

Scots 'n Water

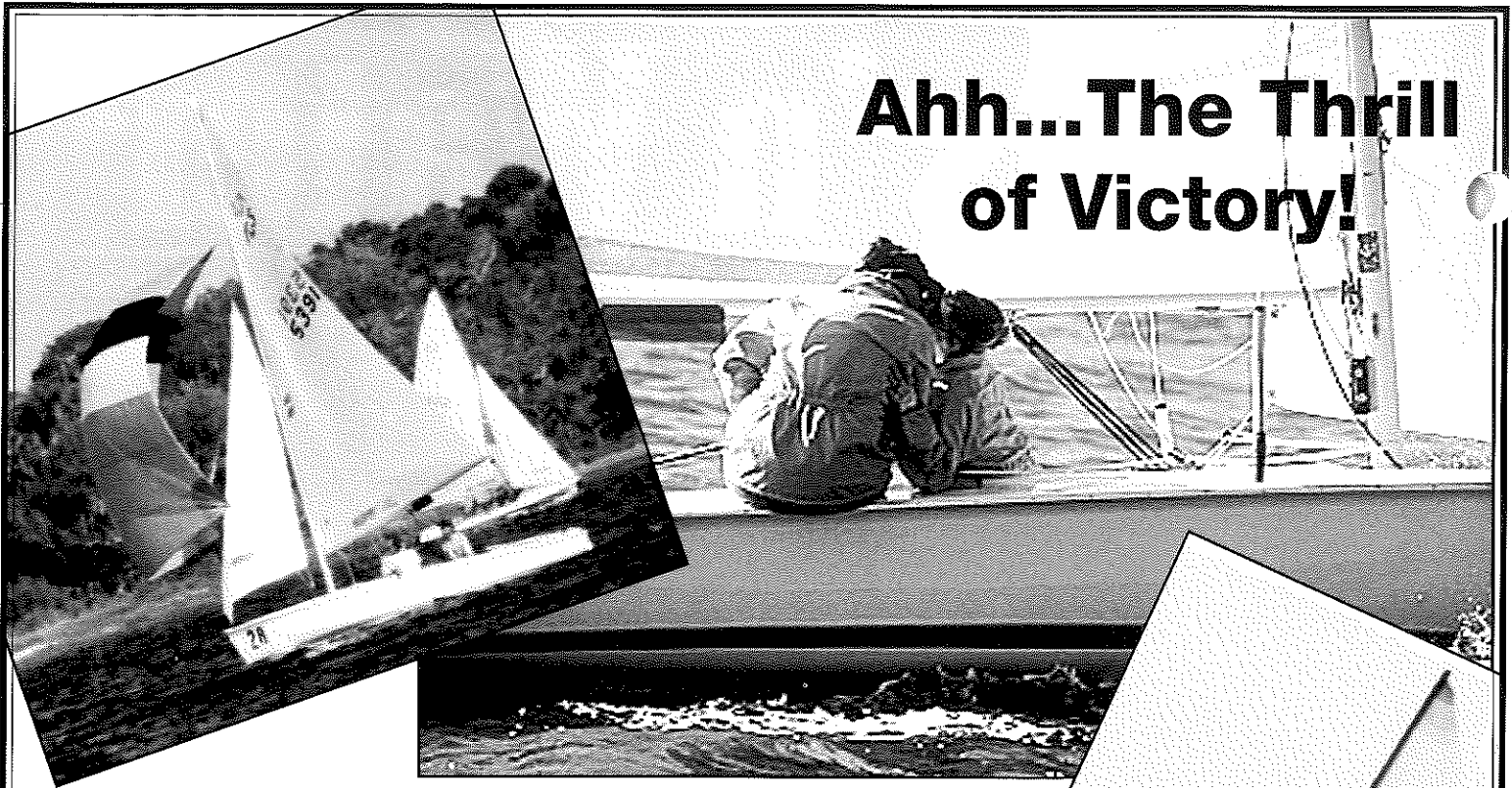
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VOLUME 46 NUMBER 4 2002

Ohio District Highlight



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North Sails Flying Scot Results

2002

MidWinters - First

2001

National Championships - First

Wife/Husband National Championships – First

Clockwise

from top left: Greg

Fisher, 2001 National

Champion (photo by Bob

Harrington); Harry & Karen

Carpenter, 2001 Wife/Husband National

Champions; Kelly Gough, 2002 MidWinter

Champion (photo by Bob Harrington)

No. 1 in One Design



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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!

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From the President

by Jim Harris, FS 4296

The Wife-Husband regatta at Lake Delavan was a great success. My thanks to Jack McClurkin and Frank Gerry for a job well done. Marianne Gerry made the regatta extra special by hand-crafting the trophies - patchwork wall hangings of Scots that Harry Potter must have dreamed up - and by providing some unique games. Congratulations to the winners: Heidi and Kelly Gough, Championship Division; Carol and Fields Gunsett, Challenger; and Lisa and Hal Wilson, Non-spinnaker. Thirty-three boats participated in some rather stiff breezes. See the article on page 19 for complete recap and results. The pre-regatta seminar by Greg Fisher and Kelly Gough was well attended and much appreciated. All comments were favorable, especially

about the on the water coaching in the practice races. I saw a lot more curved booms and flat sailed boats than usual. Thanks, Greg and especially Kelly, who drove all the way from Texas.

The 2003 Wife Husband will be at Lake Maumelle near Little Rock, Arkansas. You can expect good parties and southern hospitality. So make plans now.

MaryAnn Crews of J.E. Eubanks and Associates has some good news. By bidding interest rates competitively for all the associations they manage (not just FSSA), they increased the interest rate on our checking account from 0.75% to 2.95%. Other interest rates also increased. Thanks from FSSA to Eubanks and Associates for continuing to do a great job. Of course, those of us who

attended the NAC worked with the efficient and personable, Courtney Cantrell.

Our new website designed by Hank Sykes is up and running. FSSA appreciates all of your work, Hank. Media Committee chairman and Commodore Dan Goldberg, along with Carol Clark of Fleet 83, also provided constructive feedback as the site was developed.

FSSA membership continues to decline and remains our number one problem. It's time for the District Governors and Fleet Captains to really go after the non-members. My experience is if you contact them one-on-one, they will usually join. If you have other comments or suggestions, please let me know.

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Columbus, OH to Panama City and Back - A Midwinter's Trek

by Ray Trask, FS 2297

The story of two Ohio inland lake sailors making their trek to salt water AND a major regatta.

Fall 2001:

Kenny: "Want to go? I'll take my boat."

Ray: "Sure I'll go."

Kathy (Ray's wife): "You can go."

Linda (Ken's wife): "You can go."

Kenny & Ray: "Yes! Hall pass received. What great wives we have."

The hunt for extra rail meat:

Kenny: "Is our weight enough? I hear it gets pretty windy down there."

Ray: "Maybe we need more weight..."

Two skippers in one boat...let's think about that. Let's add another skipper...

No other hall passes available.

Ken (repeating): "Is our weight enough? I hear it gets pretty windy down there."

Ray: "Sure...why not? It's probably better than a 3rd inexperienced crew anyway."

Fall Practice:

We got two sessions in.

Ken: "Hey, where did those docks go?"

Winter:

Much shorter when you know that sailing season starts two months earlier.

March:

Friday before the regatta:

Kenny: "Let's leave early."

Ray: "Sure I'll leave work early, I deserve it"

Kenny: "I can leave early but I still have to work (off and on all week...oh joy)".

Day 1 - Friday

1030: At AAA for directions:

Bob: (Taking his time.) "When you leaving?"

Kenny: "As soon as you're done."

Bob: (Crooked smile) "I guess I'll hurry up." He didn't.

1100: We leave.

Kenny: "Got the van serviced for the trip, only they didn't have time to order an air conditioner compressor so we'll

have no air conditioning. I hope it doesn't get too hot."

Ray: "That's ok, we can open the windows to enjoy that warm southern air."

Kenny demonstrates how to talk on cell phone, use laptop, eat salad, and tow a Flying Scot at semi-legal speeds while steering with one knee.

Ray demonstrates amazement, begs to drive.

1900: Spend one hour trying to get through Mobile, Alabama. We think of Bob our friendly AAA representative.

2000: After only stopping for gas and drive-throughs, we pull into cheap hotel ~60 miles north of Panama City, Florida. Notice a funny noise from the engine (we did not laugh).

Day 2 - Saturday (the longest day):

0600: Ken & Ray discover cheap hotels can have great power showers. Thinking of the rigors ahead, we debate whether to change hotel reservations. But decide against it.

0700: On the road again...da, da, daaa, da...on the road again....(hum along...we did).

0800: Fast food order messed up for the 3rd meal in a row. We vow to stay away from drive-throughs for the rest of the week.

0830: Funny noise from engine increases exponentially by the mile. It becomes clear that air-conditioning compressor should have been replaced before the trip commenced. We get on phone looking for dealerships in the area only to find they are not yet open. We decide to chance it and make a run for the yacht club.

1100: We arrive, park the boat, and try to rig the boat using Ken's crispy new tight rig jib. Following tuning guide instructions, it appears impossible. Begin looking for someone to help.

1200: Ken starts the van to move it out of everyone else's way.

Ken: "The fan belt broke." We high five!!! Why so happy? We are only a few feet from the boat hoist into the bay...we be sailing.

Ken: "I'll get on the phone to rent another vehicle".

Ray: "I'll figure out how to get this Jib rigged."

1300: Bill Ewing (whom we met at last years Wife-Husband regatta) explains the easy way to set up the tight rig (there's always an easier way!). Later, Greg Fisher also gives us a few pointers.

1400: Rental car arrives; it was their last one with enough space for all of our equipment.

1530: We decide to set the boat in the water to wash the winter off our bodies and to get that practice we know we need. Suzie Stombaugh & family help us in the water.

Ray: "I'll get some water to drink."

Ken: "Don't worry, we'll only be out for a little while."

1600: Even with light winds, we note how beautiful a setting this open salt-water bay is for two inland lake sailors. The temperature is in the 70s, it's sunny, and we look forward to a week of sailing on beautiful St Andrews Bay.

Ray: "The wind's better farther out in the bay. Let's go there."

1630: As we come around a bend, we notice some fog way off in the distance, it looks pretty the way it seems to mix in with the bright sunlight off in the west.

1700: Ray: "That fog seems a lot closer, Ken do you remember the compass reading we took a while back?"

Ken: "Yea."

Ray: "Let's move closer to shore."

1715:

Ray: "I can't see #@#." (Actually I could see about 50 feet).

Ken: "Well, let's take the reciprocal of our earlier compass reading and head back"

Continued on page 6

Continued from page 5

Ray: "The winds died too".

Ken: "We'll subtract 10 degrees so we would hit shore earlier."

Ray: "Good idea."

1800:

Ray: "I can't see #@#."

Ken: "Are we moving?"

Ray: (Sticks finger in water)... "Yes."

Ken and Ray become cautiously nervous.

Ken: "I think we're doing everything right."

Ray: "We are, we're moving, we'll make it. I am a little thirsty though...."

Neither of us mentions that we could potentially be in the shipping lane....

1845: Power boat moves by.

Ray: "Let's ask for directions to verify our heading."

Ken: "Real men don't ask for directions."

We ask for directions. The boaters alter our course 10 more degrees to the left (turns out our heading was more accurate).

1900: Land hoe. High-Five...we're alive. Even in the dark, the fog still blankets the shore lights. The shoreline sea breeze kicks in and we work our way in and out of the shore working our way down towards the club.

1930: As we approach the club we hear the hearty roar of partiers. We're glad someone is having a good time. Jack Stewart meets us at the dock. It turns out the roar was for our safe return. For some reason everyone thought we were lost...

Jack: "Glad to see your back. We were worried that you were lost."

Ken: "We weren't lost, we had a compass."

Jack: "We didn't know if you had a compass, life jackets, or a chart."

Not having a compass would have been very bad. Regardless, it was kind of rewarding to have done the right things and lived to tell about it.

Ken: "The beer's on me."

We call our wives.

Day 3 - Sunday

Sail measurement. This painstaking two and a half day process is cool to watch. Makes you really appreciate the volunteers. Later I found out that someone's sails were in contention. Never found out the outcome.

Light wind practice. No chance for any real crew skill improvement. Ken and I

wonder where all those big winds are. Fog rolls in:

Ray: "I think I've had enough sailing for today."

Ken: "Sounds good to me."

Day 4 - Monday

Practice Race for a Case of Beer. Still had light winds. We end up buying our own beer.

Many familiar faces from Ohio district start descending to Panama City. Old friendships get rekindled. New friendships start to form.

Day 5 - Tuesday

Wind picked up, but perfect for our crew weight. Races were actually boring compared to all tacking we inland sailors are used to. No strategy, go left and follow the leader.

The reason everyone went left was current. For inexperienced inland boaters, this is something that makes you miss a mark and take a few extra tacks (not that we ever did that).

One cool thing about the big races is that we got a horn for successfully finishing each race even if we're not over first. That's a little different.

Beer and Dinner Buffet at the Club.

Day 6 - Wednesday

Winds pick up. We kind of wish we had a few extra pounds in the boat. There's only a hint of the famous St Andrews Bay chop.

Two great starts. We figured out that following the leader, though boring, pays off. As winter inexperience wears off, our boating skills get better. Unfortunately, so do everyone else's. Still, we move up a few places in the pack by the end of two more races. Because of the higher winds, the three person teams finish a little better but there's still a good mix.

Van is fixed. We'll make it home.

Day 7 - Thursday

Return Rental. Pick up van. We are now capable to return to the home. That's a good thing (or is it?).

Winds 15-20. Ok, so it can get windy down here, and I guess those are waves. Jack Stewart calls it chop, but what do we know, we've never seen them before.

Boom-Splash...Boom-Splash...you will get wet on this ride. Nothing like salt-water in your eye. Salt on the sunglasses makes them unusable. Winds pick up more.

Ken: "Hike!!!"

Ray: "Boy, could we use the extra rail meat now."

Ken: "At least they could bail out some of this water."

Race 5: Great start; crew work comes together...our best race ever. Martha Stewart yells to us from the spectator boat. "Remember to check in!" It turns out they take committee boat check-in before EACH race seriously down here. Our score is penalized.

Race 6: As winds and chop pick up, five championship boats wise up and skip race 6. We consider it, but see our only opportunity to gain experience and forge on. On our last midwinter's start, we get out over early, then dip back under the line. Since we are at the pin end, we're a little concerned that the committee boat didn't see us re-cross the line behind all the other boats. Once again we have one of our better races, but as we cross the finish line...no horn and no score.

Awards Ceremony: We socialize with our old and new friends from around the country hailing from the Florida Keys to Minnesota. We look forward to future regattas where we can meet on the course and off. And yes, we watch on as others receive the hardware (well, it was actually glass).

Day 8 - The trip home

Regrettably, the long week of sailing, soreness, and socializing ends. We head off for the twenty hour drive home. As we drive, we reminisce about the adversity we had:

- Bob at AAA;
- getting lost in Mobile, Alabama;
- a broken fan belt;
- Ken on the cell phone;
- new rigging challenges;
- new reasons to read a compass;
- Boom...splash;
- Forgetting to check in.

And all the great times we had:

- a short winter;
- a great shower;
- great weather;
- beautiful sailing views in the bay (when not obfuscated by fog);
- old friends;
- new friends;
- boom...splash.

Was the vacation tiring? Yes, but we learned a lot and, more importantly, we were paradoxically relaxed afterwards. It was great.

When Should You Yell and Scream?

by Dan Goldberg, FS 4991

Once upon a time, Sid and his wife, Sue, were sailing in the last race of the year, tied for the fleet championship (which they had never won). Sid was a very good skipper but had one bad habit – he blamed Sue for every problem or mistake on the boat, including his. They had the lead on the last beat and needed one last tack to cover the second-place boat and win the championship. Although Sid made a bad tack (and proceeded to yell at Sue for messing up), they approached the finish line still in first place. Sue, however, decided she had enough of Sid's abuse and jumped overboard 10 feet from the finish line and swam to the committee boat. Because the rules say you must finish with the same crew that you started with, Sid was scored "Did Not Finish" and lost the championship.

A bit later, an apparently humbled Sid was discussing the race with some other sailors. "I think I learned a good lesson today," he said. The other sailors thought he had finally seen the error of his ways. "The next time I get married, I will choose someone who does not know how to swim!"

I don't know if this story is true or not, but sometimes I hear yelling and screaming on boats around me. Usually I chuckle in amusement, because we rarely yell and scream on our boat. I actually think it is OK to yell and scream on certain occasions, which we will come to later.

There are two situations where communication is sometimes needed: within your own boat, and between boats. My experience is that if you want something done on your boat, just ask the crew. If it's really windy, you may have to

ask loudly so they can hear you. But if you yell and scream, only bad things can happen. First, most people get flustered and defensive if they are yelled or screamed at. Second, they will be annoyed at you for yelling and screaming at them. Third, it shows them that you have lost control. If they mess up, get the problem fixed and discuss it later. Chances are they know they messed up



and already feel badly enough. But it is also possible that you did not train them properly!

Sometime we need to talk to other boats. For example, approaching a downwind mark I often hear people yelling "Room" or "No Room." This can result in heated arguments and protests. When I approach a downwind mark, and I think there is no doubt that I am clear ahead, I will start talking (not yelling) early (well before the mark) to the boat behind to make sure they see it the same way. If there is any doubt about an overlap, I defuse the situation by asking the other boat if there is an overlap or not, whether I am ahead or behind. The advantages of

ASKING (not YELLING) are (1) I always get an honest answer, and (2) there is no argument or protest.

Having said all that, I think there are two times when it is perfectly acceptable to yell and scream on a boat. It is OK to yell at inanimate objects, such as the spinnaker pole or the line that got tangled up or the cleat that gave you a bruise. It is also OK to yell at yourself if you mess up (like "Dan you dummy I can't believe you hit that mark!). But I think it is never OK to yell at anyone else, either in your boat or in another boat.

Am I perfectly in control at all times? Of course not! Sometimes in the heat of the race I have lost my cool a little bit. A few weeks ago, in a local club race we were on a windy spinnaker reach and the jib was violently luffing. I said something like "Please pull in the jib a little." Nothing happened. So then I said, a little louder, "Please trim the jib." Still nothing.

Then I said "TRIM THE DARN JIB" except I didn't use the word "darn." That finally got the crew's attention, but I immediately apologized for the harsh tone of voice. Luckily my crew forgave me because they knew I normally do not yell or scream. Also, when they do something really well (like a good spinnaker set or jibe), I try to let them know it!

From a big picture viewpoint, it boils down to sportsmanship and having fun. Most sailors I know are good sports and sail to have fun. Yelling and screaming show bad sportsmanship, and being yelled and screamed at can't be fun. So save it for inanimate objects and for yourself!

Helpful Hints

by Dan Goldberg, FS 4991

Don't let the mast fall down.

I hate when that happens! At our lake this year, two boats had to drop out of a race when the mast fell down. The most common cause is the cotter pin between the chainplate and the shroud letting go. The simplest fix is to tape over the cotter pins. It is also a good idea to check all your standing rigging at least once a year. I usually do this before I put up the mast the first time each year. On a Flying Scot, check the fittings at the top and bottom of the shrouds. Those are the points of highest stress. Also, another wire that seems to break more frequently than others is the forestay extension that goes below the deck to the toggle. The problem is that, being under the deck, it is not readily visible so it may be too late when you discover it needs to be replaced. So crawl under the deck every so often and inspect it for broken strands.

Don't rip your sails.

Again, the usual solution is to put tape over all places where a sail could rip on something. On a Scot, this includes all cotter pins and ring-dings, the forestay (or adjuster) attachment to the extender, and the fitting between the shrouds and forestay to the mast. I like to use white rigging tape without adhesive. It sticks to itself, not to the rigging.

Also, consider getting a spinnaker "turtle" so that you can launch the spinnaker from the seat instead of the floor of the boat. This will avoid the spinnaker getting caught between the coaming and boom vang when launching. I have ripped at least one spinnaker that way!

Get rid of the dead weight.

No, I don't mean the person holding the tiller. Extra weight is slow. I am amazed when I look into some other boats and see all the gear and things that some people take for a ride. One boat had two full laundry baskets of stuff! You are not going

camping for a weekend, you are just going sailing! Only take what is legally required and what you really need: Life jackets, throwable, anchor, fenders, tape, SMALL tool kit or multi-tool instrument (like a Swiss army knife), and foul weather gear

and bottom surface. Patch any dings. I use Marine-Tex. It cures in a few hours and is easy to sand. If you're really serious, you can remove the board and inspect the whole thing. But as a minimum check the leading edge.

Tighten your outhaul.

From looking around at other boats, the most obvious problem I see is loose outhauls. We sail on a flat lake so we don't need power in the mainsail. Tighten your outhaul before you leave the dock. How tight? Look at the boats at the top of the fleet and copy what they do! If you can't get it tight enough, get the right rigging on your boom to get at least a 4:1 purchase. Again, look at the boats at the top of the fleet to see how to do this.

Keep your rig tight when the boat is moored.

Most Flying Scots use the loose rig, which put a lot of stress on the rigging (especially metallurgical fatigue) if the rigging is free to shake around. When you put your boat away for the day, attach the jib halyard to the bowhandle (not the shackle) and tighten it until the shrouds are taut and not free to shake around. The forestay will go slack. To prevent it from shaking around, attach the topping lift to it and raise the topping lift until there is a little tension in the forestay and it is no longer free to move. Your rig will last a lot longer this way!

Tilt your boat backwards when you leave it on the trailer.

And pull out the drain plug. This will allow the water to run out the back instead of collecting in the boat and rotting out the wood. Even if your boat is covered, tilt it back.

Ask questions.

You never know until you ask! The sailing community is always glad to help and to answer any questions you may have.

We all want to do
a little bit better
when we sail our
boats. Here are
some tips that
I've found useful
through my own
experience and
those of others:

if appropriate. Leave the 50-gallon cooler in your car.

Check your centerboard.

Assuming your hull is in pretty good shape, the biggest effect on your upwind performance is your centerboard. Lower it onto your trailer and crawl underneath the trailer to look at the leading surface

Trimming the Scot

by Pat Glazier, FS 5322

This article is condensed version of trimming and is aimed at the person who is somewhat new to the Flying Scot and is interested in getting his boat up to optimal speed. Many of these techniques can also be found in the North Sails trimming guide and other Flying Scot publications.

The Mainsail

This is the key driving sail on the boat. It is therefore very important to keep it trimmed optimally and to "shift gears" i.e. change the shape of the sail as the wind velocity changes.

It's important to have telltales on the top two battens of the main for upwind work and I personally like a set of telltales in the middle of the sails camber and about 1/3 of the way down from the head that I find is useful when reaching off the wind

THE VANG is the most important sail control on the boat. Because the Scot has no traveler or backstay the Boom Vang has to do triple duty on this boat and it is important that it be played just as much as the Main Sheet. It is very important that the vang control be led back to the centerboard cap and be located near the Main Sheet, so that it can be easily and frequently adjusted by the helmsman along with the main sheet. I recommend a 12:1 vang (minimum is 10:1 purchase) so that one can easily and quickly adjust the vang. Marking the vang with tape or marks-A-lot at the maximum point will help oversteering the boom.

When looking up the sail from below the boom towards the head of the sail, the top battens should either be parallel to the boom or angled outboard about 5° to 10° depending on the wind conditions and point of sail. If the telltales are not flying (I like ribbon, some like yarn) then ease the vang and check the sail shape until

the sail is twisted open (slightly) and the telltales steam aft. You do not want to over vang the sail so that the battens are pointing "inside the boom" or to windward. This is called a "closed leach" and is essentially an air brake. It will cause the Flying Scot to sail very slowly and slide to leeward.

Conversely when it gets windy one needs to tighten the vang to keep the sail from developing too much twist and getting full and baggy. The battens should be parallel to the boom or very close to it. The telltales on the leach of the sail are invaluable in helping set the Vang. Heavy boom vang also assists in flattening the sail and allows you to point high when the wind is blowing. In heavy wind pull the vang on "CAREFULLY". Stop pulling on the vang when any of the following conditions are present: #1 the telltales stop streaming aft and curl to windward. #2. The battens are approximately parallel to the boom, or #3. YOU HAVE 2 TO 3" (INCHES) OF BOOM BEND. Please stop tensioning the vang at this point or you will get to send Flying Scot Inc a check for about \$500 to purchase a new boom. The boat's structural limit for heavy vanging is reached in about 20 knots of wind.

It's also important to check and make sure the bridle for the vang attachment is drilled at the forward lower end of the tabernacle underneath the deck. Otherwise the vang acts like a sheet when you ease the sail out and the vang gets tighter and tighter until the boom, mast or vang bridle break.. It's a good idea to ease the vang off just as you get to the windward mark so that the gear isn't overloaded as you ease the sheet and fall off the wind. Easing the vang 6 or 12" is plenty and will prevent any problems.

When reaching allow the sail to again twist open a little, parallel to 5 to 10 degrees is a good starting point. Don't have the leach look like a ruler or straight line and if you can get the telltales on the

leach of the Main to fly then the sail is producing lift and this is much faster than just having it hang out like a barn door and catch air. Most people tend to over tension the vang when sailing downwind and in light air upwind, and under vang it upwind on a breezy day.

In less than 5 kts of wind I will often completely remove the vang (I use a Cunningham Hook to attach the vang to my boom so it comes off quickly) to get the drag and weight off the boom and allow the boom to lift.

An easy method or gauge to remember on how much vang tension to apply is, if both people are on the high side hiking you need a good amount of vang. If both people are sitting low, you need no vang at all. If you have one person low and one person high, you need a light amount of vang, just enough to keep the boom from lifting in the puffs etc. and the battens approximately parallel to the boom.

Boom Position

When sailing upwind, the boom should normally be about mid way up the deck between the side deck and centerline on the aft deck. In a breeze with the vang on hard the boom may be clear out over the corner and the sail will still have plenty of drive and not break up if the jib is eased out a few inches. Remember to sail the boat flat and not let it heel over; this is very slow on a Flying Scot. All of the top Flying Scot sailors keep the boat very flat in heavy air. Allowing the Flying Scot to heel over makes it sail slower and also generates a lot of leeway.

The Outhaul

In light air, pull it on just enough to get out the wrinkles in the foot, leave the shelf open. In a breeze (both crew are on the high side), pull it on tight to close the shelf and put a crease in the foot. Its theoretically ideal to ease the outhaul

Continued on page 10

when sailing downwind but don't forget to put it back on prior to turning the leeward mark. What you don't need at this juncture is to have your crew not hiking out and in the boat goofing around with the outhaul. I've never seen any real difference in speed running downwind with the outhaul either on or off, at least on the typical short legs we tend to race on. Purchase needs to be at least 3:1, and the 6:1 internal setup that comes from Flying Scot Inc. works easily and very well.

The Cunningham

This is the "it's blowing hard, we're all hiked out and I need to De-power this big main". If the vang is on and you're hiked out, you're still getting a lot of weather helm, and the main still looks too full, then pull down hard on the Cunningham. You need 6:1 purchase (minimum 4:1) to make this an effective control. Pulling down hard will drive the draft forward and flatten out the back of the sail and de-power the sail. You must be vanging hard to make this effective. Downwind release the Cunningham so that the sail resumes a more normal design shape.

The Halyard

Most North and other mains want some wrinkles (a little not a lot) in the bottom 1/2 of the sail. The sail will have some "speed wrinkles" on the sail from the hounds on down. My Main has a draft stripe on it, (a horizontal colored ribbon that runs along the sail about 1/3 of the way up) I use this as a visual aid so that I can see where the shape is quickly. If the luff is 0 and the leach is 100, then you want the draft to be at around 40 to 45% of the way back. If the draft is too far forward then ease the halyard or Cunningham, if it is too far back then tighten things up until you get the desired sail shape. That's it. You don't want to have luff wrinkles in the top 1/3 of the sail or maybe just a few. If you do, your draft is going to be way back, say 60-70%, and you are going to have a lot of drag, the boat will slip sideways, sail very low and not point at all. Sound familiar, tighten up the halyard on the Main and it will help immeasurably.

The Sheet

I like the 5/16 purple Marlow Mainsheets that Flying Scot Inc provides.

It works very nicely, is very light and doesn't soak up water. We use a 2:1 purchase and it works fine in most all wind conditions, (sailing gloves are mandatory in a breeze). In light air 1:1 is fine and a lot of people go to 3:1 when it is blowing hard. I typically use the ratchet on the Main block upwind and turn it off downwind so I can play the Main quicker and gybe more effectively.

The Gybe Preventer

I like the idea of a shock cord that goes along the tiller through a deadeye or block and attaches to the 6" wire pennant that holds the bottom Mainsheet block just above the tiller. This will prevent the Mainsheet from wrapping around the rudder head and fouling about 90% of the time. If the skipper remembers to give the sheet a smart jerk just as the gybe commences it works 100% of the time. .

Reefing the Main

This isn't a racing technique as it won't allow one to point high enough to be competitive but for just general sailing or if you have a light weight crew. I have found that the ability to Jiffy reef the Main on a Scot in winds above about 18 knots will definitely add to your enjoyment of your boat. Being able to put in a 4' reef in your Main is a definite advantage. Pull the reef line tight and make the sail flat along the foot and tension the halyard when you get done. A full, reefed Main, is of no benefit. After you have reefed the sail and tied up the cloth with some reef lines remember to set the Cunningham, vang and get the sail flat again, or all your work will be in vain. Many sailmakers will put a reef in your existing Main for about \$75. The equipment necessary is then just some 1/4 line, a cheek block for the front of the boom, a swivel block for the back end, and a cleat on the mast down low to secure the reefline to. Flying Scot Inc. sells this as a kit. Naturally its easier to reef the main before leaving the dock, but you can certainly duck into a cove and with some shelter get the main reefed in a minute or so, as long as you have the reefing line rigged beforehand.

Survival Conditions

OK you're out sailing and the wind picks up to 30 knots, what are you going

to do?? I hope you have the capability to reef your Main. This will help a lot. However if you don't or can't at this point then proceed as follows.

If you have to go upwind, drop the Jib and tie it down. Pull your centerboard up about 1/3 of the way to rebalance the boat. Either flatten your Main as much as you can or reef it and get it flat. Now sail upwind, perhaps 5 or 10° lower than in full race mode. The boat will balance and sail along just fine. If you are going to go downwind or reaching, the task is easier. Drop the Main, take the boom off @ the gooseneck and store the whole affair under a seat in the cockpit and as forward as you can. Sail along with just the Jib under control.

The Jib

The Jib on the Scot helps provide the power for the Main by forming a "Slot" between the two sails that makes the boat go upwind. I find that in addition to the telltales 6-12" behind the luff, I like one on the top batten of the Jib. The Jib should be trimmed so that the top batten is between 10° and parallel to the longitudinal (fore & aft) axis of the boat. If you don't have the luff windows in the Main so you can sight up from your usual steering station, you will have to have the crew go to leeward and get this set properly. If is very bad to over trim the jib, (have the battens pointing at the Mainsail.) This "chokes the slot and causes the boat to go slowly and not accelerate at all. It is better to err on the side of having the sail a little far out rather than in. In a soft spot remember to ease the jib along with the Mainsail.

Weather sheeting

This is important and unique to a Scot. The Jib lead is much too wide (around 14° or so) so after the jib has been trimmed in the usual manner you have to then take the windward sheet and tug it to bring the clew of the sail to a point midway on the forward coaming of the seat. In other words 1/2 way up the seat between the cockpit seat back and the edge of the seat. A piece of tape on the coaming works well. The only time we don't windward sheet (also called barber hauling is some circles) is in very light air and in heavy puffs when the main is way out and we are trying to keep the Jib away from

the back of the main to keep the Main from "breaking up" or back winding too severely.

In 20+ knots it really helps the boat's control and upwind speed to really ease the jib sheet out about 6 to 12" (top batten open about 20-30°, or parallel to the back of the Main. As the Main is eased to keep the boat flat instead of allowing it the heel over. The Main boom may be as much as a foot beyond the corner of the quarterdeck, and with full vang, and Cunningham, the Main will still stay relatively full and drive the boat upwind. The Jib may be luffing 1/2 way back in really heavy gusts. Don't worry about this; remember the Main drives the boat. If you have the Jib over trimmed it will drive the boats bow down and you will experience a very heavy helm, until the rudder cavitates out of the water from heeling too much and you round up uncontrolled, or at worst capsize. Have the crew play the Jib just like the helmsman plays the Main.

2:1 Jib Sheets

I like and use colored 2:1 jib sheets 90% of the time. The only time we don't is in very light air. I use 1/4" red and green lines (its much easier to say pull the red one, instead of the skipper saying "feather the barberhauler or the like" earning the Skipper the deer in the headlights look from his task saturated crew. The 2:1 is much easier to trim and the only drawback is friction in light air. Solutions go to single sheets and turn off the Jib ratchet turning blocks.

Remember when reaching not to weather sheet at all (only when close-hauled) and to keep the jib as loose as possible without luffing.

In light air with the spinnaker I like the jib almost luffing and in really light air, if the Jib is interfering with the Spinnaker, then I sometimes drop the Jib to allow the spinnaker to have better air. On the loose rig setup it would help to mark the Jib Halyard right above the wire reel drum with Marks-a-lot so that it will be easy to duplicate the proper tension on the jib halyard quickly.

Halyard Tension on the Jib

This is pretty much like the Main. You want the draft at about 40-45% of the way back from the luff. Scallops or big

wrinkles in the leading edge of the Jib is an indicator that you need to pull the sail up about 2-3 "clicks" and that your draft is too far back. This also makes the leading edge of the Jib very flat and hard to steer. If the halyard is too tight you will round the luff, have a big curve, and end up steering too wide or low. Practice with this until you find the setting you like and then mark the halyard with a marker or fingernail polish.

Spinnaker

On a Scot the Spinnaker seems to work best when with the wind is on or behind the beam. Sailing with a Spinnaker with the wind in front of the beam is possible and I have seen Greg Fisher and a few others have success with it, but for the most part it is slower than using the Jib. A word when reaching with the spinnaker, keep the centerboard down further than normal if the wind is on the beam or a bit forward. Try to keep the leading edge of the Spinnaker curled a few inches. Adjust the pole so that the two clews are at the same height. Adjust the pole fore and aft so that the pole is approximately at right angles to the wind. When running I find that the pole is usually about 60° back from centerline and this is about maximum for this boat. Have the crew work at keeping the pole at the correct height so the two clews are equal. Another way to look at this is to look at the spinnaker and the center seam should be about parallel to the jib stay. Another technique is the luff coming off the tack (spin pole) should be about vertical. If the spinnaker is unstable or hard to trim, the pole is probably too far back or too high. Remember to try to keep the Jib from interfering with the Spinnaker. The Jib is 50 sq ft and the Spinnaker is 200 sq ft. When reaching with the pole forward, keep the jib almost luffing or in light air consider taking it down. Or if you have a crew with good footwork have them tie off the Jib with a bungee around the Luff. This is a light air situation only and remember to get the Jib up and drawing before lowering the Spinnaker.

Spinnaker shelves

I like the shelves in the front of the cockpit that describe a 45° angle with the seat and have elastic cords. North Sails provides these as a kit. This is a very

"neat" way to quickly store and launch the spinnaker.

I also recommend the spinnaker halyard led aft so that the skipper can hoist and drop it while the crew gathers in the sail. The halyard is led to a inertial reel, (like an old fashioned clothes line) that has just enough tension on it to gather up the excess halyard and also keeps the sail from dropping in the water while the crew gathers it in. Flying Scot Inc. also sells this as a kit

Tight Rig

For years the Scot has been sailed with a Loose Rig. The setup is to rake the mast to 28"4 to 5" and have about 4" of slop on the shrouds (sidestays) so that the mast rocks forward when reaching and running.

Another technique is to set the boat up with the "Tight Rig". The rig is still set up @ 28'5" of rake but the sidestays are set up tight. What I mean by tight is about 200-250# of tension as measured on the headstay with a Loos tension gauge. When beating to windward the Lee Shroud (sidestay) is still tight until the wind is around 15 kts. This prevents the jibstay from sagging to leeward and makes the boat point up better. The boat also will accelerate much better in light air and sloppy conditions.

North Sails cuts a very different Jib for this setup. This Jib is cut for a straight rather than a sagging Jib stay. The result is that the Jib is much fuller in its cut, easier to steer and helps the boat accelerate out of tacks and puffs far better. Whether you like the loose or tight rig is largely a function of your preferences and sailing techniques. I sailed the "loose rig" for 6 years and have sailed the "Tight Rig" for 3 years. I prefer the tight rig but the regatta results show that either setup is fast; it's a function of how the individual likes to sail.

I hope this helps you with the enjoyment of your Scot whether racing or cruising. If you have any questions about anything please give me a call or drop me an Email at patglazier@fuse.net.

Mansfield Sailing Club: A Different Model

by Dave Ireland

Many of you have joined us over the past three years, either for our Founders' Regatta or for Flying Scot Ohio Districts. We would like to invite all of you to come and have a look. Past articles in *Scots'n Water* have given the history of Fleet #4, but the concept of the Mansfield Sailing Club merits some explanation.

When you arrive at MSC, what you see makes you uncertain you have arrived. There is no clubhouse, only a large picnic shelter. This is by design. The founders (who would gladly go without lunch or dinner in order to race) were members of another club. When the mother club built a new clubhouse, people were assigned to committees that took them off of the water. There were cooking committees and clean-up committees in addition to the race committee. The founders

rebelled and started their own club. They insisted that there be no clubhouse. They also used permanent marks and a series of starting lines which could be judged from the shelter. An automatic starting system was installed and races were run with a single race judge.

We sail a 20 week season with races on Wednesday evenings, Sunday mornings and Sunday afternoons. The Sunday morning races are collegiate style-short races where strategy counts more than speed. We begin racing at 11:00am and run as many back-to-back races as we can before 12:15 (usually 2, but sometimes 3 races). The Sunday afternoon races are long (60-90 minutes) and require speed. It is normal for us to sail 80 races in a season.

We have no kitchen, but our food is better than normal regatta fare. We char-

coal grill steaks and chicken, and have a variety of side dishes and desserts provided by members.

There is a vicious rumor circulating that we have no running water. Nonsense! As long as you pump the handle, the water runs. We have marine heads in our restrooms which rival the ones on 40 foot yachts.

Regattas are inexpensive to run under these circumstances. We don't charge high fees. We offer free camping and bonfires at a member's farm nearby. The lake is beautiful. It is uniformly 20 feet deep-no stumps or snags, and there is a speed limit-no powerboat chop. What could be better? You will hear tales about our hospitality, just ask someone. We hope to see you next year.

Acrylic Flying Scot Covers

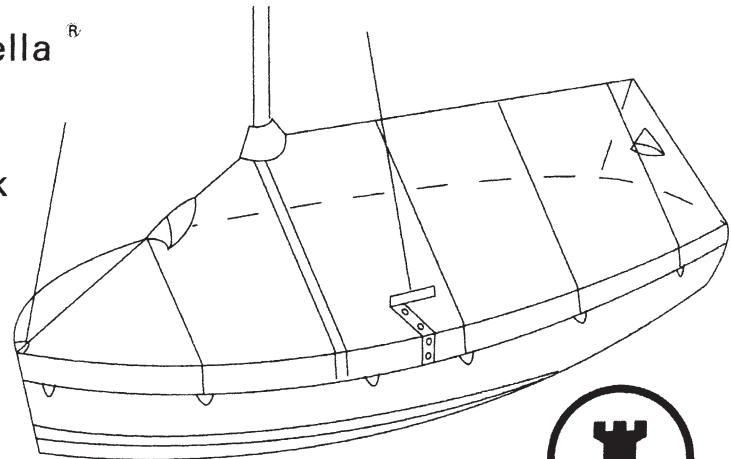
- made with 1st quality Sunbrella[®]
- material has 5 year warranty
- light and easy to handle
- will not rot, mildew, or shrink

Features

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

Options

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



ROOKE SAILS

1744 Prescott
Memphis, TN 38111
(901)744-8500

www.rookesails.com

Prices

Cover	white	blue	other
6" skirt	\$376	\$382	\$402
Full-sided	\$483	\$498	\$522

The Patrol is an Important Part of Racing

by Meredith Dodd, FS 4801



l to r: Meredith Dodd, John Meredith, Barbara Meredith, Carrie Dodd, Jeannette Dodd and Ashley Dodd

A sailor's dream – a windy and gusty Saturday morning! You go out for the first race. You start. Your boat is heeling. You are hiking out. You are about to go over. Your heart is pounding. You are nervous. But then, you remember...you are sailing at Deep Creek Lake where there is an excellent patrol system at work. My grandmother, Barbara Meredith, patrol chairman, assigns patrols for all Saturday and Sunday races and regattas. Sailors and Yacht Club members take turns doing their duty, rain or shine, wind or calm.

This past June, Barbara held a seminar on patrolling. Al Riebel, long time Deep Creek Lake sailor, explained the general duties of the patrol and how to use the contents of the mysterious "yellow bag". New people on patrol duty may not know that inside the bag are bridles and other safety gear. Then we had a demonstration on the lake where my sister, Ashley, and I

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Teenager Builds on an Early Start

by Barbara Meredith, Fleet 6

Sixteen year old, Meredith Dodd, is the new captain of Fleet 6 at Deep Creek Lake. Meredith started sailing before she was born! Her sailing family includes her uncle, John Meredith, Fleet Champion, and her grandmother, Barbara Meredith, who crewed for John for many years. Although she was expecting Meredith, her mother, Jeannette, and dad, Chip Dodd, sailed the summer racing program in 1985. That is when Meredith experienced her first capsizing! Her birth on Oct. 24, 1985 was uneventful by comparison!

When she was 5, Meredith started sailing with her parents and at the age of 8, she began to crew for her dad. They won "The Monkey", first out-of-the hardware trophy at the 1996 Sandy Douglass Memorial Regatta. After her daddy died in 1996, 10 year old Meredith went on to skipper his boat. With her mother as crew, she entered the Women's Regatta that year and again in 1997, with her grandmother as crew. Grandma says, "I was impressed by the calmness and coolness eleven-year-old Meredith displayed as we rounded a point while on a spinnaker run and were hit by a sudden gust of wind on the beam. I did what I do best. I threw my weight around! I held the port side down while Meredith handled the spinnaker and main and kept control of the boat!" In 2000, Meredith won the Women's Regatta



Meredith Dodd at helm with Ashley and Carrie Dodd

and proudly wore a tee shirt with the motto proclaiming, "A Woman's Place is at the Helm".

Meredith continued to sail regularly each summer until winning the B fleet Championship. She now sails in the A fleet and can be a formidable opponent for her uncle! Meredith is lucky to have her 15-year-old sister, Ashley, as her crew. They are a great team and have lots of fun together.

After attending Deep Creek Sailing School starting at age 8, Meredith has been an assistant instructor and has taken the

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The Patrol is an Important Part of Racing

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capsized the boat and showed the proper way to right a Scot. We also explained how to put the bridle on a turtled boat.

In addition to our assigned patrol, there are other volunteers who go out on a regular basis and watch the racing. They occasionally help the patrol on especially windy days. My mother, Jeannette Dodd, has jumped from her motorboat to help sailors who cannot right the boat themselves. She swims directly to the centerboard and rights the boat. The next problem is even more difficult – how to help the sailors back into their boat. Her solution: "I'll go under the water, you climb onto my shoulders and I will boost you up over the transom!" This system really works, and my mother survives!!



Capsize demonstration for Patrol Seminar by Ashley and Meredith Dodd

Teenager Builds on an Early Start

Continued from page 13

U.S. Sailing Instructor's course. Although she cannot be certified until she is 18, she teaches children and adults in prams, Lasers, and Scots under the supervision of Ed Peters, the school's head instructor. She also has set up the racecourse for the informal Wednesday evening races at the Yacht Club.

In July, Meredith was honored to crew for Harry Carpenter and his daughter, Carrie, at the North American Championships in Pensacola. Ashley went also to crew in another boat. The girls had a great time at their first nationals.

Meredith will be a junior at Upper St. Clair High School in Pittsburgh, PA, where she runs on the Track and Field Team. She is hoping to do collegiate sailing in a couple of years.



2002 NAC: 1 to r: Ashely Dodd, Meredith Dodd, Carrie Carpenter and Harry Carpenter. Carrie and Meredith crewed for Harry.

What is a Regatta?

by Mollie Potter, Age 8, Granddaughter of Ray & Betty Thayer

Hey that's my boat! "Sorry." "You better stop now." These are the words you and I will hear at a Regatta. But what is a Regatta? Think and you'll know what a Regatta is.

Have you ever heard of a Regatta? Do you even know what one is? Have you ever seen one? Well if you haven't, it's not fun. For a beginner I mean. But what is a regatta? It's a race but no ordinary race. It's a sailing race.

If you've sailed before you might think how the Optis (a boat as big as two school desks) came to be. In 1948 a group of people in Clearwater, Florida liked the design of a soap box car. So they asked a designer by the name of Clark Mills to design a water soap box car. Clark Mills liked the idea so he did it.

There are dangers on that lake. So do you know why? Because a Regatta's going to take place in five minutes! What if somebody tips? But some people do. Plus people bang into each other but things get worse. Some people nose dive. Sometimes when going around a buoy you could get stuck and wait for somebody to get you and sometimes you wait for an hour.

Winning is good but losing isn't that bad. You just have to know how to win and lose. You don't want to lose but maybe you do just to get it over with. If you want to win people might ask you how you did it and it would get pretty boring. So how to win or lose. Well to win you have to pull the main sheet in and out over and over. Then you'll come in the top five. To lose just sit there and do nothing. Both of these things will work guaranteed.

Jack Swikart in 3B is one of the few people that sail in Deane Porter. "I like sailing in Regattas because it's exciting." Jack has once capsized in a Regatta but he still likes it.

Well now that you know that sailing in Regattas is not always fun, and you know what will happen at one and what you'll hear at one I guess you won't need me.

Q: Is sailing a national sport?

A: No. It's a private sport and not a lot of people do it.

Q: What kinds of Regatta's are there?

A: All kinds! Kids sail, grownups sail, even grandparents sail! My grandpa sails and he loves it!

A Quick Way to Put on the Bottom Cover

by Pat Glazier, FS 5322

Items needed:

- 2 ft Step ladder, either wood or better yet, metal. Home Depot has them.
- Nose Jack on Trailer.
- Chocks for wheels.

First Step is to chock wheels of trailer on level ground, disconnect trailer from vehicle (if applicable) and lower nose jack as much as possible. Remove any restraining straps used to secure the boat to the trailer while traveling.

Apply the bottom cover to the aft end of boat and pull forward as far as possible. I find it helps to secure the aft most tie down to hold the cover in place

Put ladder under transom of boat on keelson (center of boat) with cover in front of ladder.

Using the nose jack, crank the trailer up as much as necessary to get 2 to 3" of clearance between boat and trailer bunks (what the boat rests on normally).

This should be fairly easy to do and if it isn't, check around to see what is causing the boat and or the trailer to bind while picking up the boat.

Things to avoid:

Picking up the car with the trailer (really hard to do).

Leaving the restraining straps attached, thereby picking up the trailer and the boat, accomplishing nothing in so far as putting on the boat cover.

With the boat raised up, one or (easier) two people can grab the front of the cover and ease it forward along the trailer and below the boat until coming to the front roller on the trailer upon which the boat is resting.

Bring the cover as far forward as possible and using the tie ropes pull the cover over the gunwales of the boat and tighten it down as far forward as the mast location.

Lower the trailer down so the boat sits back on the trailer bunks, and remove the ladder.

Now have someone go and push down on the transom. The boat should easily rock back allowing the other person to pull the remainder of the cover over the front roller and up to the bow.

Tie down the rest of the tie downs, put on the restraining straps and bow line, and tighten everything down.

To take the cover off reverse the steps above, and remember to remove any straps holding the boat to the trailer.

This process should take less than 5 minutes to accomplish, either putting on or removing the bottom cover from the boat. We find that traveling with the bottom cover on keeps the boat in much better condition for a regatta. Good Sailing—



Boat lifted off trailer



Ladder and boat cover



Bottom cover on

Tight Rig Setup

by Dave Batchelor, FS 2324

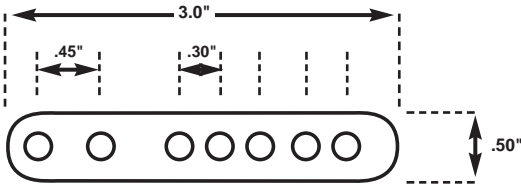
Over the years when it comes to Flying Scots we are lucky to have Dave Batchelor locally to refer to. He's the one we call for information when it comes to the how and why of these boats. Dave has been sailing Scots since 1975. At the 1977 North Americans, he was in charge of sail measurement and has served as District Governor for more than 5 years. He is an officer on the Senior Race Committee with U.S. Sailing. He sells and rigs new Flying Scots and has

designed and given us advise on a couple of products that we have begun to sell specifically for the these boats. The **Tight Rig Kit** and the **Compass Tabernacle Bracket** are just a couple of his ideas.

Step 1: Forestay Extender

I suggest using a forestay extender, in combination with the turnbuckle under the bow, to set tension at your target level (normally 200-250lbs.) at the pre-marked hole. Set it such that there is an opportunity to increase or decrease tension by moving one hole either way. The heavy-duty extender shown below fits inside the tangs of the forestay. This arrangement minimizes protrusions that can snag spinnakers.

Attach the trailer winch rope to the jib halyard to tension the rig. You should probably measure the tension on the jib halyard when you first attempt this procedure to avoid over tensioning the rig. Attach the forestay in the top hole of the extension. Attach the extension wire, from under the deck, in the third hole from the bottom. Have someone adjust the turnbuckle so that when the winch pressure is released the tension on the forestay measures the pressure recommended by your sailmaker. Re-wire the turnbuckle. Moving on hole either way can effect small changes of 30-40 lbs.. Smaller changes are possible starting in the second hole from the top which is 1.5x the standard spacing.



Step 2: Rake Control

The shroud length controls mast rake in a tight rig. Use the top two holes in the standard extension plates that came with the boat and measure rake. If you are in the range specified by your sailmaker with the forestay tension at recommended values - GREAT. If the standard 7/8" spacing on the standard extension plates gives you a mast rake greater than the recommended value you need to shorten the distance by very small amounts. The custom shroud plates (shown to the right) allow a minimum spacing of 5/8" or 3/4" simply by turning over these plates. This should allow a rake in the recommended range. Observation has shown a change of approximately 1.5" for a 1/8" change. Its hard to drill holes that accurately in any fitting. NOTE: The FSSA class measurer has issued a CMR against drilling any holes in the chainplate fitting.

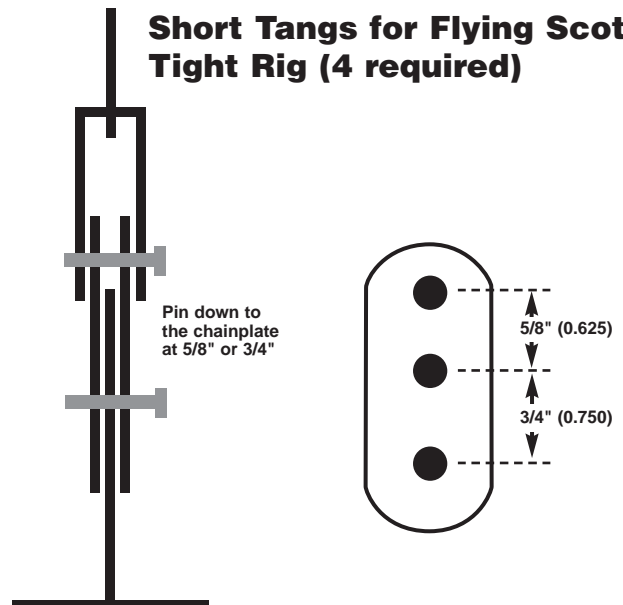
Step 3: Re-Measurement

You'll need to set up for tension on the rig initially to check and set rake, then go back to step 1, one last time. There should be little need to continually measure and readjust tension each weekend.

NOTE 1: These recommendations are not based on extensive testing and represent experience with a small number of boats. Therefore, use at your own risk.

NOTE 2: Until someone does a lot more testing I would NOT want to leave the full 200-250 lbs. tension on the boat for long periods of time.

Short Tangs for Flying Scot Tight Rig (4 required)



Tabernacle Bracket Installation

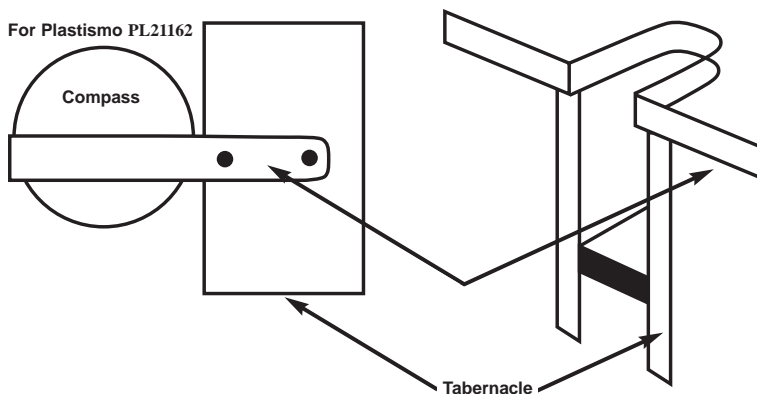


Photo courtesy of Dave Batchelor

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Tactical Compass Observations

by Sailordave Batchelor, FS 4171

If your crew can read a compass and call lifts and headers accurately you can skip this article. Past crews of mine had trouble so I took the opportunity to talk with a lot of skippers and crews at the recent NACs about compasses in general and about tactical compasses in particular. A couple of people suggested I share the ideas and observations I collected, so here goes. A majority of boats still use card type compasses, with a lot of standard cards and maybe a third using tactical cards. The Tactick Micro digital compass was being used by about 20% of the boats.

Most tactical compasses assume that your boat tacks through 900 (see red line on photo) and normally using a numbering system of "0" thru "5". These numbers are repeated four times in 900 increments. Each increment equals 150. The beauty of this type compass is that you will see the same number on each tack if the wind direction does not change. If the wind changes so the number is higher on starboard tack you are lifted, and vice-versa. This is easier for many crews than having to remember a median number for each tack and easier to see at a glance. However, the 50 increments can require closer scrutiny.

In some cases the Scot tacks through less than 900 and most tactical compass will indicate you are lifted or headed after you tack when in fact the wind direction has not changed. See picture below: A starboard boat shows a reading of "5" on one tack. Based on the 900 assumed tacking angle you would expect to see a "5" on port tack. If you tack through say 800 (yellow line

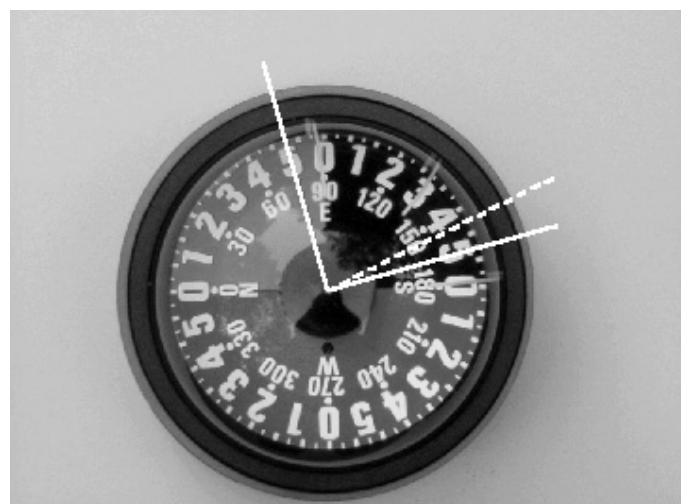
in photo) the compass would show less than "5" indicating a lift on port tack. The important point to recognize is that tacking angles different than 900 will affect the accuracy of tactical compasses and must be recognized when making lift/header decisions.

I purchased a Tactick Micro digital compass last year when I went to work for Layline. This is a solar powered, waterproof digital compass that can be mounted in a variety of ways. The compass can be set to display the boats compass bearing as a traditional compass, or a tactical number that is equivalent to the wind direction. There is also a countdown timer with a synchronization feature. The fact that the tactical number (see photo) is related to wind direction rather than an arbitrary number like "1" to "5" makes the number more accurate and easier to interpret for many sailors. The two angled displays makes it easy for everyone on the boat to read, particularly when the compass is mounted on the mast in the skippers line of sight right just below the gooseneck.

At the NACs the Tactick users were about evenly split between those using the regular compass mode and the tactical mode. Most of those using tactical mode realized that you could change the tacking angle making it easier to compensate for varying conditions. Either way, an easy to read and interpret compass makes picking the right direction a lot easier. Just sail fast in that direction and your scores should improve.



Tactick Micro Digital Compass



Tactical compass indicating you are lifted or headed after you tack when in fact the wind direction has not changed.

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What Happened at the 2002 Flying Scot Wife Husband Regatta

by Frank Gerry

Thirty-three boats participated in the 15th annual Flying Scot Wife Husband Regatta held at beautiful Delavan Lake Yacht Club in Wisconsin. The regatta started off on Friday afternoon, June 14 with a sailing and tuning seminar conducted by Greg Fisher of North Sails in his usual easy but expert manner. We were also surprised and thrilled that Kelly Gough showed up to help Greg after driving about 1200 miles straight from Dallas. Kelly and Greg started out explaining how to set up the Scot in the rigging area and carried the discussion into how we should be trimming sails for the different racing conditions we all encounter out on the race course. There was plenty of great banter (and great insight) between Greg, who likes the tight rig jib concept, to Kelly who prefers the loose rig set up. After about an hour we all went out on the lake and ran 6 quick windward-leeward races with Greg and Kelly moving around on a powerboat offering lots of individual instruction to each and all. The turnout was excellent with 18-20 boats participating at any one time. Lots of information was shared getting us off to a great start for the weekend.

Saturday's Race One saw the fleet sailing out under blue skies, puffy white clouds and building breezes. The first race was completed in 8 - 12 knots out of the Northwest with a few good gusts starting to show up. After the Championship, Challenger, and Jib and Main fleets finished, the race committee started the final race of the day. Things started to really get going as each fleet blasted off the starting line. Wind picked up to solid 15-18 knots with a few puffs over 20

just to keep things lively. There was plenty of hard work, sore hiking legs, planing spinnaker legs and a few folds that even went for a swim. All in all, a fun and fast afternoon. We were all greeted on shore by Jack McClurkin, Don Henderson, Sabin Patterson, and Bill Purcell who besides helping hoist boats out of the water, served us wine and bloody marys as we stepped on shore. Nice touch! What a great way to start the pre-dinner social hour.

After devouring an enormous hors d'ouvres table, we enjoyed a superb dinner prepared by Lisa Wilson and her expert kitchen support team. Dinner included barbecued, honey glazed and spicy chicken, red potatoes, lots of vegetables, and a monster dessert table offering various cakes, pies, cream puffs and other confections. Amazingly, Lisa somehow found time to sail with husband, Hal.

Marianne Gerry and Jack McClurkin cooked up some creative team activities with sailing and other trivia questions to help award some door prizes. Somehow by mid-evening, most of the folks headed out to take Advil and rest their weary bodies. The gang was not too rowdy for some reason...

Sunday morning brought a beautiful blue sky day with another fantastic northerly breeze at about 10-14 knots. Great sailing was enjoyed by all.

Trophies were awarded, 10 deep in the Championship and Challenger Division, and three deep in the Jib and Main Division. All the trophies were beautiful hand crafted sailing scenes made by Marianne Gerry. All in all a great weekend at Delavan Lake Yacht Club.

FINAL CHAMPIONSHIP

Place	Boat#	Skipper/Crew
1	5454	Heidi Gough/Kelly
2	5248	Karen Carpenter/Harry
3	3883	Christine Czableski/Tom Hohler
4	5398	Nancy Fowler/Charlie
5	2162	Susie Stombaugh/Tim
6	4771	Jennifer Faugust/Michael
7	5015	Marianne Gerry/Frank
8	5322	Debbie Glazier/Patrick
9	5347	Sarah Buffington/Charles
10	2259	Barbara Griffin/Don
11	1202	Karen Gilbert/Tim DeVires
12	5150	Barbara Brauch/Larry Klick
13	888	Deanna Peterson/John
14	2601	Melaine Dunham/Bill
15	4570	Lois Leistikio/Larry
16	3013	Libby Howting/Chuck
17	5430	Betty Struckhoff/Jim Harris
18	3654	Carol Gillen/Bill

FINAL CHALLENGER

Place	Boat#	Skipper/Crew
1	4770	Carol Gunsett/Fields
2	3444	Ann Richards/Norton
3	5448	Carol Martell/Stu
4	4647	Myra Brown/Jim
5	4149	Rosie Haack/Harry
6	4821	Kelley Van Egeren/Mark
7	4843	Linda Carey/George
8	4728	Ann Poole/Ron
9	3404	Bonnie Jenkins/Willson
10	4890	Donna Hall/Roger
11	2981	Susan Sylvester/Ken Johnson

FINAL MAIN AND JIB

Place	Boat#	Skipper/Crew
1	1487	Lisa Wilson/Hal
2	4005	Susie Goebel/Larry
3	419	Karen Kosog/Thomas
4	5244	Leslie Johnson/Mark

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Tiller Extension...

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

\$38.25

Clip to hold extension to tiller.

\$1.95

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.

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\$1675.00



Aquameter Sailor II Compass & Mount...

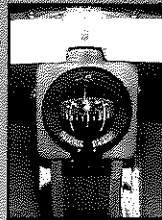
Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete.

\$77.00

Plastimo Contest Tactical Compass & Mount...

3 7/8" 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.

\$220.00



Tacktick Micro Compass & Mount...

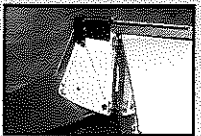
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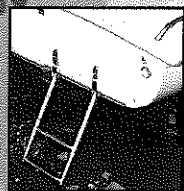
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Telescoping, stainless steel, two-step ladder that stows flat to the transom. Stainless grab rail through bolts to deck. Low profile to reduce mainsheet snags. Easiest way to get into the boat from the water. Complete w/fasteners. Ladder

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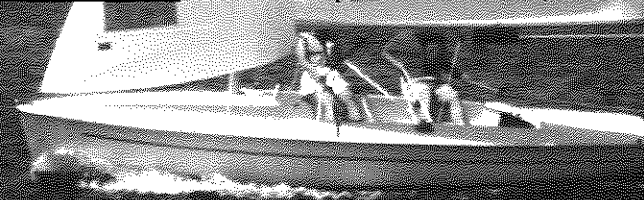
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MYC 52nd Fall Regatta

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Sharon, MA

For more information, Diane Kampf at (508) 234-8047, dianekampf@charter.net or visit the yacht club website at www.sailmyc.org.

Horrocks/Palmer Invitational

September 14 & 15, 2002
Sayville Yacht Club
Blue Point, NY

For more information, contact Sharon Boyle, (631) 589-7131 or Paul Patin (631) 363-9069.

Hot to Trot Regatta

September 14 & 15, 2002
Portage Lake Yacht Club
Pinckney, MI

For more information, contact Tim Petro (734) 878-0535 H, (734) 266-4719 W or email: tpetro@dtindustries.com. Visit the webpage at www.ms-pyc.com.

Annual Flying Scot Fleet 24 Invitational Regatta

September 21, 2002
Candlewood Yacht Club
New Fairfield, CT

For more information, contact Andy Fox at (860) 354-6161, fs3063@yahoo.com.

40th Anniversary Regatta

September 21, 2002
Shore Acres Yacht Club, Fleet 31
Brick & Dover Township, NJ

For more information, contact Sheldon Shkoluk at (732) 477-5641, msangel713@webtv.net.

Capitol District Championship Regatta

September 21 & 22, 2002
Lake of the Woods Sailing Club
Locust Grove, VA

For more information, contact Jimmy Lee at (540) 972-8920, jimmy.lee@loswc.org or visit the club website at www.lowsc.org.

Sail for the Grail

September 21 & 22, 2002
Lake Arthur, Fleet 80
N. Pittsburgh, PA

For more information, contact Dean Marlin at (412) 828-5596, dfm@pannier.com.

10th Annual

Founders Cup Regatta
September 28 & 29, 2002
Indian Harbor

For more information, contact David Osler at Ddosler1@aol.com.

Grand Annual Regatta

October 5 & 6, 2002
Cave Run Lake
Morehead, KY

For more information, contact Susie Stombaugh at (859) 885-3302 or fs2162@netzero.net

Silver Piper National Championship

October 5 & 6, 2002
Selby Bay Sailing Center
Edgewater, MD

For more information visit www.selbybay.sailingcenter.com.

Scotalina Tu Tu

October 5 & 6, 2002
Dixie Sailing Club, Lake Martin
Montgomery, AL

For more information, contact Dick Cline (334) 271-0470, sailscot3120@aol.com or visit the website at www.dixiesailingclub.com.

Flying Scot Open House

October 19 & 20, 2002
Corinthian Sailing Club,
White Rock Lake, Dallas, TX

For more information, contact tracyabr@earthlink.net or visit the website at www.cscsailing.org.

Wurstfest Regatta

November 2 & 3, 2002
Lake Canyon Yacht Club
San Antonio, TX

For more information, contact Les Robertson, (830) 964-4258, janetles@gvyc.com, or visit the club website at www.lcyc.net.

Fall 48 Regatta

November 2 & 3, 2002
Lake Norman Yacht Club
Charlotte, NC

For more information, contact Larry Vitez at lvitez@carolina.rr.com or visit the website at www.lakenormanyachtclub.com.

Gator Bow Regatta and Gator Challenge

December 7 & 8, 2002
Rudder Club, Jacksonville, FL

For more information, contact Jon Hamilton at hamilton@ufl.edu, (352) 335-1243, or visit the club website at www.rudderclub.com.

2002 Flying Scot Junior NAC Notice of Race October 20, 2002 • Pensacola Yacht Club

Organizing Authority: The regatta is organized under the authority of the Flying Scot Sailing Association and will be sailed under management of the Pensacola Yacht Club Race Committee.

Rules: This regatta will be governed by the Rules as defined in current Racing Rules of Sailing, the prescriptions of US Sailing, the Bylaws of the FSSA, and the Sailing Instructions. The regatta will be Category A.

Eligibility: Skippers must be Active, Associate, or Family members of the FSSA, and must not reach age 18 in the calendar year 2002. Immediate family members (father, mother, brother and sisters) may serve as crew regardless of age.

Entry Fee: \$25.00, including Florida and local sales taxes of 7.5%. If a boat was entered in July, 2002 for the Junior NAC, entry fee will not be required again.

Scoring System: The low point scoring system, Rule 2A will apply with the exception that there will be no thrown out races. Three races will be attempted, with one race constituting a regatta.

Trophies: Top three positions and race winners will be awarded.

Schedule:
Saturday, October 19
0930-1030 Registration

Sunday, October 20
0930-1030 Registration
1045 Skippers' meeting for Women's and Junior's NAC
1155 First Warning Signal; subsequent races to follow
ASAP Trophies

Entry Form

Skipper's Name _____

Address _____

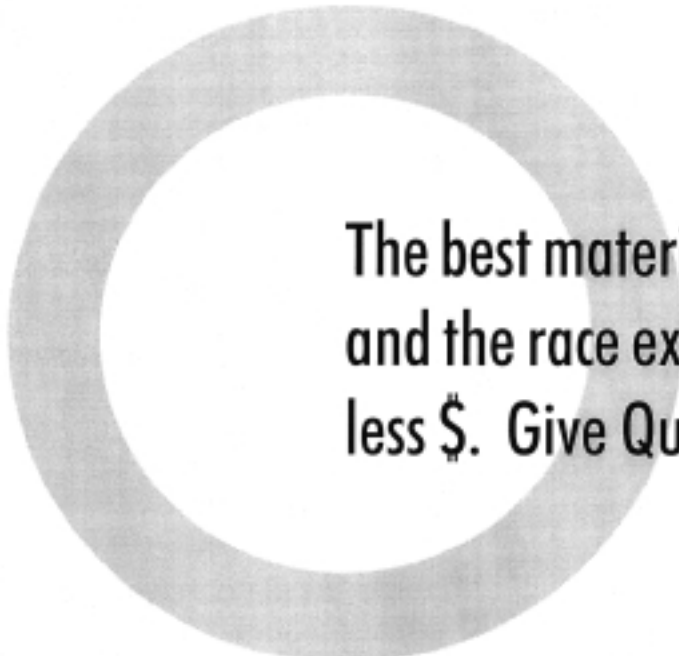
City, ST, Zip _____

Crew Names _____

Sail Number _____

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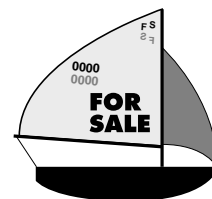
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sailing and secure storage. Excellent condition. Located in Fayetteville, NY. \$3900. Contact John Glezen at (315) 446-6229; jglezen@twcny.rr.com.

FS 2525 – Older boat well cared for; sails good condition, including spinnaker with port and starboard sheets, whisker pole, hiking ropes, tiller extension, stainless rigging, life jackets and cushion, danforth type anchor, 4hp Evinrude 'Marimer 1988 runs well; new antifouling bottom paint; good galvanized 'COX' trailer. Located Pawley's Island, SC. \$2500. Contact John Kramer at 843-237-3551, jwk4528@sccoast.net

FS 2828 – 1975 Douglas older boat in good shape with new Fisher Sails and 2 spinnakers. Includes old trailer & anchor and motor mount, 2 whisker poles, life jackets & tiller extension. Located on the North Shore of Long Island. \$2000 or obo. Contact Charles Stuard at (h) 212-924-9410, (w) 646-458-3093

FS 3411 – Factory rebuilt in fall of 1999 and sailed only several times since. White hull and deck with blue waterline and trim. New mast, boom, rudder, tiller, sails, galvanized trailer and mahogany centerboard cap. Main and jib with windows, rudder lift system, cockpit tent style cover. Located in Maine. \$8500 OBO. Contact Walter Laqualia at (207) 537-2091.

FS 3892 – Douglass built, in excellent condition, white deck. One set of windowed racing sails, bridle, 4" transom port drain, bow flotation buoyancy bag, motor mount, almost new 2.5 hp Mariner Motor. Galvanized factory trailer. Two new covers, tent and trailing/mooring; new shrouds and jib forestay. Located in Rockaway, NJ. \$5000. Contact Errol Schnurman at (973) 627-2743 or eschnurman@sprynet.com.

FS 5021 – Like new, cream deck, white hull, medium blue trim and water live. Main & jib, jiffy reefing, galvanized trailer, Sailor's trailer mooring cover, winter trailer boat cover, swim ladder with handle, motor bracket. 2HP evinrude. Located in Otis, MA. \$9000. Contact Maurice Corson, 413-269-6542.

FS 5074 – 1996 boat in excellent condition. Green hull, white deck and "Trailex" aluminum trailer. Race package with spinnaker (rigging & pole), Plastimo compass, extra jib, lifting bridle, topping lift, jiffy reefing system, boarding ladder, anchor & line, tent style cockpit cover, stainless mast sleeve, bow flotation, North Sails. Located in Boulder, CO. \$7500. Contact Jody or Connie Tedesco at 303-828-4905.

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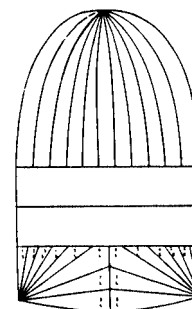
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