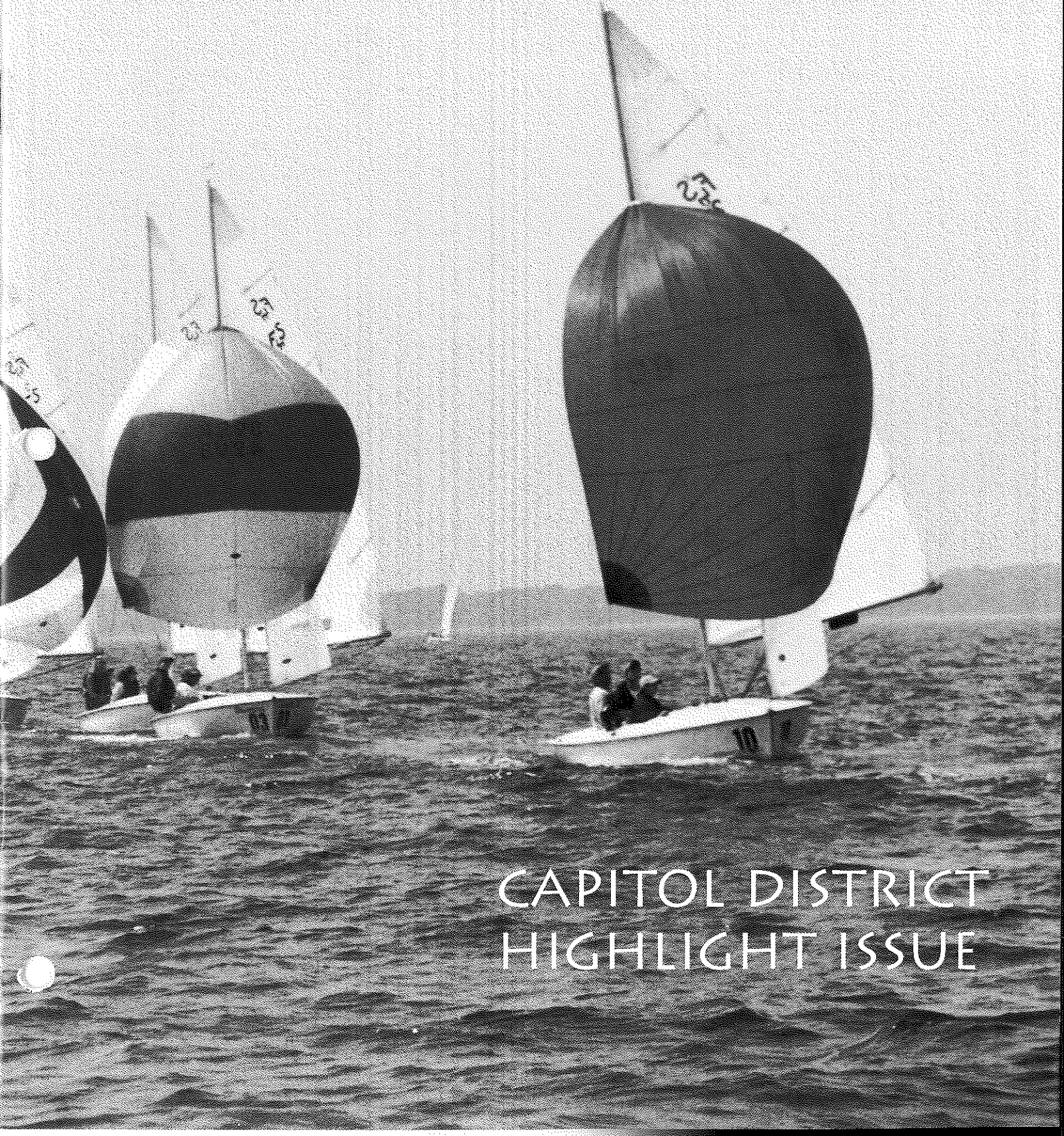


# Scots 'n Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 44 NUMBER 6 NOV/DEC 00



CAPITOL DISTRICT  
HIGHLIGHT ISSUE

# North Customers Celebrate The New Millenium With A Sweep!



Photo by Bill Hillman



North Sails celebrated the new millenium with a bang, taking the gun at all three major Flying Scot regattas. Bill Ewing, Eileen Ewing and Kris Smith sailed to victory at the 2000 Flying Scot Midwinters (*left*). Harry and Jimmy Carpenter (*right*) captured the NACs and John and Sue Clark claimed the 2000 Wife-Husband Nationals. Congratulations to all our customers who look good making *us* look good!

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# Flying Scot® Sailing Association

3008 Millwood Ave.  
Columbia, S.C. 29205  
803-252-5646  
1-800-445-8629  
FAX (803) 765-0860  
Email: info@fssa.com

## PRESIDENT

James B. Harris\*  
775 Haw-Thicket Lane  
Des Peres, MO 63131  
(314) 966-8404  
jamesbharris@worldnet.att.net

## FIRST VICE-PRESIDENT

Jack McClurkin\*  
1620 Chesapeake Drive  
Hoffman Estates, IL 60195  
(847) 991-8092  
jmclurkin@aol.com

## SECOND VICE-PRESIDENT

William B. Ross  
178 Woodstream Road  
Mooresville, NC 28117  
(704) 664-9567  
wwross2@cs.com

## COMMODORE

Daniel Goldberg\*  
342 Middlegate Dr.  
Bethel Park, PA 15102  
(412) 831-1042  
Samoyed@cobweb.net

## SECRETARY

Susie Stombaugh  
2341 Wilmore Road  
Nicholasville, KY 40356  
(859) 885-3302  
fs2162@netzero.net

## TREASURER

Anthony J. DiResta  
11 Harbor View Place  
Center Moriches, NY 11934  
(631) 878-8710  
ajd4938@aol.com

## IMMEDIATE PAST COMMODORE

Terry Dees-Kolenich\*  
4 Navy Lane  
Spanish Fort, AL 36527  
(334) 626-7175

## FSSA MEASURER

Robert J. Neff  
1032 Old Turkey Point Rd.  
Edgewater, MD 21037  
(410) 798-4146  
neffs@aol.com

## EDITOR, SCOTS 'n' WATER

Lynne 'Sunshine' Hartman  
P.O. Box 1066  
Champaign, IL 61824-1066  
(217) 355-1220  
gw7lynn@aol.com

## DESIGNER (deceased)

Gordon K. Douglass

## EXECUTIVE SECRETARY

MaryAnn Crews & Jamie Cannon  
3008 Millwood Avenue  
Columbia, SC 29205  
(803) 252-5646  
(800) 445-8629  
info@fssa.com

\*Denotes Executive Committee Members

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## Attention Web Surfers and E-mail Users

The FSSA Flying Scot Website is online.

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. Updates on the web pages will occur between the first and fifteenth of the month. Visit the site frequently!

Please save all articles submitted for publication in the ASCII Text Format

## Scots 'n Water

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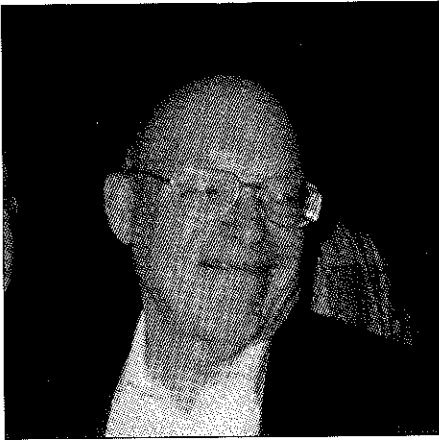
**EDITOR:** Lynne "Sunshine" Hartman, P.O. Box 1066, Champaign, IL 61824, Tel., (217) 355-1220 (O), Fax (217) 355-2587, Email: gw7lynn@aol.com.

**LAYOUT DESIGN:** Nancy H. Cooper. **ADVERTISING:** Cara Turner (800) 445-8629.

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On the Cover: Texas Highlight Issue, Wife-Husband Results





# From the President

by Jim Harris, FS 4296

**A**m I ever envious of our southern sailors this time of year. We yankees have put our boats away (Scots are slow in ice), but y'all keep sailing. Charlie Fowler sent me the Florida district schedule just to rub it in.

We have several issues to discuss at the Mid-Winter Board of Governors' meeting. I would like to briefly describe them now so the membership can comment to your fleet captain, district governor, or any FSSA officer.

First is a "look-see" at *Scots 'n Water*, considering that the website is up and

running. What changes should we make to either of them? Should we focus *S 'n W* more on recreational sailing, because the racing stuff is on the web? Should we have fewer or more *S 'n W* issues and why? Should the *S 'n W* format be changed? To what? Why? These are just some of the questions, and I am sure there are others. Jack McClurkin is working on this issue, so your comments can be addressed to him.

The second issue is FSSA membership. The membership has held steady, while the number of boats is increasing. We seem to lose members because of selling and buying used boats. Also, free access to the website may cause people to ask "Why pay dues?" Of course FSSA membership dues are our primary source

of revenue. So, how can we increase membership?

Third is Junior Sailing. Most clubs have excellent Junior programs, but usually in small boats. Young sailors are the life-blood of any one-design class. GYA has an excellent program with Flying Scot club boats, inter-club racing and the famous Lipton Cup. How can we get more juniors sailing Scots? One idea is to open up eligibility for the Junior Nationals. What are some other ideas to improve junior participation in our class?

I am counting on you to help us improve in these areas. Please plan to attend the Mid Winters -- it's great fun -- or have a representative there with your ideas and suggestions.

## A Word From Headquarters...

by Jamie Cannon

**A**round this time every year, FSSA headquarters experiences a deluge! Not one of water, but of responses to annual dues notices. This is a good thing! As the executive secretary's assistant, I process these returned payments. FSSA members are great at making what could be an overwhelming task much easier. The forms are complete with membership category, address and phone number corrections, email address additions and of course a check! Thank you for your speedy response in keeping your membership current.

The best part, however, is that everyday I have the pleasure of speaking with dozens of FSSA members as well as potential members on the telephone -- and may I reiterate what a pleasure it is. Flying Scot enthusiasts are people with passion and fervor for sportsmanship and are people of integrity. This is consistently evident.

Occasionally, I will receive a delightful email -- once the writer was so descriptive I felt as though I had paid a visit to Maine! Another member had corresponded with me regarding a boat that was listed for sale and in the process shared with me how his stepfather had died right before he and his mother were to have celebrated their 20th wedding anniversary. He mentioned that many years ago his step dad had written some articles for *Scots n' Water* and that his mom did not have copies of them. I did some research and found the articles, copied them and sent them to him to present to her at the anniversary party that was held in his memory. That fellow was so pleased and very appreciative.

Flying Scot Sailing Association is a major reason why I enjoy coming to work everyday, and hearing -- when I have stepped away from my desk -- a co-worker endearingly call down the hallway, "Jamie, "boat person" for you on the phone!"...As always, my pleasure.

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# Sailing Instruction

by Gabor Karafiath, FS 3512

**D**uring this past summer, Fleet 97 at West River Sailing Club organized a few skippers to take guests and interested fleet members for an instructional mid-morning sail prior to the scheduled afternoon racing. I was going to be one of the skippers, and in preparation for the sailing instruction, I made the following brief list of things to cover.

## 1. Points of Sail:

- Beat;
- Reach;
- Broad Reach;
- Run.

## 2. Hoisting Sail:

- Luff Tension, Jib;
- Luff Tension, Main;
- Foot tension via outhaul, Main;
- Tapered Battens, proper installation.

## 3. Sailing Technique:

- Holding the boat flat for minimum drag, rudder centered;
- Centerboard - How far down?;
- Very light air;
- Light air;
- Moderate wind;
- Heavy wind
- Too much wind

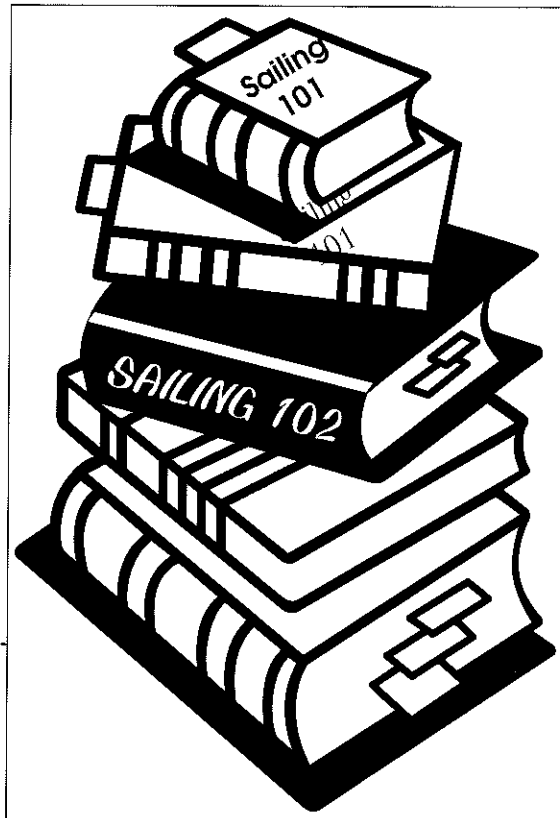
## 4. Sail Trim

- Jib car position;
- Jib sheet tension, windward sheeting;
  - Jib tell tales, use of;
  - Main sheet tension, boom position;
  - Boom vang, upper batten alignment.

## 5. Spinnaker

- Pole, topping lift, down haul, chain-plate hooks;
- Sheet, guy interchangeability, rigging;
- Hoist - skipper hoist method, crew hoist method;
- Common hoist mistake, port hoist on port pole, halyard on wrong side of pole;

- Magic triangle for launch between jib foot, jib sheet and deck;
  - Speed, don't choke, leading edge curl, pole position, downwind tactics, masthead fly;
  - Reaching, power to carry chute;
  - Spinnaker gibe technique;
  - Takedown
- ## 6. Race
- Basic rules;



- Start signals, course board;
- Port-stbd, leeward boat, overtaking boat, buoy room, 360 and 720 penalty;
- Favored start tack, favored side of starting line, starting method timing.

## 7. Safety

- Life jackets;

- Dousing the main, take off the boom, sailing on the jib;
- Towing a group of boats;
- Capsize.

On the morning of our sail we were blessed with a very fine day, consisting of sunshine and moderate winds. Before getting underway, we held a brief sail trim demonstration on shore with a boat still on a trailer and sails hoisted to show different aspects of sail trim. I think that the effects of the boom vang, outhaul tension, jib sheet tension and halyard tension were easier to understand and observe in the parking lot than on the water.

My two guests, Scot and Pat, had some previous sailing experience and were very enthusiastic. I was glad to have their help in launching and rigging the boat. As soon as we were safely away from the dock I relinquished the helm. We started on a long upwind sail with my "crew" taking turns on the helm and jib sheet and practicing the use of the jib tell-tales. During this time I went over most of my list, but I think that the more beneficial part of the sail was exposure to the hands-on feel of sailing to windward. On the way back to the dock we practiced hoisting and sailing with the spinnaker.

Pat was skipper in my boat during the afternoon races. Scot skippered another boat. Both of them did well.

My memories of the racing consist of a lot of "head up a little" or "fall off a bit" type sailing advice to try to keep the boat moving well to windward. In retrospect, I think that we underestimate the steep learning curve required for becoming a good sailboat racer.

Since then, Pat crewed with me on the Labor Day regatta and has joined our fleet with his own boat.

# Chris Swensen, Capitol District Governor, gets answers for his members

After receiving several questions from boat owners...we decided to ask an expert: Greg Fisher. These are his very helpful answers.

It appears that most of the newer Scots have seat mounted jib sheet cleating which lets the jib lead block flip inboard. According to my estimates, this arrangement decreases the sheeting angle by 1.7 degrees relative to the arrangement with cheek blocks on the side deck. Does this arrangement make it easier to race the boat well going to windward?

*There are many different styles of jib sheeting in the Scot. Some pull the sheet more to windward than others, some actually pull the sheet block to leeward! Actually, its a moot point since it's necessary to weather sheet anyway with any sheet cleating style. On some, you just need to pull a little more on the weather sheet to put the clew in the same place.*

Many boats tack downwind to gain speed, but the gain of speed depends on the boat. What are the optimal angles for the Scot? If the leg is a dead run, what angle should one sail? Does this depend on the wind strength? Other variables?

*The angle sailed downwind depends on alot of variables. Of course, wind is a biggie, but what other boats are doing is key as*

*well. Sometimes it is necessary to "burn speed" to get low to get inside so sailing low and by the lee may be the way to go. Generally our rule, (without the influence of other boats and possible windshifts), is to sail nearly dead downwind, heeled to weather (when the course is low), unless the wind is light enough to make it hard to heel to windward easily. If there's a bunch of chop and slop then we may sail a little higher to keep the chute full and the boat loaded up power wise.*

What causes the sound, usually accompanied by an obvious vibration, which occurs in many Flying Scots under a particular set of speed/seaway conditions and how is it eliminated? This sound was associated with the hull moving through the water under certain conditions.

*I assume we're talking about the "hum" we hear at speed sometimes. On Hobie Cats it's cool because you feel like you are going about 800 mph! It's not so slick on the Scot. These vibrations can be caused by movement of the board in the trunk (not shimmed enough) or more likely, unfairness of the trailing edge of the board. If there is a hump or hollow, or dings from hitting stuff, the board can hum and tell you it needs to be fixed! I'd check on the general shape and state of repair of the foil and I bet it'll be easy to tell what needs to be done.*

## Can You Match These Definitions?

by Peter and Leslie Terry; reprinted from SNAX

- |                    |               |               |                |            |
|--------------------|---------------|---------------|----------------|------------|
| A. weather side    | D. doghouse   | G. well found | J. reeve       | M. fetch   |
| B. Bristol fashion | E. handsomely | H. marline    | K. bend        | N. start   |
| C. full and by     | F. claw off   | I. fake       | L. helm's alee | O. pay out |

1. From the days when this English port was noted for ship-shape vessels.
2. Meaning to sail upwind off a lee shore.
3. To clear a buoy or point of land
4. Its first meaning was a shelter over a hatch or at the forward end of a cockpit, it came to mean the raised area at the after end of the cabin that provided standing headroom.
5. The last warning before a tack.
6. To carefully coil and lay out a line such as a jib sheet so that it can be released to run quickly without kinking or jamming in a block.
7. A way of handling a line slowly, carefully, in a seaman-like manner.
8. Close hauled with all sails full and drawing, as opposed to pinching.
9. Two stranded light hemp line used for lashings, lacing, and temporary seizings.
10. To run the sheet properly through all the blocks.
11. To attach a line to something.
12. When applied to sheets, it means to ease out.
13. Upwind side of the boat.
14. Ease out a line that isn't a halyard or a sheet.
15. A well equipped and properly prepared yacht, such as an Alberg.

Answers on page 23

# The Art of Varnishing

by Jon Ingersoll, FS 2148

We have all seen the bright work on a fancy sailboat and said to ourselves, "How can I make the woodwork on *my* Scot look that good?" Take heart, because it is possible. However, you have to be willing to be fanatical about "the method." Varnish, although a very old finish takes a lot of attention to detail, and at any point in the process the finish can be compromised. Here is a method that has worked for me and will work for you, too.

## IF YOU ARE VARNISHING NEW WOOD

It is very important that you sand the surface of the wood until it is absolutely the same texture over the whole piece, yet still leave enough roughness to enable the finish to grab and bond to the piece. It doesn't pay to use sandpaper with grit finer than 220 on new wood. Do not use steel wool – it is impossible to get all the little broken strands off the piece, and they will show on your finish even after 10 coats. Electric sanders are great – especially orbitals. Do not use a belt sander, because it will take far too big a bite. Any "digs" or "trenches" *will* show later.

After removing the rough stuff, finish the surface by hand sanding with a sanding block in the direction of the grain, to make the surface as flat as possible. Use a tack cloth after this sanding and after sanding every coat. Just lightly wipe over the surface of the piece – but be sure to cover the whole surface. This insures that the surface is not holding any dust that will cause you fits later.

## IF YOU ARE RE-FINISHING A PREVIOUSLY VARNISHED OR FINISHED PIECE

Use an orbital sander to remove the finish to the point where it is a hard, smooth surface. Then sand in the direction of the grain by hand with the sanding block. Again, a grit of 220 is sufficient here. Do not dip into raw wood if you can help it, but do get the whole surface to a point where it is a dry, flat and even surface. If you do dip into raw wood you have to treat the whole surface as if it is raw wood.

Raw wood needs to be sealed in order to make a flat surface, and the best sealer I have used is West System. It is sometimes difficult to use because it bonds with a chemical reaction that heats and causes the air in the wood pores to expand, thus causing bubbles on the surface. Sand this off to the flat surface of the wood. Use the tack rag to remove dust. A second coat applied will build a clean, flat surface that will act as a foundation for the varnish. Remember to use 320 grit sandpaper with the hand sanding block.

The next key to a good finish is to locate the most "dust-free" environment you can find in which to apply the coats of finish. Every stray dust particle floating in the air will land on your glassy surface and show forever. I use a corner of the cellar that is away from foot traffic and painstakingly vacuum the area, including the ceiling. Then I let the dust settle for a day before I use the area.

I use either Epiphanes Varnish or Z Spar Flagship 2015, with Epiphanes 333 brushing liquid for thinning and better flow-out. I prefer to use disposable foam brushes, which are perfectly suited to the job. Use a new foam brush for every coat. Never dip the brush into your can of varnish – pour some varnish into a smaller container (clean yogurt cup) and close the varnish can. This will go a long way to minimizing dust particles in your finish.

When applying the varnish, always brush from the dry area into the finished coat. This helps keep the finish even and limits brush marks and thin spots. Parallel overlapping strokes are best for coverage and even depth. Dry the coat of varnish for at least a day.

After each coat, the surface should be wet sanded with plenty of water. Use a hand-held drywall sander with 320 grit wet-dry paper and *lightly* go over the surface. You want to minimize the amount you remove while roughing the whole surface. Be especially careful on edges – it is easy to sand too deeply on corners. If you developed drips or sags with the last coat, mark the high part of the drip with a magic marker. It is difficult to see drips or sags when a surface is wet. It is also important to remove all of the dust and sanding residue after each sanding. Use plenty of water and a sponge or squeegee. Then once it is dry, take the piece back into your finishing area and go over it with the tack rag. Now it is ready for the next coat.

To get the wonderful deep glassy look, I like to put on at least eight coats of varnish and on occasion have put on up to sixteen coats. After eight coats, I start looking for a glossy surface that shows no dust or other imperfections. As soon as I am satisfied with the finish – I stop. That's it. My father has a saying that has always stayed with me; "A good artist knows when to stop." I think this is especially applicable to varnishing.

If the surface was prepared correctly and each coat adhered correctly, the varnish will be a UV protecting tough finish that will last for 7 - 10 years. If the surface becomes scratched or less glossy in a few years, a maintenance coat can be added. Be sure to sand lightly with 320 and follow the application directions above. There isn't much wood used in building a Flying Scot, but you can make it one of the most beautiful features of your boat.

# Racing on the Chesapeake Bay

by Roger Schermerhorn, FS 2707

When I started sailing my Flying Scot on the Chesapeake Bay, I assumed things were about the same as I had experienced when sailing a National One-Design on a small lake at Ely, Cambridgeshire, England, crewing on big boats in Hawaii, and learning to sail in Mission Bay, San Diego. But I was wrong. Sailing on the Chesapeake has much more to challenge the newcomer. And since we occasionally host events that attract sailors from other waters, I thought it only fair to offer them the benefit of the following story.

An ancient mariner recently confided to me that Chesapeake sailors have a huge advantage over visiting sailors on their home water. The reason, he said, is that outsiders don't know how to use the crab pot, or rather the crab pot float, when racing. The Chesapeake Bay has large numbers of watermen who spot their crab pots in the same places that sailors race. I had considered crab pot floats as merely a nuisance until I learned how to read them for tactical advantage in racing.

My teacher, let's call him Billy Alewife to preserve his anonymity, said the watermen place crab pots very carefully in depths and currents that are most congenial to the elusive blue crab at each stage of the season. In Spring, they go out to deep water to welcome the migrating swimmers. In mid-summer, they skirt the shallows where crabs find water grass to their liking. In the fall, they edge their pots back towards deeper water to intercept the retreating crab migration. Canny local sailors use this cycle to judge the advantage of current, since the tide runs

faster in deeper waters. You might be surprised how often the local sailors stick inside the margins of crab floats in August!

Another advantage that local sailors have is their use of floats to calibrate their course. Just as a bowler unconsciously reads the spots on the floor when lining up to bowl, so the Chesapeake sailor will note the location of crab floats when setting up for the start or when reading the angles to tack or jibe. Their awareness of floats also helps them avoid one of the most common psychological faults that visiting sailors fall prey to - the warp. Watermen drop their crab pots along a contour line that is rarely straight. Sailors are conditioned from their automobile driving experience to stay within lanes marked on the pavement. When they race amidst curving lines of crab floats, this conditioning "warps" their course off the optimum path to the distant mark. Local sailors steel themselves against the pull of the warp and, consequently sail straighter courses to reach the mark.

Finally, race committees being composed of sailors who are privy to local knowledge, you will not be surprised to find turning marks planted exactly two boat-lengths from a convenient crab float. Local sailors have the advantage over visitors in the protest room because they can convince the jury of their rights.

Don't be discouraged by this story. We welcome visiting sailors to the Chesapeake and hope you do well here. If you keep a wary eye on the crab pot floats, you will have a better chance to take home some Chesapeake silver.

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2/15/00	MAR/APR 2001	<b>OHIO</b>	Barbara Griffin	(412) 653-3056	bardon87@aol.com
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6/15/00	JAN/FEB 2001	<b>MICH-ONT GREATER NY</b>	Forest Rogers Brian Hayes	(734) 954-0452 (203) 877-7627	forest@vibrodynamics.com brian@od.northsails.com



# Women's Eastern Regional Flying Scot Regatta

by Jane Mahan

The Women's Eastern Regional Flying Scot Championship was held August 12 and 13 on Deep Creek Lake, Maryland. Typical for this championship, the wind blew a gale. Regatta Commander, Dave Mahan, clocked it at a minimum of 15 to 18 mph in the lulls with frequent gusts of 20 to 24 mph. The wind was from the NNW giving plenty of time for swells and white caps to build and plenty of area for Dave to set up an excellent course (windward, leeward, reach, windward, leeward, beat, finish). All in all it was a beautiful Deep Creek day for a regatta!

Jane Mahan, with her crew, Jenifer Meehan and Monica Chandler (combined weight of crew maybe equals one person) led most of the race. The starboard jib cleat broke early in the first windward leg and Jenifer couldn't cross sheet or cleat the jib when on port tack. Jenifer is amazingly strong for her small size. Unfortunately, Jane hit the last leeward mark while doing a flying gibe to round it and had to do a 360 allowing Meredith Dodd and crew Rachel Schubert and Ashly Dodd the opportunity to move into the lead. The teenagers covered beauti-



*Championship Fleet Winners*

fully on the final leg and finished first. Jane was second, Stephanie Mahan with crew Meredith Chandler were third, Susan Meehan and Geri Meehan were fourth and Vicki Willey and Lee Jeffrey were fifth.

In the Challenger Fleet of ten entries where women skippers can sail with male crews, Sally Erisson sailing with Tom Garvin fought her way to first in the first race. Thirteen year old Becca Carpenter,

sailing with her dad, Jack, came in second and Barbara Griffin sailing with husband, Don, came in third. New sailors Ann and John Schneider sailed a valiant race but had the misfortune of capsizing on the finish line. This kept the patrol busy for some time as the boat turtled and filled with water and had to be towed slowly back to dock. With the winds as they were, we were fortunate this was our only capsizes.

For the second race, the wind initially seemed to have moderated some. The course remained the same. A third of the way to the windward mark the winds were again gusting to 20 to 24 and remained this way for the rest of the race. Pat Farrell, sailing with her niece, Christine Meehan, and Jane Mahan were both over the line early and had to go back and restart. Dave Mahan thought he might have to sleep in the dorm for calling his wife over early but all's fair in love and sailboat racing you know!

Stephanie Mahan led halfway around the course but Jane caught her at the second windward mark. Spinnakers went up after the first windward mark and



*Challenger Fleet Winners*

*Continued on page 10*

Continued from page 9

were flown to the first leeward mark. We planed on a close reach to mark #5 then beat back to 6 again where Jane finally passed Stephanie. After rounding 6, Jane tried to fly the spinnaker again but it had such a knot in it and the winds were blowing so hard that she finally decided to just take it down. Stephanie Mahan was in close pursuit and chose not to fly her spinnaker (discretion being the better part of valor). Meredith Dodd and crew, in third place at this point, bravely did fly their spinnaker but didn't manage to gain on Jane and Stephanie.

Coming up to mark #3 again Jane was planning how to round it without hitting it but lost sight of the mark (a bad sign) and control of her flying gibe and managed to hit the mark again. After completing her 360 she was in second place with Stephanie and Meredith in first. Although close behind, she couldn't out tack Stephanie who finished first. Jane was second and Meredith Dodd was third. Susan Meehan had a little port/starboard altercation with Vicki Willey. The result was Susan finished fourth and Vicki, fifth.

At the end of the sailing day there was a three way tie for first place between Meredith Dodd, Jane Mahan and Stephanie Mahan, all with four points.

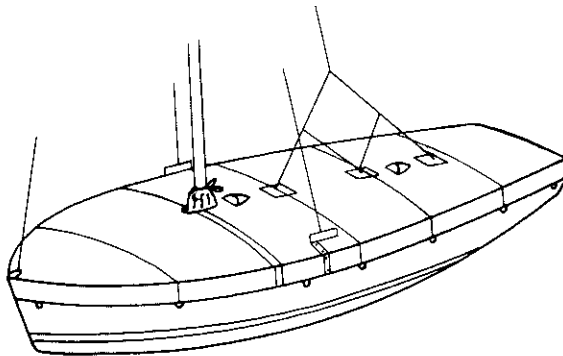
In the Challenger Fleet, Barbara and Don Griffin finished first with Joan and Lee Coraor second and Sally Errison and Tom Garvin third. Barbara Beeler and Ellen Williams who had equipment difficulties the first race managed to get their boat together for the second race and finished fourth. Way to go girls!

Needless to say everyone was exhausted Saturday night. Sunday dawned sunny and windless with the promise of winds 5 to 10 mph and the threat of thunder showers. By race time there was no wind and lots of gray, threatening clouds. After a brief postponement the race commander started the fleets on a triangular course, two times around. The winds were very light and the skies very threatening. Meredith Dodd broke out of the fleet first, followed by Susan Meehan. Far behind was Jane Mahan in third. Meredith held her lead throughout the race to finish first overall. Susan Meehan finished race three in second place to give her a fourth overall. Jane Mahan struggled in third to give her a second overall and Stephanie Mahan finished fourth in the final race to give her a third overall.

In the Challenger Fleet, Barbara Griffin led the pack by a country mile to finish first. Again Joan and Lee Coraor were second and Barbara Beeler and Ellen Williams were third.

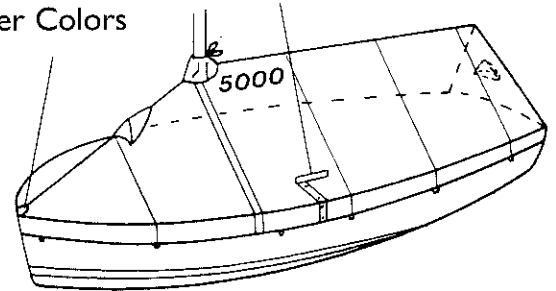
Special thanks go to Geri Meehan who, for the past several years, has organized the Women's Regatta and arranged for all the food and sent out the invitations. We also want to thank DCYC, Inc. for hosting the Regatta, Dave Mahan for being Race Commander and working so hard to give us good courses, and Harry Carpenter for doing the race instructions. Thanks too, to the Farrell family for donating the K.B. Farrell Perpetual Trophy for the Championship Fleet, and to the Carpenter family for donating the Perpetual Trophy for the Challenger Fleet. We had our best turnout ever for our Women's Regatta, eighteen boats registered in two classes. The women did some fine sailing!

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# Lake of the Woods Spring Invitational

by Jimmy Lee, FS 5276

**K**icking off the new millennium in the Capitol District was the 19th Annual Lake of the Woods Spring Invitational hosted by Fleet 160 and the Lake of the Woods Sailing Club in Locust Grove, Virginia on April 29. Weather forecasts during the few days preceding this one-day event were ugly. This did not deter Dick Schultz and Ted Odell from Pine Knoll Shores, North Carolina, Fleet 78, and four entries from Fleet 42 at Selby Bay, Maryland from attending. Fortunately, fair weather did prevail for this regatta. Shifting northerly winds that ranged from under five to more than fifteen knots provided a real challenge. This was evidently to the liking of Schultz and Odell who won the last two races going away to win the regatta.

In the first race, it was last year's winner and local favorite, Hans Noordanus, and crew Dwight Wessel, who played all the shifts masterfully down the middle of the lake to win handily. Gene Kendall (Fleet 42 Captain) and crew Jon Ingersoll of Selby Bay, Maryland edged out Schultz and Odell for second. In the second race, Schultz and Odell hit the favored port tack at the start perfectly at full speed and were never challenged.



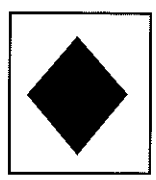
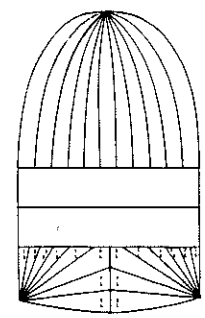
*R to L: Jon Ingersoll, Gene Kendall, Dwight Shaw, Hans Noordanus, John Saw, Ed Hoffman, Dick Schultz, Ted Odell.*

Noordanus and Wessel finished second, which gave them the lead at that point, while Kendall and Ingersoll were third. In the final race, Schultz and Odell again broke away from the pack and ran away with this race, winning the regatta. Noordanus and Wessel never broke free, got caught on the short end of a crowded leeward mark rounding, and salvaged fourth in this race and second overall. Kendall and Ingersoll also struggled, finishing sixth in this race and third overall. Capitol District Governor Chris Swensen with wife, Denise, and both children made it a family affair and took fourth overall.

## Results

Pos.	Sail No.	Skipper & Crew	Race 1	Race 2	Race 3	Total
1	1885	Dick Schultz, Ted Odell	3	1	1	5
2	4427	Hans Noordanus, Dwight Wessel	1	2	4	7
3	3354	Gene Kendall, Jon Ingersoll	2	3	6	11
4	4639	Chris Swensen, Denise Swensen	5	4	3	12
5	4947	Dave Gillingham, Bruce Pumphrey	7	5	2	14

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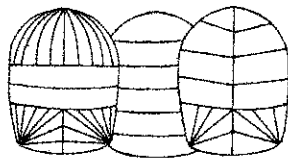
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# Restoring *Our Fair Lady*

by Tom Wittmann, FS 45

Governor's Island is located on Indian Lake near Russels Point, Ohio. It is a favorite retreat for members of the Society of Mary (Marianists), a Catholic religious order of brothers and priests. In recent years it has also become the site of delightful family camps and retreats for groups affiliated with the Marianists.

One of the favorite attractions for this beautiful facility is a grand old Flying Scot, FS 45, named, *Our Fair Lady*. This venerable old sailboat has provided thirty plus years of enjoyment to many who have visited the island. She had two previous owners before being placed in service with the Marianists in 1966.

Bro. Bob Geary oversaw the maintenance of the Governor's Island boats. He occasionally consulted with the staff at Flying Scot Inc. regarding maintenance and repair matters. On January 23, 1983, Eric Ammann sent a two page letter, along with two additional pages of hand drawn sketches, providing advice about how to repair a centerboard trunk problem brought about by frequent collisions of the centerboard with underwater stumps in the shallow lake. In this letter he wrote, "This boat is getting a few years on her hull. She was built in fall of 1958 - I built the boat myself."

That repair and several later repairs were made and FS 45 provided more years of fun for all involved. One of these was my son, Fr. Chris Wittmann, S.M. He was introduced to sailing Flying Scots by Bro. Bob and other Marianists. In the mid 1990s, after Bro. Geary retired, Chris began to maintain the Governor's Island boats as a hobby and a form of relaxation.

By 1996 *Our Fair Lady* was a very tired Flying Scot. The balsa sandwich on the bottom of the hull had failed and was a mass of



*Novices making way from the dock for a solo in the newly restored FS 45*

rotted wood. In addition, water had penetrated the balsa sandwich in the fore and aft decks. Finally leaks under the mast step had caused the wood mast partners under the deck to rot.

What to do? It was probably time to put FS 45 out to pasture. But this old boat was really an antique; and there was strong desire to preserve the old memories and to continue to make

new ones. Finally, Chris and I committed to restore her. As a first step we wrote the folks at Flying Scot Inc. for advice and guidance. Eric Ammann just happened to be visiting Flying Scot Inc. when our letter arrived. It is my understanding that Karen Carpenter showed the letter to Eric and asked him if he would like to help again just as he did in 1983. We received a very personal letter with detailed instructions, sketches, and encouragement. Eric even gave us his home phone number so that we could call if we had questions. The people at Flying Scot Inc. were also very helpful when we called for supplies and parts or with questions.

We began our project as a spare time effort in the spring of 1997. We trans-

## **COMMENTS FROM REV. CHRIS WITTMAN, S.M. REGARDING THE REPAIR OF OUR FAIR LADY**

The first time we had the boat out after repairing and re-rigging it at Governor's Island on Indian Lake, two neighbors literally came running to see the boat before we put the tarp back on it. They are owners of a smaller sailboat themselves, and had sailed *Our Fair Lady* years ago with some Marianist Brothers who are now retired. These neighbors could hardly believe that this was the same boat, and were raving about how good it looked. Other times when I had the boat out this summer, people in other boats pulled out binocu-

lars and cameras to look at and take pictures of it.

The repair of *Our Fair Lady* benefits many people besides the Marianist Brothers and Priests. This is a Family Retreat Camp, which the Marianists run at Indian Lake every summer. In two days on one camp I took five groups sailing, children and adults, totaling about 25 people. For about half of those, it was their first time ever in a sailboat, and was a real highlight of the week for them. Thanks for helping to make this possible.

*Continued on page 14*

Continued from page 13

ported the boat to Dayton and began to work in an unheated garage, which limited our efforts to warm weather. In the beginning we were somewhat intimidated by the project, but we charged ahead. The first step was to remove the old floor and all rotten or wet balsa. Then we had to grind the floor of the boat smooth so that we could start reconstruction. Each step of the way we followed detailed instructions provided by Eric and the Carpenter's at Flying Scot, Inc. We used balsa, cloth, roving, and parts from the factory and purchased the resin materials locally. Once the balsa blocks had been put in place we could feel the floor regain its strength. There was great satisfaction when the floor was completed. At that point we were convinced that our project was going to be successful.

Next we rolled the boat over and put it up on a frame so that we could work on

the decks. The process was the same: remove the old, grind the surface smooth, and rebuild the sandwich. The work on the front deck was the most complicated because of the complete disintegration of the wood under the mast step (mast partners). While we had the boat in this position we also elected to install a new mahogany stanchion rather than rebuild the old one.

When the decks were finished we had restored all of the original strength to the boat. The years of weathering had taken their toll on the gel coat so *Our Fair Lady* still looked very tired. We sanded the bottom and painted it white while the boat was still upside down. Then we replaced the centerboard gasket that had disappeared years ago.

Next we turned the boat back over and repaired all miscellaneous fitting holes that had penetrated the decks and were no longer in use. In addition, we added boom crutch sockets and a drain plug. Then we wet sanded the deck, seats and

sides and repaired any scratches or gouges.

We now had a totally rebuilt boat but she was still pretty ugly. Some family friends, the Millers, operate Carl's Body Shop, the premier auto collision repair facility in Dayton, Ohio. Matt Miller, the owner, generously contributed a beautiful paint job. He painted the sides Yankee Red to match the original gel coat and the top a brilliant white. This new dress brought *Our Fair Lady* back to the splendor of her youth.

The project was completed in the spring of 1999 and she once again resides at Indian Lake. When she is not being sailed, she proudly rests atop her lift at Governor's Island. Many have commented that it is good to see her back.

We're very proud of our handy work, but it would not have been possible without the help of Eric Ammann, the Carpenters and other folks at Flying Scot, Inc., and the people at Carl's Body shop. Thank you all.

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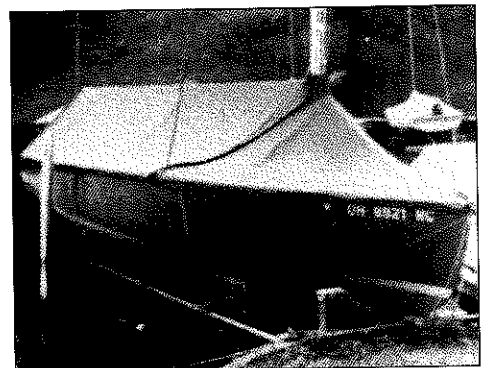
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# Adventures in Launching

by Charles Clements, FS 5241

I decided to tell you of my adventures with my new Flying Scot #5241, last July. I don't know why but it seems that lately I'm always looking for new places to launch from. I wanted to explore the waters of the Pamlico River and Sound. Dad and I had been on the Pungo River but at that time dared not to adventure into the Pamlico River. I did not know and was curious to see if the Flying Scot would handle the waters of the Pamlico.

According to Claiborne S. Young in his book, *Cruising Guide to Coastal North Carolina* (1993, John F. Blair Publishing, Winston-Salem), "Spencer Bay, the westernmost of the three, eventually leads to the small coastal village of Germantown, but the approach channel is too complicated for any but local boaters." Well, the locals will tell you to look for a line of trees. Sure enough there is a long stand of trees along the western side of Spencer Bay. But you can find the entrance easier if you watch for the radio tower with the red flashing light. It is located exactly 180° of the entrance and flashing green #3 marker. From there it is most all of the time a downwind run into Germantown Bay. Just arch to the east as you go in and remember, "the markers mark the shoals not the channels." as Van Horn will tell you. Well, that is if you would be going in

to Germantown Bay. Coming out is a different story altogether.

According to "1997 North Carolina Coastal Boating Guide" (which is plumb loaded with all kinds of information), Van Horn's Bayside Marina and Campground has got a ramp, a restaurant (one table), a rest room (on the back porch), and twenty slips.

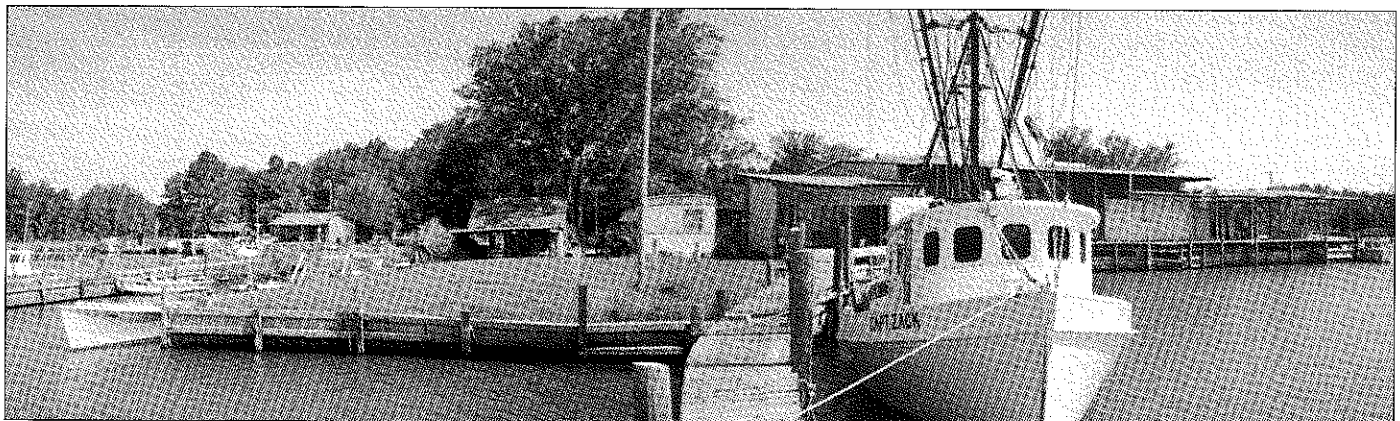
Now here is where the story begins. It seems that the biggest and probably the only difficulty I have ever had with boating is at the launching ramp. Sure enough everything ever to be dreaded was there. The twenty slips had the regular twenty boats that were always tied up there. The ramp had two small docks six feet long, one on each side of it. Between the small dock on the left and the wharf, there was a large drainage pipe looking like the mouth of a shark waiting to take a bite out of my brand new boat. Behind the drainage pipe were fishing boats and trawlers tied up along the wharf, and the boats used up half the width of the 12 foot wide dredged channel leading from the ramp to the deeper water. There were white wooden slats that marked the right side of the dredged entrance and behind the slats to the west was shoal water. The bottom was ooze and muck.

Here I was, determined to launch my new boat upwind under these conditions.

Why? Because it was located right between Pamlico River and Pamlico Sound. "Well, if you had a motor...", I heard someone say. If I wanted a boat with a motor I would have gotten myself a motorboat.

Ready with my trusted oar and anchor, I proceeded to attempt a launch. The prevailing southerlies were pushing me back as fast as I could move forward. After paddling as hard and as fast as I could, I only made a small headway. Then I tried clawing off with the anchor. The trick is, of course, to throw the anchor out, get a bite, and pull yourself forward using the anchor line. Well as fast as I could retrieve my anchor and throw it forward, I would lose ground. I was putting on quite a show for those watching. I made several attempts and was getting frustrated and becoming quite vile in manner and vicious in language. (I do apologize).

It came down to the last resort and because it was too shallow to drop a centerboard, I dropped my pants. I sat down on the deck, shed my clothes, and slipped bare naked into the black, brackish water. The water was reported to be pristine but loaded with jelly fish. I was able to pull my boat along while sinking shin deep into muck to a place deep enough to drop my centerboard and sail on out...clothed.



House in middle is the restaurant, the oyster plant is behind the Capt. Zack.

# Heavy Air From Canada

by Bruce White Brandon, FS 4399

I sailed my Flying Scot last weekend in Pelican Lake, Manitoba, Canada. The lake is 14 miles long and about one mile wide. The conditions were 20 knots with prolonged gusts to 25 knots as measured by knotmeter. Flags were snapping loudly on the flagpoles. The swell built to 3 to 5 feet with a whitecap on each and occasionally bigger ones. The waves come close together but nothing like the lake Erie swells which I also know about. Still pretty extreme for the Scot. I should add that the air temperature was 30 degrees Celsius! (that's in the 90's fahrenheit but hey... we're metric up here!)

I sail in a fleet of C and C 25's, Catalina's, O'Day 25's all much more suited for heavy air than the Scot. The 2 Lasers that attempted the race capsized waiting for the starting guns to sound. The swell was too much for them to right and they were rescued by the safety boat. A Catalina was knocked down (looked like a broach down a wave front) and pinned with water on the Mainsail with some of the crew falling out. This was the picture facing us as we launched FS4399. I learned a few things that day that some of you may find interesting. The course was a triangle, the first upwind leg 3 miles into the teeth of this and the rest reaching legs back home. It took the best part of 1.5 hours to reach the upwind mark. The Scot was not the fastest boat in the fleet because the keelboats sailed with their sails full, and we had to luff the main to keep the boat flat. We caught the O'Day and Catalinas upwind and passed 3 of them on the weather leg. I discovered not to put the board all the way down. The heeling force was a lot worse and boatspeed fell. We discovered not to overtrim the jib... when the jib is full the force was burying the bow, dropping boatspeed markedly. When the jib carried some luff the sail developed lift and lifted the bow up. We then passed over a lot of the waves instead of banging into them.

The main of course was luffing at least 3 feet back from the mast and we pointed higher during the extreme puffs to luff it more. The Scot had very minor weather helm when sailed like this. In fact I was astonished at how little weather helm I had to deal with. I have the unmodified tiller. When sailed like this (I am 170 pounds and my crew 150 pounds) the Scot was never close to capsizing although the ride was wet and noisy. Her character changed **BIG TIME** when we rounded the weather mark and started the first of 2 reaching legs, the first a 1.5 mile broad reach and the last a 1.0 run for the finish.

On the broad reach the main was let out to the stays and the jib was allowed to balloon out. The nose of the scot "lifted to the sky" much like a speedboat before it planes. The board was sucked up into the hull as far as it would go. We then slowly inched our weight forward until the hull lifted out on a plane. There really is no way to describe the skipping sound the hull

was making, or the sensation of speed, or the way we caught the keelboats one by one, the wake stretching out behind us not unlike a motorboat wake. Flying Scot is an appropriate moniker, believe me! The Scot has a tendency to broach at speed, especially if the crew weight is too far forward. Your nose then strikes the back of the waves you are overtaking and slows the front of the boat while the momentum tries to flip the back around. If you start to broach you have to let the main fly and correct with the tiller immediately and I was surprised at how much force this took. Perhaps this is the reason for making the tiller more upright? If you position your weight a little further back the nose lifts up enough so that you ride up and over the waves you are overtaking and the tendency to broach dropped. We had 1.5 miles to experiment with weight placement.

The jibe was a whiteknuckler as it did not seem natural or safe to let the wind come behind that big main. I sheeted in a fair bit then slowly steered the stern closer and closer, it didn't suddenly bang across but it seemed like a few tendrils of wind got behind the main and the leech began to flutter. I knew it was going to happen and let the mainsheet fly while not letting the hull start to broach which it tried to do. If the mainsheet had fouled on something at that point it would have been all over but thankfully it did not. On the running leg we used the spinnaker pole in the clew of the jib like a whisker pole and kept the jib out. This allowed me to err on the side of caution and keep the big main full and not accidentally jibe. The Scot is nicely mannered on a run in big wind, provided the crew weight is far enough back to keep the bow from smashing into the waves you are overtaking. Since you are going faster than the waves they are not hitting the stern and slewing you around. From time to time the bow would dig into the back of wave especially if we surfed down the face of a 5 footer and the Scot would slew around and the familiar broach feeling would start again. This probably happened 5 times in the course of the 1 mile running leg.

In closing, this was the most extreme conditions I have sailed a centerboarder in and some may argue the Scot was not designed and should not be sailed in such conditions. She handled it with aplomb and we were not close to capsizing. She tends to foul the mainsheet on things and you must be ever vigilant for this. I'll wager that's where a lot of capsizes start. There is very little weather helm when sailed flat in heavy winds, even with the stock rudder. The Scot planes out in a most impressive fashion in heavy air downwind, but do not have your weight too far forward or you'll hit, instead of pass over, the waves you will be overtaking. The Scot has a marked tendency to broach downwind and needs to be aggressively steered in this regard before the point of no return.



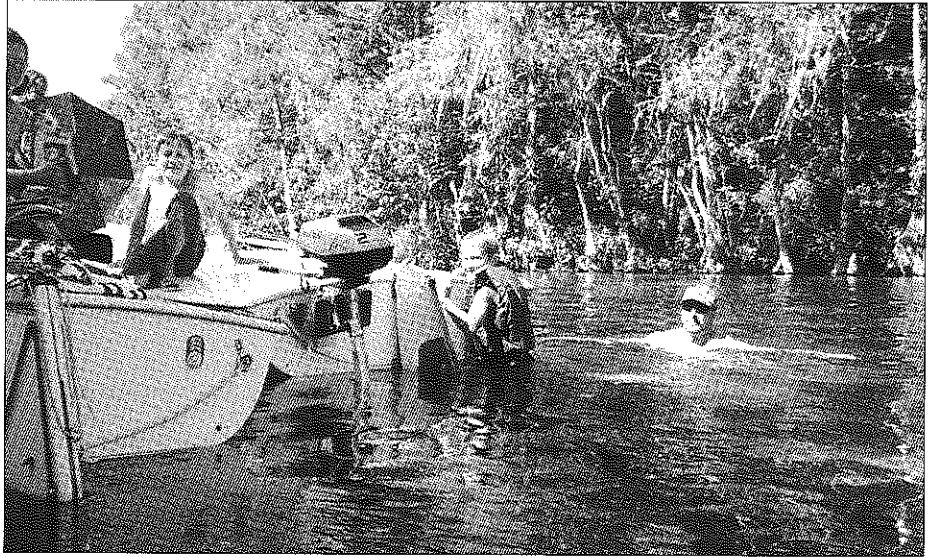
# The River Cruise A "Swinging" Time

by Charlie and Nancy Fowler

It all started at 5 a.m. when we rolled out of bed. By 6 o'clock we were on the road, Nancy and I and our canine, Muffy, only slightly later than our planned departure. It felt pretty weird pulling the boat with no mast or rigging to be seen in the rear view mirror, and the new motor mount seemed strange, too, on the back of our Flying Scot. I had never thought I would put a motor mount on my boat, but now it was there, and I never even checked to see if it would work. I was sure it would because it was placed where all the other mounts I had seen were placed.

So on up US 27 we went. We didn't pause in South Bay to let Muffy hunt rabbits, although there usually are some along the road in the early morning hours. Wherever we stopped, someone would say, "That's a sailboat, isn't it?" Or "Where are your outriggers?" Or "What kind of fish are you going to catch?" I guess it was a bit amusing.

We arrived at our launch site in Dunnellon, 300 miles from Miami, only a bit behind schedule at 12:30. Not having to put up the mast, we stowed the cooler and the sun screen in the boat, installed



From l to r: Nancy holding Muffy, Emily, Chris, Jon and Tom

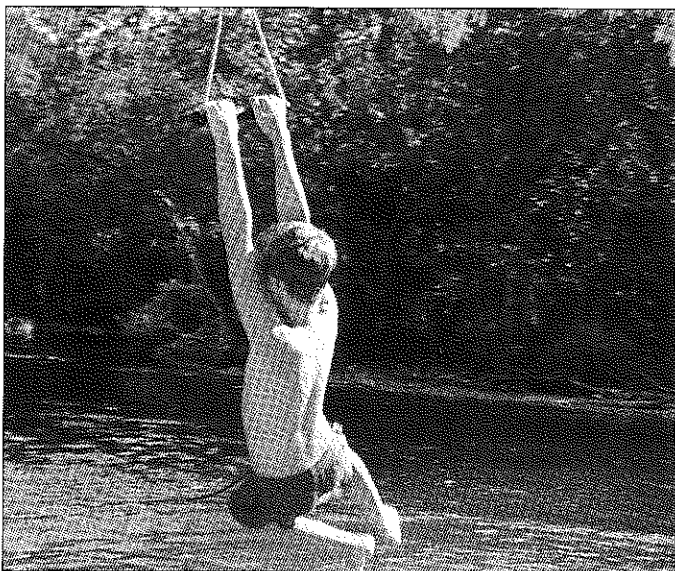
the rudder and motor, grabbed the dog, and took off up the Rainbow River in search of Tom Kidd and his crew.

The entrance to the river is marked with big signs – "No non-permanent containers permitted." "No alcoholic beverages on the Rainbow River." We vowed not to leave any litter anywhere and proceeded at the mandatory, no wake speed. The river was lined with beautiful homes – very peaceful and just like the postcards – tall cypress trees draped in lacy gray Spanish moss. About a mile or so up the river, we came to The Bridge, and we had to start dodging "tubers" (people in inner tubes and other flotation devices). The tubers start out near the headspring and drift downstream a mile

or two in a crystal clear spring fed knot and a half of current, finishing their trip at The Bridge. A sign on one dock advises, "Only 15 minutes to The Bridge," good news to several who find tubing quite chilly and somewhat less than exciting.

Safely past the bridge, we rounded a bend and saw up ahead the familiar shape of a Scot hull anchored in the river. We found Tom relaxing aboard, watching Emily, John and Chris happily swimming nearby, and appropriately attired in their PFD's for either "tubing" or swimming. We rafted up and had a refreshing swim. The water temperature, a constant 73 degrees or so, was really welcome on an otherwise sweltering day in the sun; even Muffy thought so, although she really doesn't like to swim. After some lunch and more swimming, we broke up the raft and putt-putted downstream with the current, much quicker than the trip upstream.

We hauled the boat and followed Tom and the kids to Silver Springs. Bar-b-cue seemed the best bet for dinner, where



Chris

Continued on page 18

Kim joined us for an excellent meal and the plans were set for Sunday morning.

Off to our motel for a good night's rest, and we were up early to meet Kim and Tom and the young'uns in hopes of seeing some wild life. I learned that for motor cruising, it really is possible to combine the crews of 3 boats into one. We all piled into Tom's boat FS600, and off we went up the Silver River in search of the wild things. Including monkeys that escaped or were turned loose years ago after completion of a jungle film. We saw no monkeys, but we did see a "Do not feed monkeys" sign, so there must be some in the area.

The current was flowing a little more swiftly than the Rainbow River, and the banks have been left wild in contrast to the Rainbow River. In fact, the riverbank on both sides for some distance has been made into a protected state park, we

were told. There were many fallen trees and obstacles in the river as we moved along, apparently unconcerned by the approach of seven humans and a dog in a strange looking craft. We also counted 183 turtles, a number of very large garfish, lots of birds, and 15 alligators in varying sizes.

Almost all the way up the river, we found a swing hanging over the water, just within reach if one stood tall on the foredeck. The spinnaker pole, otherwise useless on this trip, was perfect for pulling the rope over the boat where eager hands were waiting a turn to swing. John, Emily, and Chris each had a go, swinging out over the water and letting go to splash into the cold stream. Then the adults started, first Tom, then Kim. And then it happened. Nancy grabbed the rope, swung out, dropped, and the rope snapped back, up to the branch it was tied on, and hooked itself around a little branch sticking out. It didn't come down.

No way to go up and get it. Time to move on.

What an experience to wave at all the tourist in the glass bottom boats in the Silver Springs basin as we circled in our Flying Scot. FS600 has gone where no other sailboat has gone before.

After swimming and lunch with the alligators, we again headed back to the launching ramp, an hour and a half trip. On the way home, we drove through Ocala National Forest on Route 40 and then hit I-95 for the five-hour drive back to "civilization".

This trip was so much fun that we will plan another for next year. The trick is to get one boat with a motor and a nice big van. Then you can club car it to and from the cruise and be comfortable on the water as well. Many thanks to Tom Kidd and family for conducting our tour and sharing the secrets of another face of our beautiful home state, Florida.



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# Last Again

by Robert Zavos, FS 3347

In my first full year of Flying Scot racing with the Moraine Sailing Club in Western Pennsylvania, things have not gone well. Problems have surfaced in many areas, but the most frustrating and pervasive have been at the start. I have been late to the starting line due to everything from leaving the house late to a fouled centerboard trunk line.

When I did make it to the line, I have had problems like accidentally hitting the reset button my stopwatch while maneuvering with a minute left. A few other times I misjudged the wind and wound up too far behind the line when the wind died. I have fouled and been fouled. I have taken out new racers and even let them have the helm.

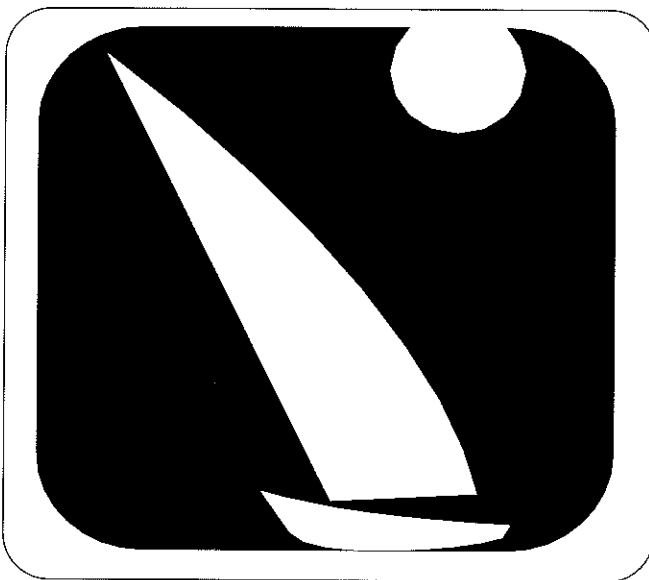
The net result has been many finishes near the back of the pack. However, by the second half of the season, I was beginning to think things would change. I started getting to the line on time. I also began to feel better about terms like "favored end" and "favored tack". I had also learned I can still take out new people but they did not get the helm.

I thought all of my glaring problems were behind me when I arrived early at the start on a windy day in July. Small white caps were forming as I waited for the first start for Flying Scots. There were no equipment problems and no newcomers to blame. It was just Sara, my wife and favorite crew, and myself. I surveyed the course and decided a starboard tack near the committee boat was favored and proceeded to plan an approach with a minute left.

I soon realized my judgement was very good because about ten other Scots were trying to do the same thing. I also saw that no one was near the center of the large line and decided that position would

enable me to avoid major problems and still offer a decent start. I headed that way and developed good speed. We shot across the line at full speed as the gun went off.

I was moving very fast upwind and concentrating on the sails when I heard another gun go off. I looked to the committee boat and saw one flag go down and another go up. I continued up the course. Many boats started to turn back. One of the few Scots near me shouted



"General Recall" and I realized what happened. I had a great start but terrible luck. I continued toward the mark for another minute or so hoping it was just a mistake, but when no one followed, I slowly turned to port and sailed back.

We wound up outside the pin and far from anyone else. I wondered what to do next. An announcement went out over the loud speaker but I couldn't hear it and this time no one else was nearby to repeat it. I remembered a general recall at the Flying Scot regatta at the end of the previous year. In that case, the clock kept going and we started five minutes later. By now there was a minute or so left and

I was by the pin on a port tack. I sailed toward the middle of the course as the clock ran down and decided to tack to starboard for the start. Now the entire fleet was to starboard and the gun went off for the third time.

My timing was perfect again and I was moving up the course with terrific speed. This time there was no recall. I trimmed the main and headed upwind. The entire fleet was far to starboard and no one was even close. I could barely see them out of the corner of my eye. I didn't pay much attention anymore to the other boats. I concentrated on sail trim and keeping the boat flat. My Scot sailed much better in heavy winds than any of the smaller boats I had owned.

As we approached the mark, I noticed one boat slowly overtaking me from starboard. I looked over and saw a familiar face at the helm. He normally sailed a Flying Dutchman but also owned a Flying Scot. A little bell went off and I looked up at the large main-sail and saw a large, red "F". I could not make out the second letter. I felt a little better until I saw his crew was hiked out on the trapeze! Uh!Oh! The other letter was a "D". He was in his Flying Dutchman and I had started in the Open Class! The Scot fleet was still behind the starting line.

I let the main luff as he passed and rounded the mark. I had reached the first mark in less than five minutes and beaten several faster boats as well as the entire open class. As I looked downwind the gun went off. I hoped for a miracle and another general recall. No luck. The Scot fleet headed toward me and I sailed back toward the pin side of the course to avoid contact. By the time I got back to the line they were more than halfway to the first mark. Last again!

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Clip to hold extension to tiller. **\$1.85**

## Ronstan Telescopic X-10 Tiller Extension...

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

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Clip to hold extension to tiller. **\$2.40**

## Spinnaker Pole...

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

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Aids in rescue of swamped Scot by allowing water to drain through transom while the boat is towed. Complete w/screws. Looser hole saw available.

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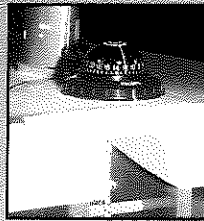
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## Trailex Aluminum Trailer...

Lightweight extruded aluminum designed to keep boat low for easy access while rigging. Overall width is 7.5' and features 4.80 x 12" tires. Can be picked up at the factory or knocked down and shipped by truck (assembly required).

**\$1675.00**



## Aquameter Sailor II Compass & Mount...

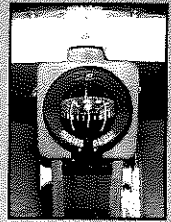
Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete.

**\$70.00**

## Plastimo Contest Tactical Compass & Mount...

3 5/8" card - read the horizontal surface for bearings. Read the vertical surface at the 45 degree lubber line, tack through 90 degrees and you will read the same number on the opposite tack's lubber line. Mahogany mount is held in place by shock cord for easy installation. Price complete.

**\$230.00**



## Tacktick Class Compass & Mount...

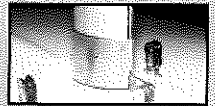
Enjoy the competitive advantage of having a digital heading display and essential start timer.

**\$380.00**

## Stainless Steel Mast Sleeve...

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

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## Rudder Lift System...

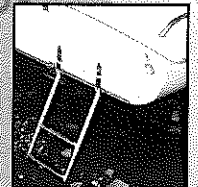
Features custom stainless bracket for lift line and shock cord to pull blade down and hold it down. Great for weed prone or shallow areas. Complete w/fasteners.

**\$81.00**

## Swim Ladder...

Telescoping, stainless steel, two-step ladder that stows flat to the transom. Stainless grab rail through bolts to deck. Low profile to reduce mainsheet snags. Easiest way to get into the boat from the water. Complete w/fasteners. Ladder

**\$110.00**  
Grab Rail **\$21.00**



## Mainsail Flotation...

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

**\$145.00**

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# Fleets In

## MICHIGAN-ONTARIO DISTRICT CHAMPIONSHIP

by Bill Brusilow

Paul Lee won three of the five races to capture the Flying Scot Michigan-Ontario district championships, held on June 24 and 25 at the Detroit Yacht Club. Thirteen boats representing the DYC (Fleet 16) and the Portage YC (Fleet 20) competed on Lake St. Clair. The first race on Saturday was held in light, dying breezes, but after a storm front moved through, the second and third races were sailed in a brisk southerly. Winds on Sunday were variable, but did not die completely until the second race was finished. The overall outcome was in doubt after the fourth race, with Lee only a single point ahead of Brusilow and Bayer, but neither of those raised a serious challenge in the final race.

### Results

Pos.	Skipper	Race1	Race2	Race3	Race4	Race5	TOTAL
1	Paul Lee	1	1	3	5	1	11
2	Bill Brusilow	3	3	4	1	4	15
3	Ed Bayer	5	2	2	2	5	16
4	Forrest Rogers	8	4	1	6	2	21
5	Fritz Wagner	7	6	5	3	7	28

## MALLORY CUP DETROIT YACHT CLUB

by Bill Brusilow

The 2000 Mallory cup, the US Sailing Men's National Championship, was hosted by the Detroit Yacht Club's fleet of Flying Scots (Fleet 16) on September 12-17. Nine sailors representing eight of the ten areas competed on Lake St. Clair. The championship was won by Robert B. Schmidt from the Gulfport Yacht Club. Second and third went to Kelly Gough and Bill Ewing. The area E representative from the Detroit Yacht Club, Paul Lee, finished sixth. Complete results can be found at the DYC home-page at [www.dyc.com](http://www.dyc.com).

## CHAUTAUQUA LAKE, FLEET 35

We are alive and well in southwestern New York. We have a short but very active, ten week season starting the last week in June and ending on Labor Day. We average seven boats on the starting line each Saturday and Sunday afternoon with skippers from Boston to Chicago and cities in between. Our fleet is growing by one or two boats each year along with increased competition. Should you find yourself vacationing in the southwestern New York, Chautauqua Lake area, please join us off the Chautauqua Institution bell tower at 2:00 for an afternoon of racing. For more information, contact Fleet Captain, Bill Cornell at (716) 357-4325

# Flying Scot New Members

Fleet #	Boat #	Name	Address	City, State & Zip
<b>Capitol District</b>				
	4912	Linus Roman	15300 Fox Crest Way	Midlothian, VA 23112
	5324	James Page	10911 Knightsbridge Ct.	Reston, VA 20190
<b>Florida District</b>				
	5026	Hugh Burton	116 Harbor View Lane	Largo, FL 33770
<b>Greater NY District</b>				
	0680	Sean P Clark	259 Three Mile Road	Glastenbury, CT 06033
<b>Michigan - Ontario District</b>				
15	2813	Rick Shields	1336 Burlington	Hickory Corners, MI 49060
<b>Midwestern District</b>				
	1171	Glen A Mitchell	14 Prairie View Estates	Columbia, IL 62236
	1202	Tim DeVries	2112 Madison St.	Madison, WI 53711
<b>Texas District</b>				
	5325	Dudley Bayne, Jr.	3612 Hackamore Ct.	Plano, TX 75023

New Members this report 8

# Starting Line

## George Washington's Birthday Regatta

February 17 & 18, 2001  
Lake Eustis Sailing Club  
Eustis, FL

Contact Jim McIntyre at jimmcintyre@prodigy.net or visit the LESC Website at <http://hometown.aol.com/tomkidd/LESC/index.html>.

## 2001 Sarasota One Design Midwinters

March 16 - 18, 2001  
Lake Eustis Sailing Club  
Sarasota, FL

Anticipated classes: Daysailer, San Juan 21, E Scow, MC Scow, Albacore, SR Max, Inland 20, Santana 23, Flying Scot and Vanguard 15.

For more information, contact Jim Barr at (941) 366-1972, [jbarr3620@aol.com](mailto:jbarr3620@aol.com).

## Mid-Winter Championship

April 2 - 6, 2001  
St. Andrews Yacht Club  
Panama City, FL

## Choo Choo Regatta

April 28 - 29, 2001  
Privateer Yacht Club  
Chattanooga, TN

For more information contact Doug Spohn at (423) 622-8389 or [dbspohn@worldnet.att.net](mailto:dbspohn@worldnet.att.net)

## 10th Annual Full Moon Regatta

June 9, 2001  
Monmouth Boat Club  
Red Bank, NJ

The skipper's meeting is scheduled. Since this is the tenth one, some surprises are planned. For more information contact regatta chairpersons, Bruce & Jackie Cattanach (973) 586-0825, or email: [bcattanach@att.net](mailto:bcattanach@att.net)

## Wife-Husband Championship

June 23 & 24, 2001  
Berlin, OH

To receive a registration package contact Jayne and David Caldwell, (330) 673-7140, [jdcaldwell@neo.rr.com](mailto:jdcaldwell@neo.rr.com), or Rick and Jo Baugher at (330) 494-6141.

## Michigan/Ontario Districts

June 23 & 24, 2001  
Portage Yacht Club  
Portage Lake  
Pinckney, MI

For more information contact Forest Rogers at (734) 954-0452 or [forest@vibrodynamic.com](mailto:forest@vibrodynamic.com). Visit the PYC website at [www.ms-pyc.com](http://www.ms-pyc.com).

## North American Championships

July 6 - 13, 2001  
Toms River Yacht Club  
Toms River, NJ

More information on this in the next issue.

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FS 2430 - 1968 Douglass built, blue hull with white deck, TeeNee trailer, two mains, two jibs, windows in newer set of sails, one spinnaker, one spinnaker pole and new rigging, swim ladder & hand rail, transom port, outboard mount, anchor, cockpit cover, etc. Ready to go! Excellent shape. 4 hp Johnson outboard available. Located in Central WV, two hours from FS factory. \$3200. Contact Richard Skinner at (304) 783-5282 or spirit@access.mountain.net

FS 3465 - Douglass built, white hull and deck, sterling galvanized tilt trailer, two mains, two jibs, one spinnaker, one Sailor's Tailor trailing cover, one Rooke Sails cover. Always dry sailed, no bottom paint. Located in Scituate, MA near Boston. \$3500. Contact Mark McCormack at (781) 545-0230 (eves).

FS 3683 - Douglass, light blue hull, white deck, very good condition, two sets of sails (original Schurr and '97 Sobstad), spinnaker and pole. Motor mount, new mast, two covers, trailing and mooring. TeeNee trailer, new tires. Dry sailed. Located in Bloomington, IL. \$3600. Contact Claudia Smiley (309) 662-4756 or occred@aol.com

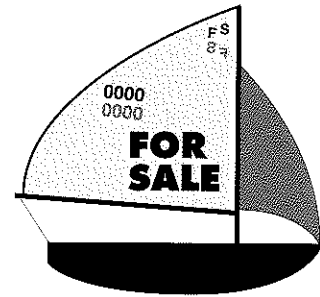
FS 4044 - Douglass, +/- 1985. Off white, two sets of sails including spin-

ners, trailer, lifting bridge, cockpit cover, race ready.. 1985-1997, dry dailed in Long Island, NY. 1998-1999, moored summers, stored indoors winters. \$5000. Contact Neal Robison at (203) 294-4248.

FS 4393 - Race ready boat with new Sobstad sails and a North spare set. Good trailer and full over the boom cover. Board is shimmed. Fast boat. Located in Long Island, NY. \$5000. Contact Marty Blaustein at (516) 823-1580 or (718) 802-9202.

FS 4398 - Douglass built, white hull and deck, blue stripe. One year old North jib, main and spinnaker, plus second set. Galvanized TeeNee trailer, mast hinge, lifting bridle, and anchor. Always dry sailed. \$5500. Contact Steve Berglund at (732) 831-0782 or steve.berglund@dayzim.com.

FS 5122 - White on white, Schurr sails, Alumex all Aluminum trailer (does not get wet launching), 3.3 Mariner, swim ladder, very nice condition with all equipment included. Located Rowayton,



CT. Price Neg. and reasonable-under market. Contact Bob Holz hacker, (203) 853-6937 or RHolzhacker@juno.com.

FS 5123 - 40th Anniversary Edition with aluminum trailer, racing hardware, spinnaker pole. Excellent condition. Located in Tappahannock, VA. \$9000. Call (804) 443-3307 (o), (804) 443-3623 (h).

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Answers from page 6: 1-B, 2-F, 3-M, 4-D, 5-L, 6-I, 7-E, 8-C, 9-H, 10-J, 11-K, 12-N, 13-A, 14-O, 15-G.

# Flying Scot® Sailing Association Order Form

QTY	DESCRIPTION	PRICE FOR EACH	TOTAL
	FSSA Burgees	\$12.00	
	FSSA Shirt , (Dark Blue, Denim, Red, Navy, White) Sizes: M, L, XL, XXL with Boat # or with any one name	M - XL: \$28.00  XXL: \$30.00 additional \$5.00 additional \$5.00	
	FSSA Hat (Red, Denim, Khaki)	\$10.00	
	FSSA Necktie (Red, Navy)	\$38.00	
	Roster Pages	\$5.00	
	Bumper Stickers (S & H included)	\$1.50	
	FSSA Blazer Patches	\$20.00	
	Scot Print- "Sailing"	\$60.00	
	Sixty Years Behind the Mast by Sandy Douglass	\$20.00	
	Highlights of Scots'n Water	Members \$16.00 Non-Members \$20.00	
<b>S &amp; H Charges:</b>		Merchandise Total	
\$1.50 orders up to \$5.00		*Add Shipping & Handling (S&H)	
\$4.00 orders up to \$10.00		Total Amount of Sale	
\$6.00 orders \$10.00 & above			

**SHIP TO: (Please Print)**

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

Telephone Number (Daytime) \_\_\_\_\_

Method of Payment:  Mastercard  Visa  AMEX  Check (Payable to FSSA)

Credit Card Number \_\_\_\_\_ Expiration Date \_\_\_\_\_

Signature \_\_\_\_\_

Mail Order Form To: Flying Scot® Sailing Association  
3008 Millwood Avenue • Columbia, SC 29205

Credit call orders may be placed by calling 1-800-445-8629 between 8:30 am and 4:30 pm EST  
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## MY ADDRESS LABEL IS NOT CORRECT

Name \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_

State/Zip \_\_\_\_\_

Change:  Temporary  Permanent

Please send change of address to: FSSA, 3008 Millwood Avenue, Columbia, SC 29205

Flying Scot® Sailing Association  
3008 Millwood Avenue  
Columbia, SC 29205

Periodical  
Postage  
**PAID**  
Columbia, SC  
29201

Address Service Requested

## District Governors

### CAPITOL DISTRICT

Chris Swensen  
1811 Harewood Lane  
Crofton, MD 21114  
(410) 721-2505  
cswensen@aol.com

### CAROLINAS DISTRICT

David H. Batchelor, Jr.  
422 Marjorie Drive  
Cary, NC 27511  
(919) 467-3512  
sailordave@mindspring.com

### FLORIDA DISTRICT

Charles Fowler  
3803 NW 25th Ave.  
Miami, FL 33142  
(305) 638-8885  
fowlsail@gate.net

### GREATER NY DISTRICT

Brian Hayes  
896 Wheelers Farms Road  
Milford, CT 06460  
(203) 877-7627  
brian@od.northsails.com

### GULF DISTRICT

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

### MICHIGAN-ONTARIO DISTRICT

Forest Rogers  
10118 Curtis  
Pinckney, MI 48169  
(734) 954-0452  
forest@vibrodynamics.com

### MIDWESTERN DISTRICT

Harry Haack  
14181 W. Hawthorne Avenue  
Lake Forest, IL 60045  
(847) 362-7878  
haackh@interaccess.com

### NEW ENGLAND DISTRICT

Gary Werden  
80 County Street  
Walpole, MA 02081  
(508) 359-6708  
gary4619@email.msn.com

### NY LAKES DISTRICT

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

### OHIO DISTRICT

Barbara Griffin  
208 Oakcrest Lane  
Pittsburgh, PA 15236  
(412) 653-3056  
bardon87@aol.com

### PACIFIC DISTRICT

Ken Nelson  
3082 W. 15th Ave.  
Kennewick, WA 99338  
(509) 585-4252  
greblach@cris.com

### PRAIRIE DISTRICT

Tylor Hall  
8342 Bridle Dale  
Lenexa, KS 66220  
(913) 422-8869  
tylorh@sound.net

### TEXAS DISTRICT

Joni Seifrick  
8939 Flicker Lane  
Dallas, TX 75238  
(214) 553-0005  
jseifri@pisd.edu