

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 48 NUMBER 2 2004

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VOLUME 48 NUMBER 2 2004

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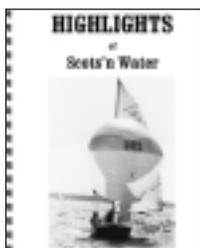
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The Email address for regatta notices and regatta results to be published in Scots n' Water is info@fssa.com. Updates on the web pages will occur between the first and fifteenth of the month. Visit the site frequently! Please save all articles submitted for publication in ASCII Text, Word or WordPerfect format.

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From The President

by Bill Ross, FS 5210



Have you ever heard of the “Ted Stevens Act?” This is better known at the National Sportsman Act and was passed several years ago creating the recognition of national governing bodies (NGB) of various sports. By so doing, each sport governs all aspects of its discipline from junior sailing/ training up to an including the responsibility for each to field an Olympic Sailing Team.

In our case, the governing body for our sport is US SAILING, never referred to as USSA. US SAILING is always spelled out in capital letters. Unlike many other sports, like the Golf Association for instance, US SAILING is very fragmented due to the diversity we have. The sport of sailing runs the gamut from windsurfing, board sailing, small boats, big boats, cruising boats, multi-hulls, all of which have various sub classes, which further fragments the sport. US SAILING must pull all of this together and offer programs and benefits for its 40,000 plus members, just a fraction of the total who participate in the sport.

Do you know what US SAILING does for us, aside from the training of Judges, PROs', and Umpires? Take a quick look here.

1. Administers 14 Championships that are ladder or entry by resume events.
2. Provides training and certification for Instructors who teach/coach sailing.
3. Provides low cost Insurance opportunities for yacht & sailing clubs.
4. Administers the Racing Rules by participating at the IYRU conferences. The sport has a coordinated set of racing rules worldwide.
5. Through the Government Affaires group consults with Coast Guard to insure that regulations and enforcement affect sailors sensibly. Often new policies are contemplated without consideration for the sailing world; the least of their problems. Did you know that currently the Coast Guard wants to pass a regulation that would require everyone on a vessel of less than 20 feet to wear a PFD at all times? That includes YOU even in a drifter at 90°!
6. Assists local clubs with efforts to resolve political and environmental issues.
7. Organizes the US Olympic Team with money that does not come from our dues. US SAILING has an Olympic Fund generated from past Olympic income that covers most Olympic costs along with income from sponsorships.
8. Sanctions Regattas that meet specific standards of excellence, and provides liability insurance opportunities for the organizers.
9. Supports the Junior Olympic events, the purpose of which is to provide a pool of future Olympic hopefuls as they mature.
10. Safety at Sea Volunteers look at all facets of safety issues that may become known.
11. A Sports Medicine Team oversees any issue relating to sailors health.
12. Sailors with Special Needs have access to sailing and championships through US SAILING coordinated events.
13. US SAILING is the final authority on appeals issues.
14. Provides members with a West Marine discount coupon, which if used cuts your membership cost by about 50%. There are now vacation discounts for hotel stays in the Virgin Islands at Virgin Gorda. In addition, more benefits like this are in the works.

The list is much longer. There are about 200-300 volunteers (my estimate), who make all this happen, and they do it at their own expense. Even the President travels at his/her expense.

We have about 40,000 members in US SAILING and we think that there are about another 200,000 out there who don't contribute to the sport. If they did, our dues would be less, and the services we get from US SAILING would be even more numerous.

We have a similar problem with our Class. Our membership numbers are behind that of last year and we looked for an increase in membership for 2004. If you know of sailors who are not supporting the FSSA and/or US SAILING, we need your help in recruiting them for all of our long term well being.

The president of US SAILING, Janet Baxter will be attending the NAC at Lake Carlyle. Let's make it a goal to have all who participate in the NAC be a US SAILING member. Can we do it? Let's try. 🚩

Superior Sailing

by Doug McIntosh, FS 5385 & Kathy Leverenz

We went sailing for the first time in our lives while on vacation in the Keweenaw Peninsula of Upper Michigan. The Keweenaw is that little finger that sticks out into Lake Superior. The Keweenaw is about 280 miles Northeast of Minneapolis Minnesota. I own a small aircraft, which I fly into Houghton airport. We live in the Lower Peninsula in Ann Arbor; we use the airplane to get up to the "U.P." in a reasonable amount of time. It only take 3 hours to fly instead of 9 hours of non-stop driving on good roads to get there. Hard to tow the boat behind the airplane so if we are sailing we have to drive. I have a life long buddy, Jim, that moved up there with his folks back in my high school days, been going up there ever since. Have purchased a shoreline lot on Portage Lake, which is part of the Keweenaw Waterway, and I'm starting to build a retirement home on this property. I met Mark Lanctot at Houghton airport, he was an NOAA weather observer, also Jim's neighbor. Mark came down to the cottage one day and asked Doug, my girlfriend, Kathy, and myself if we would like to go sailing. Our first sail in Mark's boat was the reason we decided to start sailing. We loved it that much! I purchased a new Flying Scot #5385 in the fall of 1999. We joined the Portage Yacht Club in Southeastern and started to learn to sail. Mark's boat is a 1959 17' O'Day. It's in much need of some new rigging and sails but the rest of the boat is beautiful. Mark's hobby is wood-working; he restores canoes and sail-boats in his free time.

Our summer cottage is on Portage Lake, in the Upper Peninsula. The

Keweenaw waterway dissects the Keweenaw Peninsula. There is a Coast Guard station on the waterway. You can pick up the ferry service to Isle Royal outside of Houghton and Hancock. You can sail from our cottage across Portage Lake to either town. This is a nice mid-day sail from our place to town to have lunch at the many restaurants. The lake is about 6 miles long and 2 miles wide from my property. The North Entry to Lake Superior water is about 20 miles away. South entry to Keweenaw Bay is about 10 miles away. We sailed in the month of August 267 nautical miles. We have yet to sail to the North Entry. Keweenaw Bay offers first rate sailing along picturesque shorelines. The bay is sheltered from the prevailing westerly winds and shelves gradually along most of its length. Sailing the Superior shore requires reasonable caution. The water in the Bay in August is only around 50 degrees. It will be a lot cooler on the Big Lake than on Portage Lake or in town. We picked our day to go out on the Big Lake watching weather patterns and which way the wind is blowing. Lake Superior has many shipwrecks from its notorious weather and I'm too old to go swimming in that cold water. Throw the anchor out and watch it go down into the water about 60 feet. You will find the scenery from your boat spectacular.

Traverse Island lies about 7nm north-east of the south entry light and about 1nm off Rabbit Bay in Lake Superior. I asked Mark if he would like to sail with us to the island, he said he would and that it's a long sail and not much to see on the island. Traverse Island is only a few hundred acres. It's all rock and has an old goose blind on it. The island has

a sand beach where you could land the boat. We decided to leave around 9 am the next morning. The next day we got up to a sunny day with the usual morning fog. Mark said that the winds will be out of the southwest and should be no more than 15 knots. The fog will burn off in an hour. We decided to make some sandwiches and take a jug of water. After loading the Scot up, we headed across Portage Lake for the south entry. We got out to the big lake in a couple of hours. We went around the entry way light and headed for the beach to anchor to have some lunch. After lunch we started off towards Traverse Island. We sailed close to the shore looking at a few cottages along the way. The shoreline is pretty rocky and rough. I said to Mark, bottom coming up, looks hard, head back out to deeper water. Mark's reply was the water is 30' deep here. We sailed up to Rabbit Bay, we could see the island, it was getting late in the afternoon and we thought it would be best if we headed back to camp. Hey Mark I thought you said the winds would be out of the Southwest. The wind on the Big Lake was blowing out of the Northeast, which was perfect for a nice long downwind run to the South Entry light. Mark's reply; see the wind is perfect not blowing too hard.

We got back to camp around 8p.m. that night. Our hand held GPS said we had sailed 62 miles that day. The three of us talked over steak dinner about trying to get to the island next year. We all agreed that we would try again. I said to Mark, I'll be up the first week of October for fall color will you still have your boat in the water? Yeah, Doug, call me, we'll go for a color tour on the waterway. It really was a Superior Sail! ▲

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Aquameter Sailor II Compass & Mount...

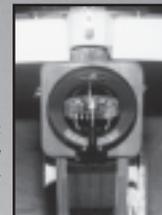
Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete.

\$83.00

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.

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Deck Holes

by David Neff, FS 3109

In certain areas of the deck on your flying Scot there is wood blocking under the surface. Not to be mistaken for the balsa core, these areas of hardwood are structural stiffeners or locations used for factory mounted rigging.

I have an older boat that came from the factory with the standard running rigging package. I will always prefer racing a boat that needs work over working on a boat that needs to be raced. However, this past winter with some reluctance, I relocated some of the deck rigging. Furthermore I also found the bravery to shorten the outdated jib tracks. All this left me with dreaded little holes that obviously indicate my restlessness during long winter nights.

Knowing that even the smallest hole will overtime destroy my beloved Fiasco I was determined to nurture the wounds inflicted by my restless nature so that she shall once again fatefully take the brunt of my torturous treatment for years to come without faltering.

And much to my surprise, because most things prove more difficult than originally planned, I developed a delightfully simple process for filling the holes.

- Find a pine dowel rod that is just smaller in diameter than the hole to be filled.
- Sharpen the dowel to a blunt point with a standard pencil sharpener.
- Gently dry fit the dowel, point first, into the hole and mark the dowel where it is flush to the deck.
- Extract the dowel and cut it to the marked length.
- Place the dowel plug on the end of a stickpin and dip it into polyurethane or any similar wood sealer.
- Place the wet dowel plug immediately into the hole.
- Using a hammer and a punch cut from the same dowel rod stock, gently set the plug an eighth of an inch below flush.
- After the sealer fully dries, fill the remaining hole with gel-coat or a two-part epoxy leaving a nice little dome.
- Using a mill file, lightly file off the top of the dome. Be certain the filler is fully cured or it will ruin your file.
- Wet sand lightly with progressively finer sandpaper finishing with a fine compound.

The tapered dowel plug sets below flush rather easy because it crushes down the old cut threads in the structural wood blocking. The polyurethane dip works as an adhesive and also adds an ounce of prevention if the repaired hole develops a slight hairline crack at its edges.

Setting the dowel plug just below flush allows for the right puddle size for the final finish. If your boat happens to be the right color you can use Marine-Tex epoxy to effectively fill the holes. It is available in gray or white. For a finer finish, most marine stores sell gel-coat patch kits that have color match systems. For the best results I recommend that you call the Flying Scot factory for a small quantity of matching gel-coat. ▲

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Constitution and By-Law Changes

by Larry Taggart, FS 4510

At both the Board of Governors and Annual meetings held in July of 2003 a major rewrite to our Constitution and By-Laws was adopted. They are now posted on the FSSA web site, or available from the FSSA office. The nature of these revisions is summarized below.

The bulk of the changes have to do with how we “control” our national events. It has been often felt in recent years that the Association is not in control of our championships, but rather sometimes left to the “whims” of the host fleet or club, with our rules not always followed. This is mostly accomplished through better delineation of the responsibilities and authority of a

National Championships Committee, formerly the International Race Committee (the name change is to avoid confusion – the term “race committee” sometimes implied to others that this committee had on-the-water authority). Event structure is also better documented.

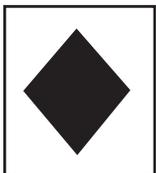
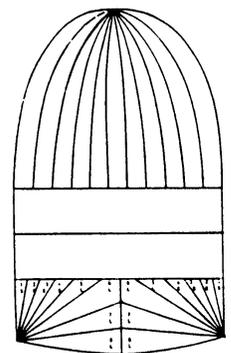
The next most significant change has to do with eligibility of club or association owned Flying Scots and use by their members in FSSA events. A new class of membership has been established – Club Member – to avoid confusion and the “rights” of such members is explained. A Junior Member classification was also established.

A revamping of the Nomination Committee was done in order to get greater input on potential Association officers.

There are also several changes in such areas as officer and board duties, committee structure, voting, and permitting district dues, and clarification of some classes of membership. Additionally, there are some small wording changes, renumbering and restructuring, all to enhance clarity. And finally, we have tried to make these documents “politically correct”.

Please carefully review your Constitution and By-Laws – you need to know how they impact you. Good Sailing! ▲

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July 17 - 23, 2004 • Carlyle Lake, Carlyle, IL • Fleet 83

The Carlyle Sailing Association (CSA) and Flying Scot Fleet #83 are proud to announce the hosting of the Flying Scot NAC on July 17-23, 2004. Come and bring the whole family for a fun-filled week of racing and sailing. The theme for the regatta will be commemorating the 200th anniversary of the Lewis and Clark Expedition of 1804-06. Local attractions for the non-sailing family members include fishing, hiking, bird watching and golfing. CSA is located approximately 60 miles east of St. Louis, Missouri, which has the Gateway Arch, the baseball Cardinals, a world famous zoo, art museum and many other entertainment activities.

Flying Scot Fleet #83 and the Carlyle Sailing Association (CSA) are located on Carlyle Lake, which is a man-made lake that is approximately 7 miles long and 3 miles wide consisting of 26,000 acres of water. CSA offers excellent sailing facilities: paved boat parking, three jib cranes for launching boats, two boat ramps, 800 ft of dock space, air-conditioned club house, restrooms and showers, and an out-door pavilion. All boats will be dry sailed. Childcare will be available by special request. The winds in July are light to moderate, 5-15 mph, with temperatures in the high 80s to mid 90s.

Check out the Carlyle Sailing Association website: <http://www.csa-sailing.org/> for additional details! Look for local attractions, motels, family activities, and social events.

1. Rules: This regatta will be governed by the Racing Rules of Sailing (RRS), the prescriptions of US Sailing, the Bylaws of the Flying Scot Sailing Association (FSSA), and the sailing instructions. The regatta will be a Category A event.

2. Eligibility: Requirements as follows:

a. Championship and Challenger Divisions: As stated in the FSSA Bylaws. Reminder: FSSA membership dues must be paid by 18 June 2004.

b. Junior Championship: Skippers and crew must not reach age 18 in 2004, except that immediate family members (father, mother, brothers and sisters) may serve as crew.

c. Women's Championship: All skippers and crew must be women.

d. Women's and Junior Championship: Skippers must be Active, Associate Life, or Family, Club, or Junior members of the FSSA. At least five boats each must be registered in the Women's and Junior Championship by 5 July 2004 for these championships to be held.

e. Master's Championship: The skipper must be age 55 or older.

f. Senior's Championship: The age of the skipper plus one crew must be at least 120.

g. Skippers shall declare their intention to race in the Master's or Senior's Championship before the close of registration. Seniors may change declaration after completion of the Qualifying Series. After the Qualifying Series has been completed and the scores are posted, Seniors will have one hour to change their declaration by reporting their intention to a representative of the Race Committee.

3. Registration: Registration may be by mail using the form in *Scots n' Water* or the form on the FSSA web site (<http://www.fssa.com/>) or the Carlyle Sailing Association web site (<http://www.csa-sailing.org/fleets/fscot/fscot.html>). Registration may also be completed at the regatta site beginning at 8 a.m. on Saturday, 17 July 2004. Registration for the Junior and Women's Championships must be completed by 9 a.m. on Sunday, 18 July 2004.

Registration for all other divisions must be completed by 5 p.m. on Sunday, 18 July 2004, unless other arrangements have been made with the registration committee.

4. Sailing Instructions: Sailing Instructions will be available once a boat completes Registration and Measurement.

5. Measurement: Measurement will be done in a similar fashion to the 2003 NACs held at Lake Norman. We will be spot-checking equipment in an effort to make the process less time consuming. Each skipper will randomly pick one of three color-coded cards that will determine what is to be checked on their boat. All boats will go through the process regardless of having been measured within the past five years. If you have never been measured or wish to have the entire boat checked; we would be glad to do this for you. But, you must tell the Secretary and get the correct forms. Club Boats are not eligible to take the abbreviated process, and will be completely measured. All boats will have all safety equipment checked.

6. Fees: See Registration Form

7. Schedule of Events:

a. Registration/Measurement: Saturday and Sunday, 17 -18 July

b. Women's and Juniors: Sunday, 18 July

c. Qualifying Series:

Monday and Tuesday, 19 - 20 July

d. Championship, Challenger, Masters, and Senior Series: Wednesday - Friday, 21 - 23 July

8. Courses: Courses to be sailed will be the Olympic or Windward-Leeward courses as defined in the Sailing Instructions.

Continued On Page 10

NAC NOR

Continued From Page 13

9. Scoring: Scoring will be according to the Low Point System Appendix A. All races shall be scored in each event (changes Appendix A2). Three races are scheduled for the Qualifying Series and five races are scheduled for the Championship Series.

10. Prizes:

- a. Championship Series trophies awarded to places 1-10
- b. Challenger Series trophies awarded to places 1-10
- c. Women's/Juniors TBA
- d. Senior Series trophies TBA
- e. Master Series trophies TBA
- f. Other Special Awards

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(A block of 50 rooms have been reserved for NAC participants.

Cost is approximately \$70/night
 10 Minutes from CSA • 877-451-7666

Super 8 Motel (New) Carlyle, Illinois
 10 Minutes from CSA • 618-594-8888

Carlyle Lakefront Cottages
 Eldon Hazlet State Park, Carlyle, Illinois
 5 Minutes from CSA • 618-594-3387

Motel Carlyle Carlyle, Illinois
 15 Minutes from CSA • 618-594-8100

Sunset Motel Carlyle, Illinois
 15 Minutes from CSA • 618-594-4838

Best Western Motel Greenville, Illinois
 20 Miles from CSA • 618-664-3030

Super 8 Motel Greenville, Illinois
 20 Miles from CSA • 618-664-0800

Budget Host Inn Greenville, Illinois
 20 Miles from CSA • 618-664-1950

Located adjacent to CSA is **Eldon Hazlet State Park** which has 328 Class A

campsites with 30 and 60 amp electrical hook-ups for trailers, and 36 Class C campsites for walk-in tent camping. The state park also has 20 lakefront cottages that are available for rent and a large swimming pool. Check out the following web site <http://dnr.state.il.us/lands/landmgt/PARKS/R4/ELDON.HTM#Camping> for information on camping reservations or call 618-594-3011.

NOTE: No camping or pets are allowed on CSA grounds.

12. Safety: It is each competitor's exclusive and individual responsibility to decide whether or not to race or continue racing, to wear a PFD when conditions warrant, and to otherwise provide for his or her own personal safety. Competitors are reminded that all federal and state safety regulations shall be observed.

13. Contact: Regatta Chair.: Tom Pinkel
 618-632-0712 • tpinkel@charter.net 🚩

2004 NAC REGISTRATION FORM

PARTICIPANT INFORMATION

Skipper Name: _____ Age: _____
 Crew Name: _____ Age: _____
 Crew Name: _____ Age: _____
 Skipper's Address: _____
 City, State, ZIP _____
 Home Phone: _____ Cell Phone: _____
 E-mail Address: _____
 Emergency Contact: _____
 Emergency Phone No: _____
 Sail No: _____ USSA Member # _____
 FSSA Fleet # _____ Home Club _____
 Club Boat Charter Boat Borrowed Boat (Jr. Only)
 Are You Bringing Children? If so, what ages? _____
Please check all that apply:
 First Time NAC Participant • Distance Traveled: _____
 Junior Championship Skipper's age: _____
 Women's Championship Masters (Skipper 55+)
 Seniors (Skipper + 1 Crew = 120 years)
 Senior Sailing in Qualifying Series
 Skipper M/F? _____ Husband/Wife? _____
 Father/Son on board with one as the skipper?
 All Family with one Female aboard?

FEES

	USSA	USSA	Total
	Member	Non Member	
Registration:			
Flying Scot NAC	\$135.00	\$140.00	_____
Women's/Junior	\$25.00	\$30.00	_____
Late Registration: Entries postmarked after 6/30/04			
Flying Scot NAC	\$180.00	\$185.00	_____
Women's/Junior	\$35.00	\$40.00	_____
Meals: (Children's meals are for children 12 and under)			
Breakfast (Mon-Fri): \$1.00/Breakfast X # _____			
Lunches (Sun-Fri): \$5.50/Lunch X # _____			
Sunday Steak Dinner: \$14/ adult X # _____			
\$ 6/ child X # _____			
Monday Dinner: \$14/adult X # _____			
\$ 6/child X # _____			
Wed Annual Dinner: \$22 /adult X # _____			
\$10 /child X # _____			
Thur Dinner: \$14/adult X # _____			
\$ 6/child X # _____			
T-Shirts \$12 each, indicate size and number			
Size: S _____ M _____ L _____ XL _____ XXL _____			
Polo Shirts: \$25 each, indicate size and number			
Size: S _____ M _____ L _____ XL _____ XXL _____			
FSSA Chartering Fee: _____			
Junior Dues: _____			

Total Fees Enclosed: _____

I agree to be bound by the "Racing Rules of Sailing" and all other rules that govern this event:
 (Signature): _____

**Check the CSA Web Site for Up-to-Date Information www.csa-sail.org • Make Checks Payable to FS Fleet #83
 Send Completed Registration Form and Fees to: Leslie Bilodeau • 2002 Raintree Trail • Collinsville, IL 62234**

LAGNIAPPE

by Larry Taggart, FS 4510

TRAILER MUD FLAPS: Do you want to help protect the bottom of your boat from road dirt, or even worse, those small rocks and gravel that can put good dings in the bottom of your investment? And, you do not want the bother of a bottom cover? You may want to install mud flaps directly on your trailer – smiley face optional. The flaps are not connected directly to the trailer fenders, but rather to a bracket attached to the trailer. This permits the use of wider flaps than what would ordinarily be accepted by the fender. You want to mount the flaps as close as possible to the fenders (and even install a small shield between the flap bracket and the fender) to prevent dirt from getting between the small gaps. For even further protection install mud flaps on the rear wheel well of the vehicle you use to pull the boat. Good sailing! ▲

Wife-Husband NOR

Continued From Page 13

- One Race will constitute a Championship.
- Protest flag will be required this changes RRS 61.1.

Schedule of Events

Friday June 25 18:00
Tuning Seminar by Harry Carpenter

Saturday June 26
Registration 9:00 - 11:30
Skippers Meeting 11:30
Race 1 Warning 13:00
Race 2 to Follow
After Race R & R 18:00
Island Dinner Party w/Band 19:00

Sunday June 27
Race 3 Warning 10:00
Refreshments and awards immediately following last race

- All children under the ages of 10 shall wear life jacket while on club grounds.
- Sorry no Camping or RV's

There are many Hotels within 15 miles of the Club it would best to go on line "SOON" to determine which hotel best suites your needs, should you require assistance please advise. If you plan on arriving Friday evening the club has a Friday night dinner 18:30 to 20:00, all are welcome at \$ 12.50 each. Please let us know if you are planning on arriving Friday.

Contacts

The Club phone number is 313-885-7575

Web site: www.crescentsail.com

Forest G Rogers, cell phone 734-323-7862 ▲

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Sailing Down Wind From Mark One to Mark Three

THE RUN

by Paul Jon Patin, FS 4969

How often have you seen big gains made right around the windward mark because one boat jibbed and others did not or vice versa? Ask yourself these questions to join that crowd. What is the favored tack shortly before the rounding? Is there new breeze up wind on either side, say 20–30 lengths away? How can I clear my air immediately so that I can meet these possibilities? These are three big reasons why someone would jib on purpose. Remember that offset legs go along way to help allow for time and thought in sorting this decision out.

Why a masthead wind indicator is worth it –

Have you ever come around the windward mark in traffic and been in all disturbed breeze? If you did not sort out the correct jib to be on, you best have one of these. Learn which is the favored jib, which is when the indicator shows the wind “by the lee” or coming over the leeward stern quarter.

Why do some people seem to go faster heeling to windward?

When the breeze is enough to allow the boat to go dead down wind often the boat will sail helm free if the boat is heeling to windward. The technique depends on the wind and wave conditions but the key is to bring the helm to neutral more often than not. A Flying Scot has a big main and with the spinnaker the boat is better balanced however the center of effort of the mainsail is 6–7 feet from the mast so when that point closes over the center of the boat, it tends to become easier to steer with weight.

Whenever a boat can be steered without the rudder, it is safe to assume that the “helm” is slowing the boat down less. In general, “most boats are pretty close in speed,” at least that’s what Harry tells us! Technique and reduction of steering in conjunction with being in fair, undisturbed air, is often the difference that makes the difference when it comes to speed.

What about the board and the boom vang? How much are these adjusted?

It is fast to “play” both. Flying Scots have the shrouds behind the mast so

whenever you can allow the boom to ride up and allow the leech to open up and get perpendicular to the breeze; it is something to think about. One way to monitor that is to keep the top batten working. “By working” the key is to have it not too open or not too closed. The situation is dynamic but that is what you want to be thinking about. Practicing this exercise is highly recommended. A lot of tactical achievement can disappear with over thinking the small stuff.

The board is another interesting tool. Flying Scots are STABLE with the board down. They are also fairly lively with it up if there is enough breeze to surf or plane. Consider using this concept in your practice. Remember no boat likes to steer very well without the board down some. Finding that medium is a function of the breeze.

Lastly, remember your lanes. Flying Scots are a big wind shadow. Keep your lane clear and anticipate bad air. Sail Fast, Sail Free and off the wind you GO! 🚢

HIGHLIGHTS of Scots'n Water



You've just bought a Flying Scot and are wondering how to rig it, sail it in strong winds or light air; raise, fly, and lower the spinnaker, recover from a capsized, trailer it, and lots of other little “tricks” that experienced Scot sailors know. The answers are in Highlights of Scots N Water. This compendium is chock full of useful information about the Scot, its history, its rigging, sailing, storage, etc. No Scot owner should be without one!

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Racing and a Sunset Cruise

AT THE 2003 MIDWEST DISTRICTS

by Jack McClurkin, FS 5404

Delavan Lake Yacht Club, Delavan, WI

For sailors and history buffs alike, the highlight of this year's Midwest regatta at Delavan Lake, Wisconsin, was a sunset cruise aboard the Delavan Lake Princess, a locally based passenger boat. Following drinks on the dock and a festive Italian dinner, participants boarded the Princess. During this first-time event for the Midwest Districts, the sailors heard a personally narrated history of the lake from Allen Buzzell, a life-long Delavan resident. This unique event capped off an exciting day on the lake that got off to a somewhat ominous start.

With a loud "boom" at 6:30 Saturday morning, the first crack of thunder woke the sailors to begin the day's events. The boom was a notice that this was going to be a day for the lake to be used almost exclusively by the regatta sailors. Along with the deeply overcast skies, the early morning storm kept nearly all of the pleasure boaters off the lake for the day.

The storm passed by mid-morning, allowing the race committee to start the days' racing on time. Light to moderate wind strength, along with streaky and shifty winds, created a challenge for sailors of all abilities. "We had to keep a close eye on the weather today, with the low clouds and potential for more storms. However, the weather co-operated so that we could complete all three of the day's races," said Dennis Menasco, the Principal Race Officer for the regatta.

Another unique event at this year's regatta was an "I Need A Coach!" class. This hands-on workshop was developed

by the Delavan Lake fleet and designed to offer support for the novice racer. Frank Gerry, instructor at the Friday afternoon class, remarked, "We were able to provide rookie or second year sailors with a basic racing seminar, while sharing a few tricks of the trade. It was a blend of off-the-water tune up and rigging discussion, followed by a one-on-one sailing session on the water."

Unfortunately, the Single Handed Race, a popular Midwest District event, was cancelled on Friday due to winds above the allowable limit for this race. The wind limit is intentionally set low for this race, since most of the skippers fly the spinnaker while single-handing their Scot! "I only want to sail the single handed race if I can sail the chute single handed," commented Mike

Hartman, emphasizing the importance that the single-handed sailors place on using the spinnaker during this race.

Sunday's two races saw partly sunny skies, and moderate winds. The regatta's five scheduled races were completed by mid-day, with the courses being either Olympic or windward leeward.

Tom Pinkel, Midwest District governor, commented, "We very much like the hospitality provided by the Delavan fleet, and the boat ride Saturday evening was special." Jim Harris, FSSA President, added, "The race committee did a great job putting together five races in the variable and shifty winds. You are experienced at running regattas, and put together a memorable event."

Next year's Midwest District Regatta will be held at Neenah-Nodaway Yacht Club, Neenah, Wisconsin. ▲

New Colors for the FSSA Burgee

The FSSA now has available two color schemes for the FSSA burgee that can be used as Class Flags for Warning Signals. One flag is red with white lettering, the other is white with blue lettering. These are the same color schemes as numeral pennants #1 and #2 as defined in the Rule Book, "Race Signals". Red/White can be used as start #1 and White/Blue for start #2, i.e. Championship Division and Challenger Division. Price is \$25.00 plus \$6.00 S&H.

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Sailing Proves That Sports CAN BE SMART

by Liza M. Johnson

When most people think of sports they picture the “normal” athletics – football, soccer, hockey, stuff like that.

There are many other sports that require more brainpower than these testosterone-laced combative activities, and one of these is sailboat racing.

My dad bought a 19-foot Flying Scot sailboat when I was a toddler and I’ve been sailing it ever since (well, my sister and I used to sleep under the hull when we were little, but that still counts as sailing...).

Sailing requires much more thinking than some people might assume. I’m not talking about cruising around on a yacht or jetting around on a motorboat. Sailing is much more intense than that, especially when it comes to racing.

A sailing race (at least the Flying Scot regattas that I have participated in) usually consists of five races, each with a Champion and a Challenger fleet.

These races take three days. The first day has one race and the other two days have two back-to-back races. Back-to-back racing means spending over four hours on the water and, for some people, peeing off the side of the boat.

A regatta usually schedules in one day for make-up races, in case one gets cancelled because of high winds. Picture a really windy day. Multiply that by 10 and that would be the amount of wind needed in order to possibly cancel a race.

Sailors are pretty serious about what they do – the more wind the better; and there better be a hurricane or tsunami if a race gets cancelled.

A course is set based on the amount of wind. These courses have buoys that

boats have to go around. If a buoy is hit, then the boat must do two 360-degree turns.

The same thing happens if a boat has a false start, which is common since there are over 20 boats all trying to cross the start line at the same time.

Getting a good start is crucial to placing in a sailing regatta. Before the start, a 10-minute warning gun goes off and the skipper and helmsperson start timing their tacks.

Basically, they sail back and forth and time how long it takes so they can have a good position when the starting gun sounds.

Many times there are boats that are going to crash, and there is a complex system of right of way rules to determine who has to get out of whose way. If you are on a starboard (right) tack, you have the right of way and the other boat has to dodge you. If they don’t, then you can protest their actions with the race committee.

Sailing requires knowledge of wind direction and a lot of geometry stuff in order to get the desired 19-degree heel (the amount that the boat is tipped to the side). A sailor must also know precise moments to tack (turn from the wind), jibe (turn into the wind) or throw the spinnaker. A spinnaker, or chute, is a big colorful sail that picks up wind on downward leeward legs of a race.

My dad and I have participated in many different regattas, including national championships. We have taken home awards varying from 1st place to biggest crew to best sportsmanship. A couple years ago I took home a 4th place in the Junior National Championships.

My dad and I have had varying crews, including a dog and my young cousins.

Last summer I took three of my best friends to Pensacola Beach, Florida, to do some sailing and partying. (Five of us went to Panama City Beach over spring break with the boat, but ended up not sailing.)

Those are only the two most recent trips. When I was younger I traveled other places with my dad and friends for sailing competitions.

The crew of a Flying Scot usually consists of three people, but more or less may be desired depending on wind (if there is high wind you want more weight).

One person is the skipper. This person moves the tiller which moves the rudder which moves the boat. They also usually control the main sail and keep the boat from tipping over.

Another person is the helmsperson, who controls the jib sail based on the wind and other factors.

The foredeck person is in charge of raising the spinnaker. This is quite a daunting task because it involves climbing onto the foredeck in raging winds and hoping that you don’t blow off.

The one time that I was in a race and tipped over, it was because the spinnaker was not thrown properly and got caught under the boat.

Since you are now probably completely confused about this whole process (and I’ve only touched on the basics), it proves my point that there are some sports that require brains and not brawn.

You could easily beat me in a one-on-one basketball game, but I will challenge anyone to a Flying Scot race – and I could probably win with a crew that has never sailed before.

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The Flying Scot® WEBSITE FORUM

by Hank Sykes

For a number of years a community of Scot sailors, and potential Scot sailors have actively exchanged their questions/answers, and thoughts via the Flying Scot® Website Forum. The topics discussed have covered the gamut from how great the Flying Scot® is as a first sailboat to how to straighten a bent mast. The forum has consistently been the most popular parts of the FSSA website.

While the old forum contains a wealth of information for any Scot sailor, the topics are not organized, or prioritized. Sifting through the wealth of information is laborious. Worse, the most useful information quickly falls out of view as new topics are posted. The new forum provides the capability to solve these problems.

Shown is a screen shot of the new forum's home page. The shot shows some of the forum's initial categories (<http://www.fssa.com/fsforum2/>).

The old forum is still available to browse or search its topics. Over time the hottest topics from the old forum will be moved to the new forum. This will help keep those of you who

Flying Scot Sailing Forum
[Home](#) | [Profile](#) | [Sessions](#) | [Admin Tools](#) | [Members](#) | [Search](#) | [FAQ](#)
 Username: _____ Password: _____ Save Password

Forum		Topics	Posts	Last Post
Flying Scot Sailing				
	Crewing, rigging, and sailing the Flying Scot Discussions for every interested sailor - especially including new, learning, current or potential Flying Scot sailors.	10	25	27 Feb 2004 11:32:09 by: Silas
	Maintenance, repairs, changes, upgrades Comments and questions on how to maintain, make major repairs, tailor the Scot to personal preferences, etc.	5	11	25 Feb 2004 23:37:56 by: Hansell
	Sailing calendar What's going on in your area that other sailors should know about?	1	1	15 Feb 2004 16:37:41 by: Benny377
	Cruising the Scot Topics of interest to sailors who use their Flying Scot for daysails or cruises.	6	24	19 Feb 2004 17:59:49 by: Benny377
	Racer's Rap Topics of interest to sailors who plan to race, actively use their Flying Scot, are looking for crew, have rigging or technique questions, etc.	6	13	27 Feb 2004 05:31:49 by: Hansell
	Items wanted or for sale Sails, boats, and other sailing gear.	11	14	25 Feb 2004 11:11:52 by: vanlanen
	Requests for assistance or help re Flying Scots	2	3	25 Feb 2004 23:42:46 by: Hansell
	New Forum format Comments and questions about the Flying Scot Forum.	3	13	29 Feb 2004 11:37:04 by: Silas

have been regular contributors from revisiting questions you know you have answered before.

Please visit the new forum. And better yet, become an active participant. Your thoughts are sure to help out fellow Scotters, plus show other sailors they have lots to gain by joining us. 🚩

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STARTING LINE

Calendar Of Monthly Events

Sarasota One Design Midwiners March 19 - 21, 2004

The Sarasota Sailing Squadron
Sarasota, FL
Contact Jim Barr, (941) 366-1972,
jbarr3620@aol.com

Flying Scot Midwinter Warmups March 27 & 28, 2004

Fort Walton Yacht Club
Fort Walton Beach, FL
Go to www.fssa.com or contact
Phyllis Seaton at
Phyllis4@cox.net, (850) 651-0105

Midwinter Championship March 27 - April 2, 2004

St. Andrews Bay Yacht Club
Panama City, FL
Contact Jim Robinson,
(850) 913-6132, (850) 796-2453

23rd Annual Lake of the Woods Invitational April 24 & 25, 2004

Lake of the Woods Sailing Club
Lake of the Woods, VA
Contact Hans Noordanus at
(540) 972-0933,
hans.noordanus@lowsc.org
or www.lowsc.org

Mug Race May 1, 2004

Rudder Club of Jacksonville
Jacksonville, FL
Email DJWHof@aol.com for more
information.

2004 Buckeye Regatta May 22 & 23, 2004

Hoover Sailing Club
Westerville, OH
Contact Jay Huling (614) 248-
5437(w), (614) 882-6464 (h),
jhuling@wideopenwest.com

4th Annual Leukemia Cup May 29 & 30, 2004

Carlyle Sailing Association
Carlyle Lake, IL
Contact Tom Pinkel, (618) 632-
0712, tspinkel@charter.net or go
to www.csa-sailing.org

Flying Scot Annual Egyptian Cup June 5 & 6, 2004

Carlyle Sailing Association
Carlyle Lake, IL
Contact Tom Pinkel, (618) 632-
0712, tspinkel@charter.net or go
to www.csa-sailing.org

Jeff Lines Memorial Regatta June 5 & 6, 2004

Toms River Yacht Club
Toms River, NJ
Contact Jim Worth, (732) 974-0945
or jvworth@aol.com

Full Moon Regatta June 12, 2004

Monmouth Boat Club
Red Bank, NJ
Contact John Luard at (732) 291-
8465, jfluard@netzero.net

2004 Midwest Districts June 18 - 20, 2004

Neenah-Nodaway Yacht Club
Neenah, WI
Contact Jim Jilek (920) 722-9478,
scotsailor@yahoo.com or visit
www.nnyc.org

Sprite Island Regatta June 19 - 20, 2004

Sprite Island Yacht Club
East Norwalk, CT
Contact Jack Carpenter at
Jack.Carpenter@viacom.com

Wife Husband Championship June 25-27, 2004

Crescent Sail Yacht Club
Lake St. Clair
Grosse Point Farms, MI
Contact Forest Rogers, (734) 954-
0452 or FS5230@aol.com

Long Island Flying Scot Championship Leg 1 July 17, 2004

Deep Creek Yacht Club
Swanton, MD
Contact Frank Vandall (404) 634-
7192, fvandall@law.emory.edu or
visit www.dclsa.org

North American Championship July 17 - 24, 2004

Carlyle Sailing Association
Carlyle, IL
Contact Tom Pinkel, (618) 632-
0712, tspinkel@charter.net or visit
www.csa-sailing.org

Sandy Douglass Memorial Regatta July 31 & August 1, 2004

Deep Creek Yacht Club
Swanton, MD
Contact Frank Vandall, (404) 634-
7192, fvandall@law.emory.edu or
go to www.dclsa.org.

2004 New England District Championship

July 31 & August 1, 2004

Sandy Bay Yacht Club
Rockport, MA
Details to come.

99th Annual Ephraim Regatta July 31 & August 1, 2004

Ephraim Yacht Club, Fleet 44
Ephraim, WI
Contact Nancy Claypool (504)
899-0935, nclaypool1@cox.net or
visit www.eyc.com

Eastern Women's Invitational Regatta August 14 & 15, 2004

Deep Creek Lake, Fleet 6
Deep Creek Lake, MD
Contact Geri Meehan at
gmeehan@earthlink.net

Michigan-Ontario District Championship Regatta August 14 & 15, 2004

Crystal Lake
Crystal, MI
Contact Mark Schuurmans at
mark@mjschuurmans.com

18th Annual Invitational Regatta August 14 & 15, 2004

Saratoga Lake, Fleet 161
Ballston Spa, NY
Contact Ann or Peter Seidman at
pseidma1@nycap.rr.com,
(518) 877-8731 or visit
www.sailsaratoga.org

Flying Scot Canadian Championship August 21 & 22, 2004

Stony Lake Yacht Club
Stony Lake, Ontario
Contact Chris Greening at (705)
749-1697, dgreening@ptbo.igs.net

Greater NY Districts August 21 & 22, 2004

Hempstead Bay, Fleet 46
Contact Eric Feldman, (516) 889-
6822 or ejfeldman@worldnet.att.net

Labor Day Regatta September 4 & 5, 2004

Rudder Club of Jacksonville
Jacksonville, FL
Email DJWHof@aol.com.

Sailfest September 11, 2004

Toms River Yacht Club
Toms River, NJ
Contact Jim Worth, (732) 974-0945
or jvworth@aol.com

Annual Whale of a Sail Regatta September 11 & 12, 2004

Carlyle Sailing Association
Carlyle Lake, IL

Contact Tom Pinkel, (618) 632-
0712, tspinkel@charter.net or go
to www.csa-sailing.org

Candlewood Invitational Regatta September 18, 2004

Candlewood Lake
New Fairfield, CT
Contact Andy Fox (860) 354-6161,
sailing@cyccsail.org

Toms River Classic September 18, 2004

Toms River Yacht Club
Toms River, NJ
Contact Jim Worth, (732) 974-0945
or jvworth@aol.com

Glimmerglass Invitational September 18 & 19, 2004

Otsego Sailing Club, Otsego Lake
Cooperstown, NY
Contact Dave Karl (607) 547-2230,
davekarl@capital.net

Sail for the Grail September 18 & 19, 2004

Lake Arthur, Moraine State Park
North of Pittsburgh, PA
Go to [www.geocities.com/
~morainsailing/](http://www.geocities.com/~morainsailing/)

Annual Horrocks/ Palmer Invitational September 18 & 19, 2004

Sayville Yacht Club
Contact Sharon Boyle at (631)
598-7131, gosail@optonline.net.

Pig Roast Regatta September 25 & 26, 2004

Cowan Lake
Wilmington, OH
Contact Terri and Marvin Quin at
(513) 891-9373, quin@fuse.net

Silver Piper National Championship September 25 & 26, 2004

Selby Bay YC, Fleet 42
Selby Bay, MD
Contact Dave Gillingham at (410)
295-6675, drgillingham@
peoplepc.com or visit
www.selbybaysailingcenter.com

Ohio District Championships Grand Annual Regatta October 2 & 3, 2004

Cave Run Lake
Morehead, KY
Contact Susie Stombaugh at
fs2162@psualum.com or
(859) 885-3302

Gator Challenge December 4 & 5, 2004

Rudder Club of Jacksonville
Jacksonville, FL
Email DJWHof@aol.com.

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FS 1166 – Douglass built in 1967. Completely refurbished with new racing scot hardware, lines, paint, two sets of sails, spinnaker & galvanized trailer. Many options & extra parts. **\$4800 obo.** Located in Charlotte, NC. Contact Bill Cullen at (704) 588-4372, besea1@earthlink.net

FS 1623 – Douglass built in 1969. Good sailing condition, sound hull. Sterling trailer. **\$2000.** Located Smith Mountain Lake, Southwest Virginia. Contact Richard Ungerer at (540) 721-3769, raucwp@charter.net.

FS 1650 – Lofland built in 1969. Good working condition, new mast and rudder. Newer 3 horse Johnson motor. 1 set sails plus spinnaker. Sterling trailer, blue boat cover. **\$2600 obo.** Located in Minnesota. Contact John Seabury, (507) 647-4160.

FS 2022 – Douglass built in 1971. White deck, red hull, two suits main and jib, one spinnaker and pole, bow floatation, masthead floatation, transom drains, compass, paddle, swim ladder, boom tent cover, sterling painted trailer, tongue jack. **\$2800.** Located in NJ. Contact Robert Rung at (973) 398-4948.

FS 2664 – Customflex built in 1975. Great condition, has been sailed on Kerr Lake for 18 years where it is stored. Hull is yellow and white with red stripes. 2 sets of sails, 1 new. Trailer. Anchor, jackets, ready to sell. **\$3000.** Located in Chapel Hill, NC. Contact Shepard, (919) 929-6088, jgshepard2@aol.com.

FS 2676 – Customflex built in 1975. Red hull, white deck, original owner, original sails, mainsail cover, boom tent, boom jack, motor bracket. Pamco Trailer, new tires, spare. Garaged past ten years. **\$4000.** Located in Colorado Springs, CO. Contact Martin Blaser (719) 495-8877.

FS 2677 – Douglass built in 1975. Stored 10yrs. Light Blue hull. Excellent drop axle trailer with 14" tires, spare. Updated with all legal

go-fast hardware. Motor mount, airbag, transom port, full boat cover. Two sets sails. One set North, in excellent condition. **\$3300.** Located in Chattanooga, TN. Contact Glen Myrick at (423) 622-7469.

FS 2712 – Custom flex built in 1977. White hull, yellow deck/trim. Like new main. Jib, spinnaker and pole, anchor. Bow floatation, transom drains, compass, paddle. New full deck cover. Sound working condition and hull. Galvanized Tilt-frame trailer. **\$2995.** Located in Harrisburg, IL. Contact Darrell Snedecor at dsnedecor@mygalaxyexpress.com, (618) 841-6005.

FS 3014 – Douglass built in 1977. White, good shape, needs varnish. New main and jib (an old set) with bags. Whisker pole, motor mount and old Johnson 2.5 trailer needs wiring. **\$4200.** Located in Cape Mag, NJ. Contact John Magee at (202) 775-8671.

FS 3360 – Douglass built in 1979. Racing equiped, two sets Flowler sails and spinnaker, Galvanized Shoreline trailer, outboard bracket. Cover, Plastimo compass, swim ladder and handles, 6:1 vang, rudder lift, lifting bridle, SS mast sleeve, tiller extension. **\$4000.** Located in Miami, FL. Contact Ross Young at, mrossyoung@hotmail.com, (305) 665-0238.

FS 3492 – Douglass built in 1980. Very good condition, white hull, light blue deck, multi-blue pin striping. One set of sails. Whisker pole, lifting bridle, 1/2HP Seagull motor, paddle, anchor, misc. Sterling trailer. Fresh water sailed. **\$4800** or obo. Located in Oswego, NY. Contact Jeff Walrath (315) 342-6311.

FS 3777 – Douglass built in 1982. In good condition, white hull, blue stripes, main jib, trispart spinnaker, pole, rudder, motor mount. Galvanized trailer in good shape. **\$4750.** Located in OH. Contact

George Rootring (330) 874-4541, dutchskipper@juno.com.

FS 4324 – Douglass built in 1987. Silver hull, off-white deck and red trim. Schurr jib with window, mainsail and spinnaker. Lifting bridle, outboard bracket, anchor, compass, jiffy reef kit and cockpit cover. Galvanized trailer with spare tire. Dry Sailed. **\$5500.** Located in Red Bank, NJ. Contact Charlie Sokolski at (732) 817-0507, csokolski@comcast.net.

FS 4796 – Flying Scot built in 1992. White, blue stripes, white deck, galvanized trailer with new wheels and tires, custom canvas cover, two suits main and jib, like new spinnaker. Masthead floatation. Always dry sailed. Stored indoors. Excellent condition. **\$6500.** Located in Des Moines, IA. Contact Monica Plummer at (515) 440-2021 or monica.plummer@bigfoot.com.

FS 4921 – Douglass built in 1994. Excellent condition, white deck and hull with red stripe, Schurr Jib, Main, Spinnaker, Galvanized factory trailer, 2 covers. Lot misc. equipment. **\$6800.** Located in Bokellia, FL. Contact Willard Frissell (239) 283-5215.

FS 4972 – Flying Scot built in 1994. Excellent fresh water sailed. White with dark blue stripe. North sails. Tent cover, Ronson telescopic tiller, rudder lift, mast and bow floatation, stainless mast sleeve, Plastimo compass, Mast helper II, galvanized Trailmaster, launch sling, 2000 Mercury 4H. **\$7300.** Located in Hampstead, NH. Contact Cleo Hurley at (603) 329-5494.

FS 4990 – Flying Scot built in 1995. Excellent freshwater boat. White with black stripes. Aluminum trailer, spare, bearing buddies, 2 sets North Main/Jib. North & Schurr Spinnakers. Top & bottom trailer covers, boom-on cover, compass, tapered spin pole. Drysailed/inside

winter storage. **\$9500.** Located in Upstate NY. Contact John Mako at (315) 727-1665.

FS 5020 – Flying Scot built in 1995. Excellent condition. White with blue trim. Galvanized trailer. Main, jib, light jib, roller furling, spinnaker. Complete with all equipment less life jackets. Custions, paddles, anchor with rope. Line bags and compass. Call for complete inventory. **\$9800.** Located in Fort Lauderdale, FL. Contact Michael Chapman at (954) 431-4931 (eves).

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

FS 5316 – Flying Scot built in 2000. White hull with dark blue waterline, race package, North sails, Tacktick compass, Sailor's Tailor mooring cover, swim ladder and grab rail, outboard motor bracket, Trailex aluminum trailer. **\$9500.** Located in Miami, FL. Contact Neil Jones at (305) 971-6219.

FS 5561 – Flying Scot built in 2003. Total use two weekend regattas. Condition showroom. White hull, red trim, gray deck. North main, jib and spinnaker. Trailex aluminum trailer. Full mooring cover. Race ready. **\$13900.** Located in Nyack, NY. Contact Dick Bracken at (845) 268-2863, dickbrack@aol.com.

Bottom Cover – Sailor's Tailor soft flannel lined canvas. Use to and from Florida regattas seasons only. **\$1700.** Contact Jeff Penfield at (941) 383-3503.

Wanted – Who has a decent hull for sale? Don't need parts, sails or trailer. Contact Steve Hartman at (217) 359-5835, steveh@jsmpts.com.

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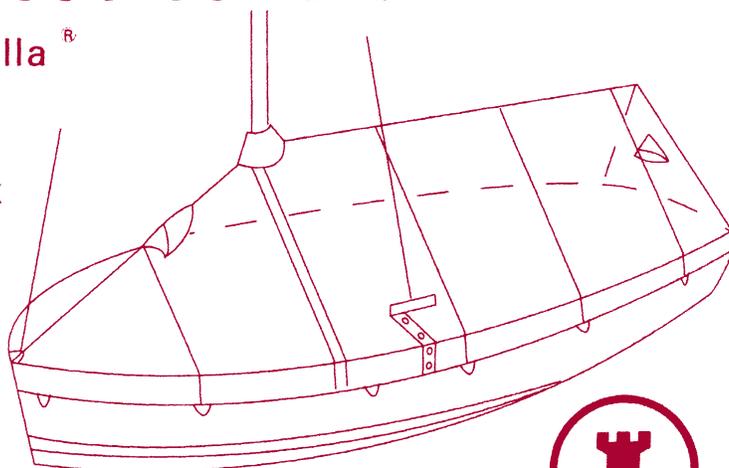
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