

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

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FLORIDA DISTRICT REPORT

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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. Please feel free to submit any and all stories and photographs to be printed in *Scots n' Water*. All articles should be submitted in ASCII Text or Microsoft Word. Photos should be in .jpg format, and at least 1mb in size.

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Cover Photo: Close racing on Lake Eustis in Florida. Photo by John Cole Photography.





The State of the Class

Bill Dunham, FS#5601



I hope that you are all doing well and are as excited as I am about upcoming sailing events!

I am pleased to write a note which shares some positive sailing news. We expect the Women's NAC, the NAC, and the Wife/Husband to be held. Deep Creek Lake, Cedar Point Yacht Club and Massapoag Yacht Club are all looking forward to hosting these events and to having many sailors compete. The success of last fall's Wife/Husband Championship at Lake Carlyle provides optimism that all three events can be as enjoyable and successful as that event was for all who attended.

Coupled with these racing events, next fall the FSSA Cruising Committee has arranged two trips that it hopes you will join other Flying Scot sailors on. These trips, one in Upper Michigan and the other on Lake Champlain, combine sailing with socializing and site-seeing. I am excited about these offerings and thank the com-

mittee members for their efforts in helping to create these excellent opportunities.

I remember hearing stories about the trips that Graham Hall organized, ones that helped foster a love of sailing the Flying Scot and initiated many friendships that have lasted a lifetime. Hopefully these two trips will provide many stories for us to hear, as well as building friendships and strong relationships in the class. I encourage you to learn more about these trips, and to join the newly formed Cruising Committee if you are interested in helping the FSSA arrange non-racing events for our membership.

I continue to be impressed with the strength and creativity of our leadership group and our membership. These volunteers work tirelessly to oversee the class and to make sure that the experience of all members is positive. Additionally, the strength of our class lies in the friendships we form and the connections we build, relationships that I look forward to being

able to develop in person.

However, we need all our members to encourage others who own a Flying Scot to join the FSSA. Over the last several years we have pared down the budget in efforts to continue running in the black. But, we need your help. Please talk to your friends, your fleet members, and other Flying Scot sailors to remind them that a strong class assists in maintaining the value of their boat and enables events to be organized around the country. With your help we can enhance our membership numbers. I appreciate your assistance in this matter.

I truly look forward to seeing many of you once again in person over the upcoming months. Please feel free to reach out to me, or to any of the members of the Executive Committee or your District Governor, if you have any questions or concerns. You, the membership, are the reason the FSSA exists, and we will continue to work on your behalf.

Stay well and take care. 🚩

A Slice of History By Debbie Peterson Cycotte, FS #4603, Class Historian

After the formation of our Class Association, our new publication needed a name. The first editor, Secretary Bob Meese, called on members for their suggestions. A contest was run and the various submissions were tried each month for seven successive issues of the one-page 11" x 14" mimeographed newsletter. Names in the order tried were: *Plane Talk*, *Scot- Tlebut*, *Scot- Issue*, *The Pibroch*, *Scots n' Water*, *The Mast Head* and *Undecided*. The name *Scots n' Water* was selected and published in a very attractive masthead on the July 1959 issue. The original suggestion came in as "*Scots 'n Soda*" from V. W. Kenerson, FS#58, but was changed to suit the editor's tastes. The publication's name was eventually registered as Trademark #765924 in April 1964.



THE FSSA CLASS FLAG

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Florida Regatta Report

By Amy Smith Linton, FS#6133, Florida District

Sherry Magno and Dave Safirstein head toward the race course.



Sure, there was a worldwide Pandemic going on! Sure, there was civil unrest! But dang it — an outdoor activity with social distancing BUILT IN? Yes please!

The Florida Flying Scot District series runs from October to May with a regatta or so each month. In a normal year, we see nearly 30 boats at the January event in my home club of Davis Island YC.

Given how scaled-back the event was looking to be — no formal social event, no meals provided with entry, limited service from the clubhouse, and the generally alarming numbers of COVID-19 from the state — we figured it would be a lightly-attended event this year.

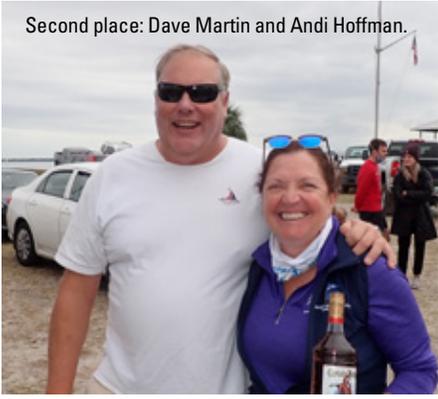
We under-estimated the lure of a weekend on the water.

26 boats registered for the event and while the weather forecast scared off at least one team and family matters took out another two, the starting line was jam-packed with cheerful sailors. Most were Florida locals, but it was wonderful to see new Floridians plus a fistful of snowbirds.

The regatta starts, really, on Friday, when Jeff Linton and Mark Taylor do a sort of three-ring-circus act of getting boats tucked into parking spots, raising masts, and finding ideal parking slips for campers.

Even without dinners or outings, it was heartwarming to see the crowds standing at some distance from one another, masked, catching up on the news just as enthusiastically (or maybe more enthusiastically, since many of us have been shut up without much company!) as usual.

Continued On Next Page



Second place: Dave Martin and Andi Hoffman.



Third place: Jeff Wissel and David Ames .



The "new kids", Richard Alonzo and Sarah Robinson.

Saturday's racing was set to start at 12:30 — The weather forecast was a touch worrisome: low 60's is cold in Florida, and the winds were expected to pipe up at 11 am to 16-22 knots. On the way to the racecourse, we saw something more in the 7-10 range, varying up and down. It was sunny and quite civilized!

But a cold front cannot be denied, and the wind built, held, into perhaps 15 knots. The Race Committee set a fairly short 4-legged windward-leeward course. Dave Helmick led the first leg, with Jim and Cheryl Signor close by. By the time they reached the windward mark the second time, conditions began to get sporty.

The breeze puffed up into the low 20s. From my position looking back as we headed downwind, I did not see the carnage. A couple of boats flipped, one crew took an unexpected swim, pieces of boat broke. No injuries, thank goodness, but a reminder.

While looking back, what I did see was Flying Scots living up to their name, planning with enormous plumes of white water tearing away from amidships, bows pointing up at a jaunty angle, and a dark wall of yet more wind chasing them down the course.

Quite a number of folks dropped their spinnakers on the speed run to the finish. Among those who kept their chutes going (and jibed!) — I don't know when I have ever heard so many spontaneous hoots of exhilaration. Whoot whoot!

The finishers made a beeline for the harbor, and for once, I didn't hear a single grumble about how we might have kept racing. The clubhouse anemometer clocked a 35-knot puff, and we were barely able to keep the boat upright on the reach in.

Just in case the weather turned more

welcoming, the fleet hung out at the dock for an hour or so before putting the boats back on their trailers. As the race organizer, let me just salute the Flying Scot class as a whole for being really, really generous with each other at the dock: the line to the hoist is a wonder of cooperation and people lending one another a hand.

The gaggle of sailors enjoyed hoist beverages and jawing about the day's adventures before scattering to the four corners of Tampa in search of supper.

Some met Sunday's dawn with a touch of hangover. Others less so. Still, it was a friendlier Tampa Bay: a northerly at about 7 knots tempted the fleet back out for a first warning at 10:00. As forecast, the breeze faded and shifted right, keeping the race committee hard at work, but they managed to run two good races before noon.

As is the tradition at the event, the top three finishers were awarded a bottle of rum. A fourth bottle was designated for a "special" award, and the contenders — best single-handed boat handling, Olympic swimmer, most cheerful in the face of adversity, person most likely to share the bottle — were many. After an utterly biased discussion, that fourth bottle went to Richard Alonzo and Sarah Robinson, students who came down under the patronage of Eric Bussell and borrowed a boat and made us all feel hopeful about the future of the sport.

Top Finishers:

- 1. Jeff Linton and Amy Smith Linton
- 2. Dave Martin and Andi Hoffman
- 3. David Ames and Jeff Wissel

Full results can be found on Regattanetwork.com. 





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Moriches Yacht Club Is Back on the Sailing Map

By Regina Soto, FS#3805, Greater New York District. Photos by Linda Davis

In 1899 Moriches Yacht Club began as a sailboat-racing club, meeting in summer months only. Located on the east end of Long Island, New York, on the banks of Moriches Bay, the club was officially incorporated in 1902. The first clubhouse was located in a small building on the shorefront of one of the club member's homes. The first Commodore was Dr. William Carr.

One hundred and twenty-one years later

Moriches Yacht Club continues its tradition, with sailing as an integral part of its legacy. The MYC is the proud home of Flying Scot fleet #10. We host local club races throughout the year, with at least eight to ten Flying Scot's on the starting line on any given Sunday. This year, due to Covid 19, many sailors were scrambling to think of creative ways to continue the excitement of sailing. Providing sailing opportunities to our younger generations is a way to keep the sport of Flying Scot

racing alive, and to pass on valuable "on the water lessons" to our younger sailors. This year, with the help of our club officers and in conjunction with the New York Department of Health guidelines, Fleet #10 decided to safely conduct the summer racing season by having family members sail together. We called the teams, "Quaran-Teams".

Racing generated so much excitement and momentum over the summer, it paved the way for Moriches Yacht Club to host its

A beautiful day on Moriches Bay.



annual Paul Runyan Memorial Fall series and John Sprague Memorial Regatta (both men were avid Flying Scot Sailors). Long Island is the home of many yacht clubs, and even though Moriches YC was unable to open its clubhouse doors, we sent an open invitation to any club that wanted to participate in our five-week fall series. The interest was incredible with 3 different yacht clubs, and 16 boats, joining our fleet. Sunday race days were exciting, especially at the mark roundings!

It takes so many different components

to run a successful five-week series: the volunteer dedication of the sailing chairmen, the Race Committee, safety boat operators, awards coordinator, race judges, club member supporters, official scorer, photographer, and of course, the sailors. Conditions ranged from light variable winds to heavy winds. The competition was fierce, but the sailors showed the utmost respect for sportsmanship.

This type of season is an example of how versatile the Flying Scot sailboat can be; from teaching juniors and families how

to sail and race, to highly competitive racing. What a privilege it is to be part of the Flying Scot family and a Moriches Yacht Club sailor.

Come visit us and join the fun! Moriches Yacht Club would like to keep this momentum going; we need to come together as a sailing family to ensure the future of the fleet. Moriches is looking toward the future and is planning on hosting more regattas, and opening our waters to more sailors. We are looking forward to a bright 2021 sailing year! 🚤



Close racing, upwind and down.



2021 George Washington Birthday Regatta at Lake Eustis Sailing Club

By Ariel Harrington, GWBR Chairperson. Photos courtesy of John Cole Photography.



Sail fast. Turn left. Flashback to February 2020. The 50th anniversary of the GWBR was a celebration to remember! We had so many sponsors step up to help make the clinic and regatta a record breaking success! Our volunteers were spot on and all the competitors went home with something from over

80 raffle items donated. Over \$800 was donated to the Lake Eustis Sailing Youth Foundation from the raffle proceeds. Thank you! Our 4 day event included the FS clinic with Zeke Horowitz and Jeff Linton, Friday night welcome sunset party at the Helmicks' lake house, visits to the Oyster Troff, buffet breakfasts, Publix lunch, Chipotle dinner, Stavros lunch,

raffles, a silent auction for a Mad Sail's jib, and so many memories! LESC is known for it's warm southern hospitality, but with COVID-19 impacting so many sports, the club took a hard look at the realistic chances of continuing sailing while the minimizing risks. All social activities, usually so prominent at our regattas, were completely stripped out. Instead



Ron Pletsch and Michelle Lee on Steamboat Willie.



Cheryl and Jim Signor.



of large dinners, sailors could pick up a bag lunch of Publix subs. Regattas normally held concurrently were split out onto separate weekends to reduce the number of people on the grounds. LESC's February calendar went from a 2-event month to a regatta every weekend. True, this was tough on schedules and hard on our volunteers. But all the safety measures in place paid

off, and all the regattas saw high to record breaking attendance. In the case of the 2021 GWBR, Mother Nature bestowed upon us the ideal Saturday conditions - slightly cool, sunny, breezy and just a little chop - the kind of day a Scot sailor lives for! We raced 3 races in total. The winds were out of the NE. Conditions varied

as we sailed in light breeze (4 knots) to sporty (around 14). Of course I was bundled up in my foul weather gear and was glad for it, but I am a Florida native. "Northerners" like Tyler Andrews were enjoying the opportunity to be in shorts (brrrrrr). Target time for the windward-leeward courses with gates was about 1

Continued On Next Page



The Signors to weather of David Helmick.



hour, so each race was a workout!
The PRO set us up for a fourth race, but I knew that if we were tired, the other teams must be too. Hence, the PRO was overruled and we called it a day. No one wants to be putting up boats in the dark when there's a beautiful sunset and free beer to be had – socially distanced of course.
As for Sunday... words like nuclear,

Mr Toad's wild ride, bodacious, sketchy, sporty, wet and strenuous were used by competitors to describe the conditions. The crews that refrained from heading out to the starting line were feeling pretty smart as the rest of us just tried to stay upright. It was quickly apparent to all that the 12 to 16 we sailed out in was turning into big breeze, and we all headed back to dry land.

As I walked the grounds, everyone still had smiles on their faces and many shared with me some reasons why Eustis is so popular. The number one reason sailors enjoy coming to LESC is the people. Unprompted, I got this response over and over again. I was overwhelmed with a feeling of pride for our club. And to reflect on the past year, humans have been faced with unprec-



On Sunday, the breeze was on.



David Ames and Mick Widmeyer lead a pack to the weather mark.



edented isolation. Yet we endure and find ways to still connect with our communities, in this case the Flying Scot community. From the days when we got together for Zoom happy hours, to group texts, to finally sailing again, the FS extended family is a special place of connection for so many! Friendships were strengthened and an underlying sense of hope was palpable.

We wrapped up the weekend with our awards ceremony. Lynn Bruss, who usually is present to win the Top Female Skipper award was absent as her family was welcoming a new grandchild into the world. Karen Jones won instead. Jeffery Hayden won "Most Graceful Swan Dive" from an actively racing boat. Chip Merlin and Monica Morgan took home the Mid-Fleet award.

Tyler Andrews and Andi Hoffman placed 5th overall. Then came myself and Dave Moring. Third was Jim and Cheryl Signor. David Ames and Mick Widmeyer placed 2nd. And then our favorite couple, Jeff and Amy Linton, took the top prize! Thank you to the 35 teams that came to race. Thank you to our PRO David Leather and all our volunteers! We look forward to next year! 🚤

Pymatuning Fleet Is Growing

By John Barkett, FS#5847, Posthumously

Over just a few years, Flying Scot Fleet 200, located at Pymatuning Yacht Club, has grown from just a handful of boats to 13.

And we are still growing! One reason for the robust growth are the sailing characteristics of the Flying Scot, which have encouraged many husband-and-wife crews to be on the racecourse. Also this year our fleet included a Flying Scot that was skippered by one of our talented teen-aged Junior Sailors who scored competitive race results. This demonstrates that the fun of sailing and racing the Flying Scot on the waters of Pymatuning Lake can be enjoyed by sailors of all ages.

Fleet 200 is an active racing fleet. We enjoy racing on Saturday and Sunday afternoons, as well as Wednesday evenings. This racing schedule is very accommodating with regard to weather cancellations and crew availability. After the races there is also a safe social gathering, including a weekly Wednesday night BBQ, which promotes strong camaraderie amongst our fleet. The members of Fleet 200 support each other when it comes to both sailing and working on their Flying Scots. No question about it, raising or lowering a mast is a Fleet 200 team effort.

Pymatuning Yacht Club was established in 1937 and is located on the Pymatuning Reservoir, which straddles the Ohio-Pennsylvania border. The club is known for being a cooperative family club committed to one design racing. One of the main attractions is the junior sailing program, which teaches sailing to children from ages 5 to 18 years old. Another attraction is the large adjacent



Johnny B at the helm, 2020. Photo by John Dunne.



Close racing on Pymatuning Reservoir. Photo by Bertie Werley.



Fleet 200 Happy Hour at the Barkett's.
Photo by Ron Brubaker.

campground which can accommodate a variety of RVs, Park Models, and Modular Homesites for up to 100 club members. These accommodations make it easy for members to spend weekends, or full weeks, in a comfortable setting. More information about PYC can be found at pymatuningyachtclub.com.

PYC's racing fleets have for many years included a large collection of Lasers, Lightnings and Thistles. The Flying Scot, with its unique characteristics, has been a welcomed addition, and Fleet 200 hopes its numbers will continue to grow.

We are especially excited to host a Racing Fundamentals Clinic, in conjunction with Flying Scot, Inc, on Friday, June 11th and Saturday, June 12th. For more information about the clinic please contact Ron Brubaker at BrubakerRon@gmail.com. 🚤



The Dunnes with the spinnaker up.
Photo by Ron Brubaker.



Photo by Kim Rushworth.



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-Gordon S Douglass

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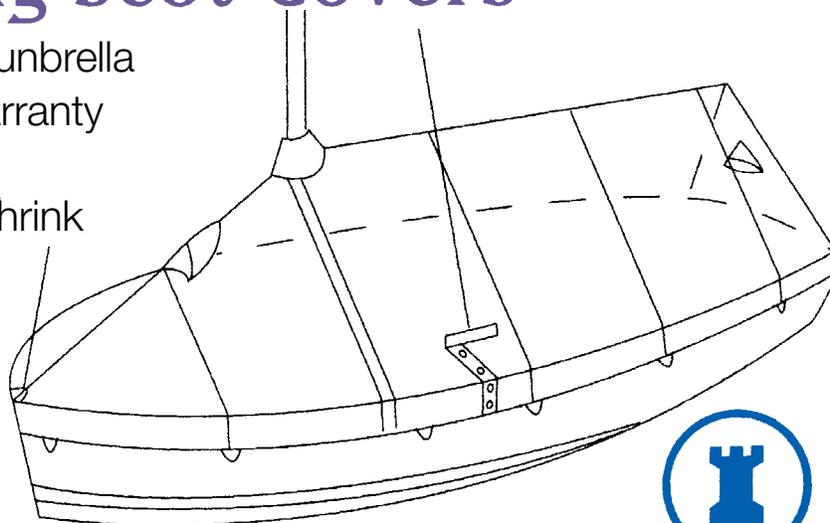
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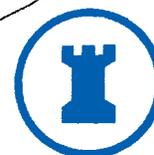


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Centerboard Between the Extremes

By Timothy Story Mallette, FS#18 & #1777, New England District Governor

The last logs of gray birch, beech, and apple are forming coals in the wood stove as I read through Vol. 65, No. 1 of *Scots n' Water*. It is always inspirational to hear what President Bill Dunham has to say. I particularly enjoyed “*Deja Blew’ All Over Again*” by Scott Carpenter because he captured so much of the potential in an older Scot - namely, the outstanding value and uniformity as a one design. The older boats should be promoted, and doing so will only increase the sale of new boats. Even in today’s market, the elegance of design using balsa, fiberglass, aluminum, and a simple rig, shines through. I have sailed a lot of different craft in the last half century, and I still keep coming back to the Scot year after year. On a good day both FS #18, and FS #1777 are competitive, even with me at the helm. It is not usually boat speed that keeps me from winning, except for late 2020 races when I tried out the bearded centerboard bulb on the leading edge. I do not recommend it.

Which brings me to the “*Inside a Top Racer’s Mind*” article by David Ames. Along with crew, P.J. Buhler, Ames show us what discipline, preparation, and skillful execution can do. It is fabulous to see the diversity of articles in *Scots n Water* – especially in the same issue.

“*The New Kids on the Dock*” article (Fleet 211) by Nancy Molitor was another treat. Many of our fleets seem to struggle bringing in new boats and younger crews. The Atlanta Yacht Club (AYC) has done both in significant numbers. The local Fleet #196 is slowly growing and such positive news is encouraging. The new kids make me want to visit AYC someday



It was not until October, when I hauled out my boat, that I noticed the unsanctioned “beard-bulb” growing on the leading and bottom edges of my centerboard, areas that the scrub brush did not reach.

like so many other clubs I hear about.

The success of the Greater Richmond Sailing Association, both over the years and in 2020 with the Atlantic Coast Championships, now has me wondering what possibilities may exist in New Hampshire. A few years ago I took a cruising trip with my wife on Lake Umbagog. We left from the base camp, which is a state campground with a marina style dock. The potential for a summer training/recreational event here is intriguing. Thanks to Dave Upton for writing the article, “*Where There’s a Will.*”

Let’s not forget “*A Look Back*” that starts out the *Highlights of Scots’ n Water* publication available from the FSSA website. Every Scot owner and crew should

read that article. It is both amazing and instructive to see what remains the same and what has changed, whether you are a sloppy rig weekender, or a highly competitive tight luff maestro of the upper main and slot.

“*In Memory of Mary Meno*” got me thinking about Peg Wright, who went aloft a few years ago. She and her husband, Ken, were among the founders of Fleet 11. I called him the gray ghost because he had a knack of disappearing into the fog and emerging later near the lead. They were octogenarian racers who loved the Scots like a second family.

In recent years, even before the pandemic, it was clear to me how important

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How I Created a Freak (Contrivance)

By Ned Johnston, FS#2319 & #5197, Editor of *Scots n' Water*



The douse cord is tied to a patch sewn in the middle of the spinnaker.

There are many reasons to love the Flying Scot. It's a wonderful boat, easy to sail but sensitive to fine adjustments of trim and technique. It provides close racing. There's the Flying Scot "family" – a community of sailors who are always ready to help each other. We have a dedicated and ever helpful builder – Flying Scot Inc. Some might even include this magazine as one of the unique attributes of the class. But for me, my love affair with the Scot was cemented when I first read the class rules, particularly CMR 42.

Our class rules, like the U.S. Constitution, are grounded in a noble idea – all Flying Scots are created equal – and some of the wisest words in both documents are found in the amendments. In our class these are called CMRs – Chief Measurer Rulings. Let's call them the Flying Scot Bill of Rights.

Back in 1979, Chief Measurer, Larry Taggart, penned the phrase that so endeared me to the class:

CMR42: All "freak contrivances" are illegal.

"Freak contrivances," such a colorful and evocative phrase, ambiguous and yet perfectly clear. If questioned, Chief Measurer Taggart might have quoted Justice Potter Stewart from the landmark 1964 obscenity case (*Jacobellis v. Ohio*) - "I shall not today attempt further to define the kinds of material I understand to be embraced within that shorthand description ["hard-core pornography"]... *But I know it when I see it.*"

My wife and I live on an island off the

rocky coast of Maine. Our home waters range from chilly to downright frosty, and are speckled with colorful lobster buoys attached to submerged traps by warps of stout rope. Sail over a lobster buoy – and inevitably you will, no matter how carefully you try to weave your way around them – and you discover that your modern fin keel, or deep centerboard, and your separate rudder are remarkably efficient at snagging the rope and bringing you to a sudden stop.

Unless you enjoy plunging into icy water to unwind loops of slimy rope from your centerboard or rudder, you are advised to choose a “classic” keel-boat, with a gracefully sweeping keel and attached rudder, that will slip easily over the trap lines. That’s why our local racing fleets are all classic designs: Bullseyes, International One Designs, Atlantics and Luders 16s.

Here in Maine I race a Luders 16. I chose the Flying Scot to be my “get-away” class. In 2014 I bought #6088 (“Crazy Love”) and kept her in Florida for mid-winter escapes. I loved the boat and recognized that she was a perfect daysailer. Then I bought #5197 (“Loon”) to keep on an inland Maine lake where we have a cabin. So when I thought about getting another sailboat to keep in a tidal cove, far from the race course and lobster traps, another Scot seemed the obvious choice. Stable and comfortable – check. Able to sit comfortably on a mudflat at low tide, with the rudder kicked-up – check. Ready to be cast off for a spontaneous excursion at a moment’s notice – check. A boat I could easily sail single handedly when no one else was able or willing to join me – um... maybe not so much.

Maine winters are tough: short days, frigid winds, single-digit temps. When not shoveling snow or stoking the wood stove, you have plenty of time to day-dream about the warmer days ahead. For me, that means reveries about sailing. As the leaves fell last autumn I began to think about how I could make a Flying Scot into the perfect single-handed daysailer. Except that strictly speaking it would no longer be a Flying Scot. To create the rig I was imagining I would have to break the class rules, especially CMR



42. This boat would not just extend a toe across the freak contrivance threshold, it would leap unapologetically into forbidden territory. I’d embrace freak contrivances wholeheartedly: a roller furling jib, of course, but also a spinnaker launcher and twin, self-retracting spinnaker poles so I need not leave the helm to set the chute or jibe or takedown. To secure all the new lines I’d need to retrieve spinnakers and launch poles I’d have to add a bevy of cam-cleats, and perhaps even a second laundry-line take up reel like the one Flying Scot provides to manage the spinnaker halyard. But this boat would never be raced, probably never even see another Scot, so why not?

I found a vintage boat for sale a few hours drive away. FS#2319 was nearly half a century old and was showing her age. A section of the foredeck was spongy and on the wooden parts – the tabernacle and tiller – varnish was just a distant memory.

Using a chain hoist, a length of thick Spectra, and a ratchet block, I pulled out the centerboard and flipped over the hull. Some pointy-ended boat purists might scoff at the uncommonly full bow sections of the Scot, but it has advantages. Keeping the crew dry is one benefit, but the fullness also makes the bow a comfortable, almost inviting space in which to work.

Using a Dremel tool with a cutting

wheel, I cut away the underside of the deck exposing several square feet of soggy balsa core. Scott Carpenter’s wonderful article in the most recent Scots n’ Water (“Deja Blew All Over Again”) was full of helpful tips about this type of repair. I ordered a box of new balsa blocks from Flying Scot Inc., which came with two pages of excellent instructions, and when I had questions, longtime FS Inc. employee, “Moose” Johnson provided answers and encouragement.

Once the new balsa was glassed-in, I crawled further forward and cut out an oval section of deck close to the bow. The spinnaker “launcher” is an elbow-shaped fiberglass tube which I glued to the underside of the hole in the foredeck. Attached to the back of the elbow is a mesh sleeve, which extends underneath the port cockpit seat. Tug on the halyard and the sail slides out through the tube and is “launched”. Release the halyard, pull on the douse cord, which is tied to a patch sewn in the center of the sail, and the spinnaker is sucked back through the foredeck and into its cocoon.

Twin spinnaker poles is an idea borrowed from the 505 Class. Two identical poles are stowed alongside the boom. Lines attached to the aft end of the poles run forward through eyes on the mast,

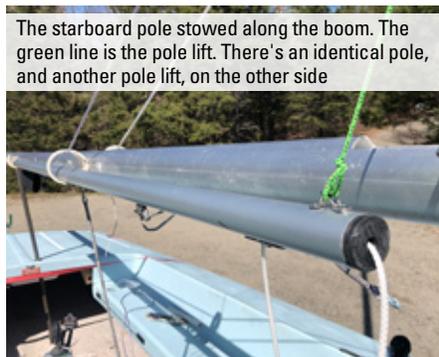
Continued On Next Page

down through the deck to the base of the tabernacle, then aft along the floor to cleats on the centerboard trunk. It's a freakish contrivance in anybody's book. Pull the pole launcher line and the pole slides forward until the butt end reaches the mast. A downhaul line runs inside the pole with a ring attached to the end. As the pole is launched, the ring is drawn to the outer end of the pole. The spinnaker sheet runs through the ring so when the pole is fully launched, the sheet becomes the guy. Release the pole launcher line and a shock cord system running through exit blocks in the sides of the boom snaps the pole back into its stowed position. To jibe the chute you allow the pole on the windward side to retract, jibe the boom, then launch the pole on the new windward side. The procedure is more complicated to describe than to execute. There is a heaping plateful of extra "spaghetti" in the bottom of the boat, but all those extra lines allow a skipper to jibe the boat without ever leaving the tiller.

It's now April in Maine. It snowed yesterday. But the days are growing longer and the ice is out on our ponds. My new/old creation, named *Freak Contrivance* (of course), has yet to touch the water, but the lengthy to-do list gave me plenty of distractions to speed the passage of winter, and I look forward to the day, not far off, when I'll be cruising Blue Hill Bay in my Flying Not-a-Scot. ▲



Launcher installed, fresh gel coat makes it slippery.



The starboard pole stowed along the boom. The green line is the pole lift. There's an identical pole, and another pole lift, on the other side



The spinnaker in the hole, ready to launch.



Under the foredeck: mesh sleeve attached to the launcher tube.



The purple line pulls the pole inboard end to the mast. The blue line is the tail of both pole lifts.



The spinnaker sheets pass through rings. The downhauls pulls the rings tight to the pole ends.

associations like the FSSA remain for American communities. The opportunities for folks of diverse opinions, values, and principles to mingle, could not be more important than it is today. It does not matter what political persuasion you belong to – North or MAD, Shurr or Ulman. Each of these parties, along with centerboarders, keelboat brethren, and foilers, have something to add. The Scot is the center between extremes. In all the articles I've mentioned there is a mixture of wanting to pass things on and to be recognized. There is a common denominator of dignity, compassion,

and hard-won humility.

Last year, I saved on boat fees since the pandemic reduced the season for me. It was not until October, when I hauled out my boat, that I noticed the unsanctioned "beardbulb" growing on the leading and bottom edges of my centerboard, areas that the scrub brush did not reach. I've purchased one of those fancy symmetrical boards from Flying Scot for this year. Go Tim.

I will not be making that mistake again. Back to the basics for me: discipline, prepare the boat, stay mentally and physically fit, maximize boat speed, and find

the quickest path to the mark. Avoid the big mistakes and stay in the groove. Don't sail where the wind ain't.

The highlights of my 2020 season were the after-racing sails with friends. One should have plenty of those onboard. It continues to be an honor serving as the New England District "Govna", and I look forward to the bright future of the resilient Flying Scot class. I will be flipping #1777 over soon and sprucing-up #18 for the 2021 season. It is always a good day when I head on over to Fleet 196, or Fleet 11, or any other club for that matter. ▲

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834 – Customflex; 1966;
\$1,800.00; Nancy; Hamlin Lake
in Ludington, MI; 860-933-0159;
jsilander@snet.net

845 – Flying Scot, Inc. (restored);
\$4,500.00; bsds30@gmail.com

1623 – Douglass; 1969; **\$3,200.00**;
Bob; Richmond, VA; 804-347-
0514; krs2530@aol.com

2648 – Customflex; 1975;
Roanoke, VA; llegg@leggassociates.com

3738 – Douglass; 1983; Frank
Proctor; Jacksonville, FL;
904-553-1362;
frank.proctor@hotmail.com

4830 – Flying Scot, Inc.; 1992;
\$8,500.00; Jason Hendrix;
Birmingham, AL;
hendrix.jason@gmail.com

4939 – Flying Scot, Inc.; 1994;
\$6,500.00; Mike Simon; Red Bank,
NJ; 908-578-3269;
Mike.r.simon@gmail.com

5044 – Flying Scot, Inc.; 1995;
Duxbury, MA; sthoit@gmail.com

5384 – Flying Scot, Inc.; 2001;
\$9,500.00; Therese Hill; Grand
Rapids, MI; 248-506-1800;
theresehill@gmail.com

5422 – Flying Scot, Inc.; 2001;
\$9,500.00; Ed Flannigan; Long
Island, NY; 516-238-5450;
eflannigan@transervice.com

5708 – Flying Scot, Inc.; 2006;
\$11,500.00; Mike Magner; New
Orleans, LA; 504-229-1327;
mmagner@joneswalker.com

5782 – Flying Scot, Inc.; 2009;
\$13,000.00; Scott Murphy;
Kalispell, MT;
scott.a.murphy@hotmail.com

6001 – Flying Scot, Inc.; 2012;
\$14,900.00; Henry Picco; 940-703-
9012; henry.picco@paccar.com

6126 – Flying Scot, Inc.; 2018;
\$18,000.00; Kramer; Lake James,
IN; skramer108@gmail.com



Good will exchange — Andi Hoffmann, Regatta Chairman of Coconut Grove Sailing Center, accepts a burgee from Corinthian Sailing Club in Texas delivered by Henry Picco on behalf of Anderson Jones.

Photo by Amy Smith-Linton.



FS#4647 – Built in 1990 – **\$10,900.00** - All-white race rigged boat. As is but has recently had upgrades done at the factory including gelcoat repair, compounding of the hull and deck, and new safety tread and stemband. She is in good condition, needing only normal upkeep year to year. Includes an extensive list of accessories - 2 Fowler spinnakers, a Fisher spinnaker, 2 Schurr main sails, 1 Schurr Jib, TackTick compass with mount, cable lifting bridle, and mainsail flotation. Covers include; poly bottom, acrylic mooring and acrylic trailing cover. The boat comes on a 1989 Tee Nee galvanized trailer that was reconditioned in 2018 and includes a new spare tire. **Call the factory today at 800-864-7208 or visit our website at <http://flyingscot.com/usedboat.html> to learn more.**

What's in a Name?...

An ongoing occasional series by Amy Smith Linton, FS#6133, Florida District

More stories to come about boat names as space and *Scots n' Water* permit. If you'd like me to share your story, drop me a line! You can find me at aslinton@aol.com or on my website www.amysmithlinton.com

Every District has one: the Flying Scotter who is just nicer than the rest of us. I don't mean the softie who won't call you on your too-close tack on the race course. No, I am talking about the person who reliably steps up to help when there's a call.

I'm biased, of course, but in my Florida District, I think we're weighted toward nice. Mark Taylor is ever ready to tune rigs, Ron Plesch is a cheerful boat-fixer, Andi Hoffmann spearheads the Add-a-Bead Program at district regattas. I could go on, but you get the picture.

So when Jim and Cheryl Signor bought that shiny green #6152 machine from Henry Picco, the name came to them naturally. As Henry drove up and down 95 dropping off bits and bobs for the Signors unbidden, they found themselves exclaiming "Oh Henry!" over and over at his generosity.

By general consensus, Henry IS that nicest guy in our District.

He'll demur, but, Oh, Henry! — he is. 🚤



Jim and Cheryl Signor.

STARTING LINE Calendar Of Monthly Events (FROM MAY 2021 TO AUGUST 2021)

Regatta: Great 48
Date: 05/01/2021 to 05/02/2021
District: Carolinas
Info: b@bobmcelwain.com

Regatta: 2021 Grits 'n Haggis Regatta, Keowee Sailing Club, Seneca, SC
Date: 05/15/2021 to 05/16/2021
District: Dixie Lakes
Info: bgraves216@gmail.com

Regatta: 2020-21 Florida Districts - Upper Keys Sailing Club, Key Largo, FL
Date: 05/15/2021 to 05/16/2021
District: Florida
Info: Laura.marriott.dar@gmail.com

Regatta: Buckeye Regatta, Hoover Sailing Club, Westerville, OH
Date: 05/15/2021 to 05/16/2021 • **District:** Ohio

Regatta: Radioactive Race Series at Clinton Lake - Race #1
Date: 05/15/2021 • **District:** Midwest
Info: eric@ericbussell.com

Regatta: Cowan Lake Flying Pig Regatta
Date: 06/05/2021 to 06/06/2021
District: Ohio • **Info:** Brukit@aol.com

Regatta: 2021 Glenn Wesley Flying Scot Regatta
Date: 06/12/2021 • **District:** Greater New York

Regatta: 2021 Egyptian Cup
Date: 06/18/2021 to 06/20/2021
District: Midwest
Info: aptasker99@gmail.com

Regatta: 2021 Douglas/Orr Regatta
Date: 06/19/2021
District: Greater New York

Regatta: Full Moon Regatta - Monmouth Boat Club, Fleet #157
Date: 06/19/2021
District: Greater New York
Info: fsfleetcaptain@monmouthboatclub.org

Continued On Back Page

NEW MEMBERS

Capital

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Boat# 5347

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Boat# 3375

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Boat# 6204

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Boat# 5695

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Atlanta GA 30309-2228
kibleronofre1@
bellsouth.net

Michigan-Ontario

Boat# A6871

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Unit 1603
Detroit MI 48214-3978
guinta@gmail.com

Ohio

Boat# 1970

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323 Heather Hill Dr
Gibsonia PA 15044
drcashion@gmail.com

Pacific

Boat# 4091 Marcus Lees
19851 E. Riverwalk Ave
Liberty Lake WA 99016
marcuslees@gmail.com

Southwest

Boat# 3811 / Fleet# 23

Current Skipper #3811
Corinthian Sailing Club
441 E. Lawther Dr
Dallas TX 75218

Boat# 3935 / Fleet# 23

Current Skipper #3935
Corinthian Sailing Club
441 E. Lawther Dr
Dallas TX 75218

Boat# 4800 / Fleet# 170

Zachary Whalen
1406 Childress St
Sheppard AFB TX 76311
zjwhalen@gmail.com

Mad Love



Congratulations to
2020 Flying Scot
Wife Husband Regatta
Top Finishers

1st Place
Michele & Mark Taylor

2nd Place
Nina & Robert Cummings



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5658cumplings@gmail.com

STARTING LINE *Continued From Page 22*

Regatta: 2021 Women's NAC at both Deep Creek Yacht Clubs, Swanton, MD

Date: 06/26/2021 to 06/27/2021 • District: Ohio
Info: jenmeehan19@gmail.com

Regatta: 2021 NAC at Cedar Point Yacht Club, Westport, CT

Date: 07/10/2021 to 07/15/2021 • District: Greater New York
Info: Victorjolsen@gmail.com

Regatta: Radioactive Race Series at Clinton Lake - Race #2

Date: 07/17/2021 • District: Midwest
Info: eric@ericbussell.com

Regatta: 2021 Sandy Douglass Memorial Regatta & Ohio District Championship - Deep Creek Yacht Racing Association

Date: 07/23/2021 to 07/25/2021 • District: Ohio
Info: HighlandSky5837@gmail.com

Regatta: 2021 GNY District Championships

Date: 07/31/2021 to 08/01/2021
District: Greater New York

Regatta: 116th Ephraim Regatta (Midwest District Championships)

Date: 08/07/2021 to 08/08/2021 • District: Midwest
Info: ephraimregatta@eyc.org

Regatta: 2021 MAYRA Regatta

Date: 08/14/2021 • District: Greater New York

Regatta: 2021 Wife Husband at Massapoag Yacht Club, Sharon, MA

Date: 08/20/2021 to 08/22/2021 • District: New England
Info: dianekampf@charter.net



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