accompanied by a trained Coast Guard swimmer in a dry suit. All subjects survived.

Here is what happens when the body is immersed in cold water. Within two minutes of immersion, an involuntary gasp reflex occurs. If the head is not above water when the gasp reflex occurs, there is the possibility that the person will not resurface. You may have read reports where a person went into the water and never resurfaced. Now you know one reason why this can occur.

From 2 to 10 minutes after cold water immersion, the involuntary part of the brain begins to realize that it is a bit too chilly. The body's core temperature begins to drop. Then the brain acts to protect the organs by diverting blood away from the muscles. As a result, the muscles quit working. The arms and legs stop moving and won't keep the person in the water afloat. You may have read reports of someone in the water who suddenly went underwater and never resurfaced.

“Have all crew wear lifejackets at all times. Oh, am I repeating myself?”

Now you know why. It doesn't matter that you consider yourself to be an Olympic-class swimmer, the muscles stop working.

From 30 minutes to four hours after immersion, hypothermia sets in.

The first 10 minutes after immersion are critical for a person in cold water without floatation. If you are sailing under spinnaker on a screaming reach, it may well take all of those precious 10 minutes to return to the place where the person went overboard.

Here are some simple safety steps that sailors can take during cold water sailing to improve the survival chances of a person immersed in cold water:

1. Insist that all crew wear lifejackets at all times. No exceptions. Don lifejackets on the dock before boarding, and keep them on during the entire voyage. If a lifejacket is uncomfortable to wear, buy one that is comfortable. A stowed lifejacket is nearly useless. But when worn it can be very useful to keep the head out of the water during the gasp reflex, and to stay afloat when the muscles stop working, significantly improving survivability.

2. Before you leave the dock for the first time, make sure that all safety gear is onboard. This includes the delivery trip from the yard to the summer dock. A ring buoy, man overboard pole, radio, or Life Sling won't do much good if you need it and it is still in storage.

3. On the first sail of the season practice a man overboard drill – not just a fender fetch. Practice as if the person in the water

won't be able to climb a swim ladder, and may not be able to attach the sling. Your drill needs to retrieve the fender with the Life Sling or harness and raise it onboard with a hoist or halyard. Repeat the drill when new crew members are aboard or at least monthly. If you arrive at the starting area of a race early, do a practice drill.

4. Know how to use the radio to call emergency services. In some areas 911 operators want to enter a street address to direct land-based emergency crews. This could be a problem if you are on the water and there isn't an address in their database for the closest dock. Know the procedure in your area. A loss of core body temperature of only a few degrees is serious. Have the person who was immersed checked out by medical personnel.

5. Have all crew wear lifejackets at all times. Oh, am I repeating myself?

NOTE: For further reading, search the internet for “cold water immersion.” Read about the signs of hypothermia and the onboard care for a person recovered from cold water. Even though the water will be cold, sail safely this summer!

Jack McClurkin holds a USCG Master's license and has been sailing for 50 years. During the summer he drives a commercial passenger riverboat in Chicago, sails his Flying Scot, and crews on a Tartan Ten. This article, which appeared originally at Lake Michigan Sail Racing Federation (www.lmsrf.org), was reposted on “The World Famous Sailing Scuttlebutt newsletter” (Sailingscuttlebutt.com) on May 7. 🚩

Choo Choo Regatta

Rob Fowler, FS 5152, *Flying Circus*

The annual Choo Choo Regatta was hosted by Fleet 13 at Privateer Yacht Club in Chattanooga, Tennessee, on April 26th and 27th. As usual, we had a great turnout of Scots from our sister Dixie Lakes District fleets, and from our “adopted” members from Clinton Lake in Illinois. Privateer’s Fleet 13 was proud to host the first regatta in its almost-finished, brand-new clubhouse. The new facility, which replaced an aging structure built in 1953, should be finished in late June and will provide sailors with expanded and modern bathrooms, showers, bar and dining area.

April in the Tennessee Valley can bring a variety of conditions. We’ve had a few years where it turned cool and windy, with gusts and huge shifts coming off the western shore of Lake Chickamauga. We’ve also had more moderate conditions, and even a drifter or two over the years. It’s rare when you get it all at one time, but that’s exactly what happened. Saturday’s racing started with an extremely light breeze from the west, forcing PRO Steve Sherman to set up a short windward – leeward course across the main channel, with the weather mark located under the western shore. As the starting flag dropped, so did the wind velocity, and the fleet found itself drifting slowly down river. Tom Clark and crew Dave Bergevin sailing “That Green Boat,” and Ben Williams with crew Deb Aronson in “Sophie” found themselves on the correct side of the course when the wind finally filled back in. Both crews finished well ahead of the rest of the fleet. By race two the wind had shifted to the south ... the predicted direction! The breeze was



still very shifty, and it caused the fleet to split with one group going far left, and the other group going hard right. One minute it looked like the right hand side was going to pay off, then minutes later, the left was the place to be. The lead changed several times before Ed Craig and his brother Tom led the way across the finish line, followed by Dixie Lakes District Governor Sandy Eustis in “Phantom,” Rob Fowler sailing “Flying Circus” and Tom Clark coming in fourth.

The third and fourth races were more of the same. Radical shifts and changes in

wind velocity made everyone work hard, and keep their eyes trained upwind. In the fourth race, Ben and Deb, our “adopted” members from Clinton Lake, had a commanding lead going into the last upwind leg. Willson Jenkins and crew Bonnie were close behind them, with both crews headed towards stronger breeze on the left side of the course. Halfway up the leg though, the wind reversed itself again, shifting hard to the right, and leaving the leaders on a great circle route to the finish. The lucky few who had been out of phase on the right were suddenly lottery winners! At the

end of four races, Ed and Tom Craig were well ahead in the standings, finishing first in the last three races. An incredible job considering the conditions! When asked at the party later that evening, how he managed to be so consistent, Ed related to the crowd that he was simply lucky to be in the right place at the right time. The rest of us wondered if the 40 years of sailing on "Lake Shiftamauga" had anything to do with his success!

Sunday morning, the District Governor handed out the "Sailor's Communion" of mimosas, a tradition started by past District Governor and founder of the Dixie Lakes District, Charlie Fowler. Charlie passed away last year, but the spirit of fellowship, and love of the Flying Scot community has been kept alive by the sailors of our district. After toasts were made, and a few bagels were eaten, we all waited to see what Mother Nature had in store. The forecast was for southerly winds at eight knots, but no one was putting a lot of faith

in forecasts after Saturday's weather. The fleet waited patiently for a couple of hours, watching the bass boats zip along over a mirror finish Lake Chickamauga. Finally, after a couple of hours of waiting patiently, the PRO called off racing for the day. In the end, Ed and Tom Craig were the winners of the event, followed by Rob Fowler and Scott Cline, Sandy and Keith Eustis,

Ben Williams and Deb Aronson and in fifth place, Tom Clark with crew David Bergevin. Next year's event will be held in the new clubhouse, and will also be the first regatta of 2015 for Privateer Yacht Club, which will be the club's 75th anniversary. We would love to see crews from our neighboring districts and elsewhere, come and help us celebrate! 🚢



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Continued From Page 4

PRESIDENT'S MESSAGE

and owners who want to sell their boat can place ads in *Scots n' Water* and on our excellent website (fssa.com). I feel this is a strange version of Match.Com

or running a pet shelter. The way I see it, we all can take the extra step to re-inspire those sailors who have lapsed into inactivity and get them revitalized,

or help them find their yacht a new home ... I think the market is there, let's give it a try!!!

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and food and beverages consumed with everyone in great spirits.

The third race day, Sunday, February 9th, brought another cold day. The temperature was in the 20's, but at least no ice! It was a cold but uneventful day with seven Scots taking on the cold. Good racing. Again, with the wind cooperating, we were able to race in the same area, allowing us to again get four races in. The relatively short legs of this course proved to be a lot of fun. Boats stayed close together. Crisp spinnaker handling was a must. Mistakes were killers. One constant again Rob Whittemore and John Wake (FBYC) took first. Second went to John Suddreth and Rob Perera (GRSA), and third to Chris and Pete Cookson (GRSA). More good food, beer, wine, soda, water, whatever, with a big fire roaring. More stories.

The grand finale of the 1st Annual GRSA Frostbite Cup. Sunday, February 23rd turned out to be terrific. An actual spring day with temperatures reaching 71 degrees! Nine Flying Scots signed in for this last event. Winds were again out

of the southwest allowing for our favorite course to be set up. Winds were in the range of 6 to 10 knots with some fairly stiff gusts. These held and we were able to get five races in giving us a total of 16 for the regatta. Again, competitive close racing. Challenging spinnaker work required. No mistakes allowed. This day finished up with Rob Whittemore and John Wake (FBYC) again taking first, Chris and Pete Cookson (GRSA) taking second, and Chris Snyder and Matt Snyder (GRSA) taking third. Final regatta results coming up!

This Sunday had been designated our annual Chili Cook Off party so we had lots of spectators from GRSA. We all got in, got the boats torn down and put away, and headed for the pavilion. Thanks to our Social Committee, there were some dozen different chilies being judged. Snacks, beverages, cornbread and other goodies were available for all.

Our Commodore, John Reilly, had been able to locate and secure a "unique" loving cup as the perpetual GRSA Frostbite Trophy. With this first year's effort, Rob

Whittemore and John Wake (FBYC) walked away with the honors for this inaugural event. Congratulations! Second place went to Jerry Desvernine and Blackwell Nottingham (FBYC), third place to Chris and Pete Cookson (GRSA), fourth place to Tom Gallagher and Jim McMullon (GRSA), and fifth to Chris Snyder and Jake Spruill (GRSA). "Keeper" awards were handed out to skipper and crew for all five places.

If your club is looking to get things going early in the year, frostbiting is the way to go. The series brought our two clubs together, gave all participating the opportunity to keep their skills polished going into a new (warm weather) season, and provided the basis for a program which we intend to continue. Next year GRSA will again sponsor the frostbite series and is planning on expanding it to six race days. All are welcome to participate. And finally, again we want to express our thanks to all those who participated and helped this be such a success, particularly the Chesterfield, VA, Fire and EMS Rescue Group.

Fair Breezes!!!! 🚤



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2549 - Custom Flex, 1974, **\$3,300.00**, Bert, Toledo, OH, ahsmithjr@gmail.com

2753 - Douglass, 1975, **\$2,200.00**, James Barge, Greenwich, CT, jameswbarge@gmail.com

3207 - Douglass, 1978, **\$3,200.00**, Randall Barnett, Abilene, TX, 325-669-8963, fransbclev@gmail.com

3397 - Custom Flex, 1979, **\$4,000.00**, Victor, Columbus, OH, 614-746-4515, Ljochem@columbus.rr.com

3464 - Douglass, 1979, **\$4,000.00**, Warren Knarr, Iowa City, IA, 319-354-7838, knarr-wd@msn.com

4321 - Flying Scot, Inc., 2012, , Quakertown, PA, flyingscot4321@yahoo.com

4478 - Douglass, 1988, **\$7,000.00**, Gary Nackman, Princeton, NJ, 609-921-1733, gn4478@comcast.net

4684 - Douglass, 1990, **\$6,200.00**, Earleville, MD, hzrtky@aol.com

4723 - Douglass, 1990, **\$6,800.00**, Jeff Undercoffler, East Haddam, CT, 860-873-3443, jeffun@comcast.net

5047 - Flying Scot, Inc., 1995, **\$8,500.00**, Charles Ramsey, Stone Harbor, 267-625-6031, chr Ramsey124@comcast.net

5221 - Flying Scot, Inc., 1999, **\$8,900.00**, Jerry, Long Lake, Bridgton, ME, 207-650-0021, jguyot1@maine.rr.com

5579 - Flying Scot, Inc., 2004, **\$9,000.00**, Peter Smith, Hamilton, Ontario, Canada, 905-627-7679, smithpm@mcmaster.ca

5620 - Flying Scot, Inc., 2005, **\$12,000.00**, Rick Ceppi, Annapolis, MD, 703-566-3331, rick@ceppi.net

5676 - Flying Scot, Inc., 2006, contact, Paul Cocotos, Leonia, NJ, sailing-1@hotmail.com

5702 - Flying Scot, Inc., 2006, **\$12,800.00**, Tom Crawford, Oceanport, NJ, 732-222-6585, thomas.w.crawford@gmail.com

5774 - Flying Scot, Inc., 2007, **\$14,500.00**, Ray Carpenter, Cody, WY, 307-527-4989, rayc074@earthlink.net

5796 - Flying Scot, Inc., 2008, **\$14,000.00**, Jim Denneen, Duxbury, MA, 781-934-6417, jfxdinneen@yahoo.com

5823 - Flying Scot, Inc., 2008, **\$16,000.00**, Carmine Frumiento, Auburn, ME, 207-753-0374, maplehill123@yahoo.com

5847 - Flying Scot, Inc., 2009, **\$16,500.00**, Keith Andreyko, Sewickley, PA, 412-225-1050, andreyko@id-design.us

5862 - Flying Scot, Inc., 2009, **\$18,000.00**, Richard Baucom, Lake Nockamixon, Phil, PA, 610-442-3252, richard5862@msn.com

5944 - Flying Scot, Inc., 2011, **\$17,000.00**, Rick, South Easton, MA, rick_tattersfield@hotmail.com

5975 - Flying Scot, Inc., 2011, **\$19,000.00**, Jonathan Keffer, Moyock, NC, 252-548-0955, JonathanKeffer@hotmail.com

6004 - Flying Scot, Inc., 2012, **\$18,200.00**, Dave Safhay, 570-390-4401, dsafhay@gmail.com

Sails & Parts - see website for details, , Jim, 772-214-5028, jprmer244@bellsouth.net

Mast - Looking for a Used Mast, , Marty Cutrone, 518-351-0040, martygene1@comcast.net

Parts - Compass & Mount, , Mark Evans, 336-817-4891, mrevans@fcbinc.com

STARTING LINE Calendar Of Monthly Events (FROM JULY 2014 – MARCH 2015)

2014 Mary Doolittle - Queen of Scots Memorial Regatta

District: Michigan - Ontario
State: Michigan
Date: 08/16/14 - 08/17/14
Contact: Tom.Lechota@amway.com

2014 Wife Husband Championships

District: New York Lakes
State: New York
Date: 08/23/14 - 08/24/14
Contact: tcremer@optonline.net

2014 Egyptian Cup Regatta

District: Midwest
State: Illinois
Date: 08/30/14 - 08/31/14
Contact: thomas_kraft@gmx.net

2014 Massapoag Yacht Club 65th Annual Regatta

District: New England
State: Massachusetts
Date: 09/06/14 - 09/07/14
Contact: dianekampf@charter.net

2014 Scots on the Rocks Regatta at Lake Murray Sailing Club

District: Carolinas
State: South Carolina
Date: 09/06/14 - 09/07/14
Contact: jkruce@mindspring.com

Scot-A-Hoochee Regatta

District: Dixie Lakes
State: Georgia
Date: 09/13/14 - 09/14/14
Contact: scott3438@charter.net

2014 Atlantic Coast Championship

State: Virginia
Date: 09/20/14 - 09/21/14
Contact: dcycotte@yahoo.com

2014 Glow in the Dark

District: Midwest
State: Illinois
Date: 09/26/14 - 09/28/14
Contact: eric@ericbuswell.com

35th Grand Annual Regatta

District: Ohio • State: Kentucky
Date: 10/03/14 - 10/05/14
Contact: crboll@uky.edu

2014 Grand Annual Regatta 35th

District: Ohio
State: Kentucky
Date: 10/04/14 - 10/05/14
Contact: crboll@uky.edu

Third Annual Roger Punzi Memorial Regatta

District: Greater New York
State: Connecticut
Date: 10/04/14
Contact: fs5516@yahoo.com

Great Scot Regatta 2014

District: Dixie Lakes
State: Alabama
Date: 10/04/14 - 10/05/14
Contact: hackneydr@att.net

2014 Greater NY District Championship

District: Greater New York
State: New Jersey
Date: 10/11/14 - 10/12/14
Contact: jfluard@gmail.com

Fall 48 Regatta

District: Carolinas
State: North Carolina
Date: 11/01/14 - 11/02/14
Contact: dsafirstein@bellsouth.net

2015 Midwinter FSSA Championships

Date: 03/15/15 - 03/19/15
Contact: limerun@gmail.com

Visit www.fssa.com
to see the latest
regatta listings and
announcements!

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