

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 49 NUMBER 5 2005

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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 Glenn D. Shaffer, FS 4468

WHERE I COME FROM.....

In my first message to you as president of the FSSA, I would like you to know how I got my start in Flying Scot® sailing. If you know where I've come from, I think that you will better understand where I am going. To begin, I was in my late 30s before I was ever on a sailboat. During the summer of 1986, my family spent a week vacationing at the New Jersey shore. In anticipation of our time off, my wife, Joyce, bought several magazines for me to read while relaxing on the beach. Some were about cars, others were gossip, and a couple that piqued my interest were devoted to sailing. To me, sailing seemed to be "techy" and a challenge similar to flying small aircraft, which I had previously done.

I continued to read about sailing, and during the next winter I went to the Philadelphia Boat Show in search of the "perfect" boat. I didn't know how to sail, but that was only a minor technicality. I knew what I didn't want--a large, expensive keelboat requiring a slip and a large number of crew. I happened to notice a Flying Scot on exhibit, and I admired its classic lines and quality workmanship. Next, I came across a booth for a sailing school located in Havre de Grace, MD, that utilized Flying Scots. Perfect! I talked my then-16-year-old daughter, Elizabeth, into taking a two-weekend basic sailing course the following summer. Although Elizabeth did not quite have my enthusiasm for sailing, I am forever grateful to her for spending that time with me on the water.

With my sailing school diploma in hand, I returned, with Joyce, to the Philadelphia Boat Show the following

winter and headed right to the Flying Scot® exhibit, where we met Ethel and Ralph Manee. As many long-time members of the FSSA may recall, Ralph was a Flying Scot® dealer. Well into their sixties, he and Ethel were excellent racing sailors, winning many championship events. Ralph and Ethel were all about



family sailing. All of their Scots were named Harmanee, reflecting their philosophy in the boat. Ralph and Ethel spent quite a bit of time with us, extolling the virtues of the Scot and inquiring how we intended to use the boat. On the following weekend, we met them again, at another boat show, in Asbury Park, NJ. The result was Joyce's gift of FS 4468 for my 40th birthday.

Ralph and Ethel encouraged us to join their yacht club, Shore Acres, where there were many other Scot families. Although initially I had no intention of racing, Ralph and Ethel suggested that, if I really wanted to learn to sail well, I should learn to race. At first, I was still learning to sail while trying to master a few racing rules. Next, it was trying to make the boat go faster, and then trying

to figure out where to go (some things never change). I initially raced with my future son-in-law, Jon, and then with Joyce and my younger daughter, Emily. It took a couple of years, but we finally won our first race together, and then some more. It was a thrill to win with my wife and daughter aboard. But what made it most special was the encouragement and friendships that we gained from those at Shore Acres, who went out of their way to help us learn, to let us sail with them, and to have fun together--Ralph, Ethel, Jim, Kathy, Rich, Joann, Ray, Barbara, Joe, Patti, Steve, Anke, George, Pam, Kris, Diane, and Read, to mention a few.

Joyce retired from racing several years ago, as did Emily (following college, marriage, and a move to New Mexico with her new family). Debbie Hoagland has been my regular crew for over ten years, and I am grateful for the opportunity to sail with someone who is so competitive and happy to be on the water with me through thick and thin. Debbie grew up in a Flying Scot family, racing with her dad, mother, and brother. In fact, the Midwinter Championship trophy is named for her mother, Mary Meno.

Flying Scot® sailing has meant the world to me. Hopefully, my time as an officer in the FSSA is an opportunity to give something back for all that Joyce and I have received. While I love to sail and race my boat, it has been the Flying Scot® family that has made the difference. During my tenure as your president, I hope that we can find more ways to continue to enjoy Flying Scot® sailing and each other--always sailing in harmony. ▲

Letters to the Editor

Kay Summerfield



A NOTE FROM THE EDITOR

Bill Ross, thank you for all your hard work as President during the past two years.

Welcome aboard Glenn Shaffer, I'm looking forward to the 50th anniversary of the 1st Flying Scot in 2007.

NOTE: Some of the cover and article photos are taken by professional photographers. In order to avoid copyright infringement, please contact me if you are thinking of using photos so I can obtain approval from the photographer. Thank you for your cooperation in this matter.

Kay Summerfield

AN OPEN LETTER TO BILL ROSS, OUR OUTGOING PRESIDENT

Dear Bill,

Thank you for an outstanding job as President of the Flying Scot® Sailing Association. You have provided us with superb leadership. You have demonstrated great decision-making ability, excellent communication skills, and a knack for getting things done, all with a great sense of humor. You have also worked tirelessly for the FSSA - don't know how you had time to do your real job! I know I speak for many FSSA members who share my sentiments. We really appreciate the great job you have done.

Dan Goldberg
FS 4991



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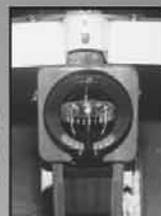
Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete.

\$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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THE STATE OF FLORIDA

DISTRICT 43

by Nancy Fowler, FS 5126

Florida District, like most others, is thumping along at a pretty good clip. We have been privileged to welcome several new boats and their skippers to our fleet, and sorry to see a few boats leaving us for other areas.

In general we fared pretty well through all four of last season's hurricanes. One casualty was the boat owned by Rhonda and Dave Ortmeyer of the Punta Gorda area. This poor vessel was imprisoned in its hurricane protection space by a garage door whose tracks were bent by Charley's hurricane winds. It was a couple of months before we were able to enjoy racing with Rhonda and Dave again.

Our district circuit is undergoing some transitions, also. Stuart took a pretty hard hit from Hurricanes Frances and Jeanne, with the result that St. Lucie Sailing Club no longer had a place from which to launch their boats. Seems there was a sunken tugboat on the end of the boat ramp, and many other sunken boats, destroyed docks, etc. Fleet Captain Dave Lisiesky is working with his members to find a new sailing home. This year, the Stuart regatta will be held in conjunction with the Melbourne fleet regatta. Because of the two-fleet participation, the points will be scored 1.5 times normal. This regatta will be the Florida Finale, probably April 22-23, 2006.

The tune-up for the Midwinters was held this year at Davis Island, in conjunction with the Florida District Series race for Fleet 168. There were about 40 boats, and it was a great weekend. We're talking about a daysail from Davis Island to St. Pete for next year. Please let us know if you're interested.

A word of warning to all our Scot friends that home repairs can be hazardous to your sailing activities. Al Hersey, who has been instrumental in helping to build the Sarasota fleet and the Florida District, lost his footing while working on a ladder and suffered a seriously broken ankle. After several surgeries and months of therapy, he is now getting around on foot OK but still isn't able to get back in his boat. We're glad to see Al when he comes out to visit at regattas, and we're still pulling for a complete recovery.

Sadly, as some fleets do from time to time, Key Largo Fleet 167 has been experiencing a decline. This saddens all of us who have enjoyed sailing at Upper Keys Sailing Club for many years, and we hope to see the fleet rebuilding there in the future.

The brightest item on the Florida District horizon is, of course, Fred Strammer, sailing American Dream with his dad, Fred Strammer, Jr., and his sister Teal. (That's right, the old man is a junior. Some of us call the young Fred "Senior" and the older one - guess what!) Fred has been making all of us in Florida stretch a little harder to try to beat him, and he appears to be doing the same in other classes, too. He finished fourth in the Laser full-rig class of the US Sailing Youth Championships at Cedar Point Yacht Club in Westport, CT, and was also awarded their sportsmanship trophy. The Strammers are a perfect example of all the good things the Flying Scot® class emphasizes - it's a family affair, and young people can do it as well as their elders. We look forward to many years of competition with Junior and Senior and all our fine Florida Scot sailors.

Please, y'all come on down and race with us during the year and enjoy a little Florida hospitality. 🍷

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.

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FLEET 131

St. Johns River, Jacksonville, FL

by Jon Hamilton, FS 5502

Two clubs on the St. Johns River have substantial numbers of Flying Scots. At the Rudder Club, there are both private and club-owned boats. At the Navy Jax Yacht Club (at the naval air station just north of the Rudder Club), there are many club-owned boats.

Each club hosts many races during the year. The Rudder Club's big event is the Mug Race, a 38.5-nautical-mile race downriver (which means north) from Palatka to Jacksonville with close to 200 boats. Each year, enough Scots register to race as a class. See the article on the Mug Race for an idea of its trials and tribulations. The record time for a Flying Scot is about 5.5 hours by Bill and Dave Naylor in Great Scot back in the mid-

1990s (if anyone knows of a faster time in the race, please contact me). It's a lot different from buoy racing, for sure.

The Rudder Club is also a stop on the Florida District circuit. The first weekend in December (Saturday and Sunday, Dec. 3 and 4, in 2005) is the Gator Challenge. The Florida District challenges all other Scot districts for the right to take home WallyGator (an alligator head mounted on a wooden plaque) for a year. This year, the trophy resides with the Sarasota fleet. WallyGator goes to the district with the fewest total points for the top three boats in each race (we'll score more boats, if all districts competing bring more than three boats; three is the minimum to compete as a district, but all Scots are

welcome). In addition to the race, there's a dinner Saturday night (in three recent years featuring Low Country boil, Florida fish fry, or beef stew). Since the race counts for the 2005-2006 Florida Championship, a good turnout from Florida is guaranteed.

What's North Florida weather in December? Better than July! We've had everything from dead calms to 25 knots, and temperatures from the 50s to 80s, so bring t-shirts and foulies. Be sure to ask about the current—tides run up to 2 knots on the racecourse.

Come back, Carolina, Capitol, and Ohio sailors to challenge once again. Look on the FSSA Web site for race details soon. ▲

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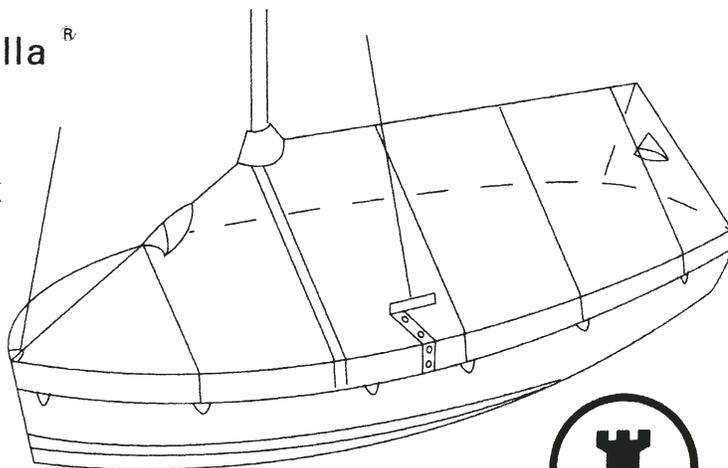
- made with 1st quality Sunbrella[®]
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Full-sided	\$532	\$548	\$575

Take it DOWN and Hit the ROAD

by Bob New, FS 5143

It was great fun sailing in the Coconut Grove Sailing Club Regatta Oct. 4 and 5. I was especially proud of the fact that two-thirds of the 19-boat fleet were visitors. The Scot is the perfect boat for a traveling regatta circuit. It can be rigged by one person and ready to sail in 30 minutes or less. You can be ready to roll home in the same amount of time (or whenever the sails are dry and the trophies awarded). In an effort to get some of you stay-at-homes on the road, here are a few ideas that make traveling easy:

Stepping your mast alone (where is that crew, anyway?)

1. With the mast on the hinge-pin and the shrouds (side stays) attached, tie your bow line to the jib-halyard shackle, then run it through the bow eye handle and back to the cockpit to a cleat. (I have a small cam cleat on the forward edge of the cockpit coaming, but you don't need to add a cleat; you can run the bow line through your jib block to your existing jib sheet cleat.)
2. After removing your trailing flag and adding your Windex, you are ready to raise the mast. With the trailer attached to the car (or the rear of the trailer blocked up to prevent tipping), stand in the back of the cockpit, and make sure the shrouds are laid in the boat and clear to extend. Lift the mast to your shoulder and then, facing forward, raise the mast over your head with both arms extended, then walk forward, straddling the centerboard trunk, keeping the mast moving up in

a steady, smooth motion. (Note: if it is windy, it helps to line your boat up with the wind to prevent sideways pressure while raising and lowering the mast.)

3. As the mast settles onto the step, the shrouds will become taut. Maintain pressure on the mast with one hand and pull the bow line taut and cleat it. This will fully and safely support the mast so you can pin your forestay. If you need to, crank the halyard tighter to gain slack in the forestay. (For tight-rig sailors there is an extra step. Pin the forestay in any available hole to hold the mast up. Transfer the jib halyard to the bow eye and crank it tight to reach your desired pin setting on the forestay.)

Tip: To avoid breaking the aluminum winch crank which is designed to break before the halyard, Harry Carpenter suggests using a $\frac{1}{2}$ -inch ratchet drive, which will fit in the winch socket. (Of course, Harry would rather sell halyards than winch cranks.)

4. Unstepping is the reverse process... Tie the bow line to the jib halyard, then run the line through the bow eye and back to a cleat in the cockpit.



Tension the halyard and remove the forestay pin. When you are ready (mast carrier in the rudder gudgeons, all clear behind you), put forward pressure on the mast and release the cleated bow line. Supporting the mast with both hands over your head, walk backwards until you can lower the mast to your shoulder and then down to the carrier.

5. Note: the mast is usually in the right position for trailering when the pole-lift eye is directly over the mast step.
6. Use 18" black rubber bungees for tying down the mast. For longer trips, dress the stays along the mast using several wraps of duct tape with the sticky side out.
7. Boom, rolled sails, spinnaker pole, rudder, and tiller can ride safely in the boat. I try to keep them under the seats and out of the sun, rain, and view.
8. Plug out for travel, unless you have a trailing cover.

***So take it down and hit the road.
Away regattas are great fun! ♣***

52nd Annual Mug Race

175 Boats and 0 Wind

by Donna Mohr, FS 5502

Sometimes there is so little wind you finally have to just laugh, and that is what happened at this year's Mug Race. There were 152 boats registered for the traditional south course, 38.5 nm from Palatka, FL, to Jacksonville, going northward along the St. Johns River. Another 23 boats with tall masts were registered for the 38.5-nm north course, looping between Jacksonville and Green Cove Springs. The Mug Race uses a reverse handicap start, with the slowest boats starting about 7:30 a.m. and the fancy catamarans starting after 10:00 a.m. Flying Scots start at 8:18. First person to the finish line wins! Racers must not only beat their competitors but also finish before the 8:15-p.m. deadline. Those on the south course must be north of the Green Cove Springs Bridge by 6:30 p.m.

Race Day, Saturday May 7, was sunny and pleasantly cool – and absolutely still. On the south course, the earliest boats had to fight to keep the north-bound current from pushing them over the start line too early. Midway through the start, the tide began to flood and now boats had to fight to make any headway. It began to look like this

would be the first Mug Race ever to have no finishers.

On Calculated Risk, an RC-27, skipper Mike Tierney with Rich Brew and Skip Canfield discovered that there was a thin line of wind, more like a draft than a breeze, lying along the extreme eastern shore of the river. They hugged the outer edge of the big curve in the river north of Palatka, where most others attempted to cut the corner. By the time they crossed under the bridge at Green Cove Springs (two-thirds of the way), Tierney's team was well in the lead but worried that they would miss the 8:15-p.m. deadline. The wind increased but then died away again.

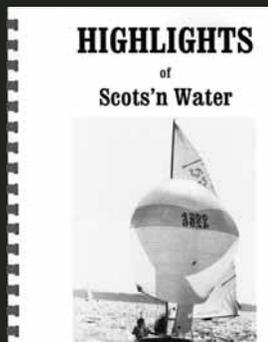
On the finish boat in Jacksonville, the race committee got bored. Little ripples of wind occasionally stirred the flags, but it began to look like we would have no business. About 6:00 p.m., we felt a weak sea breeze filling in. Then we spotted a mast behind the point at Julington Creek, accelerating fast. Finally, at 7:28:48 p.m., Calculated Risk came across the finish line, to the sound of every air horn on board.

At that moment, it appeared that the first-place boat would also be the last-

place boat, as there were no other sails in sight. But soon three more catamaran sails appeared. In the gathering dark, just a few minutes before 8:15 p.m., these three crossed the line just a few seconds apart. One, however, had failed to make the 6:30-p.m. cutoff at Green Cove Springs and so was scored DNF. This made for a new record -- 3 finishers out of 175 entrants.

At 11:30 p.m., when the party had died down and the lights were being turned out, Tim Broadway's Flying Scot (with Win Jacques, his father-in-law, as crew) drifted up to the Rudder Club dock with running lights made from chemical glow-sticks. They had been sailing since 8:18 a.m. They weren't the fastest boat on the river, but maybe they were the toughest! Go, Scots.

The length of the race and the logistics of the one-way format make Mug Race a challenge in any conditions. But it becomes addictive, and year after year people come back for the sailing and the partying afterwards. After the committee boat docked, as I walked up through the crowd, I heard people on every side saying, "We'll be back to try again next year!" ▲



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 capsize, 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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NEW 3rd Edition Now Available

There's Great Winter Sailing in Florida

by Lainie Pardey, FS 400

It's now August. Up North (anywhere north of I-10, to us) you are probably savoring summer's warm breezes and warm water. It doesn't last a whole lot longer, though--if you're lucky, another month or two. Then it will be too cold and windy for sailboat racing. Or will it??

Down here in Florida, we are hunkered down for the summer and waiting until the really good weather returns. Our active sailing season runs from October through April. In summer we do sail on the odd Sunday afternoon for practice, if thunderstorms allow, and we race casually in the evenings. Sarasota hosts a big event on Labor Day weekend, hurricanes permitting, but it's pretty quiet around here, racing-wise, from June to September. Best to stay in the shade or air conditioning during the afternoons, we've found.

Starting in October we have the Florida Championship series--one regatta per month--in various locations

around the state, ranging from very urban Coconut Grove to elegant and casual Sarasota, feisty Jacksonville, and lovely "real and rural Florida" at Lake Eustis. Some clubs--including Sarasota Sailing Squadron, Rudder Club of Jacksonville, and Lake Eustis Sailing Club--allow camping on the grounds, making the short trips very affordable and fun. Check out the schedule at www.fssa.com (click on Racing).

Last year we had fleets ranging from 17 to 25 boats, and conditions ranging from hot and choppy in Miami to light and shifty with current in Jax, to cold and windy down in the Keys. Go figure! We regret to say that Key Largo won't be hosting us this year, since their fleet seems to have migrated.

Our Florida group is as mixed as our venues and conditions. We have octogenarians sailing with their grandkids as crew, husband-and-wife teams, dads and daughters, and, of course, our perennial champion father/son duo of Fred and Fred Strammer, who keep us all on our toes. Racing is generally very close and competitive. Boats in the fleet range in age from brand-new to "classic" 42-year-olds.

With the Midwinters scheduled in St. Pete, we're hoping more of you "snow-birds" will show up with your



boats for some of the year's best sailing down here on the Redneck Riviera. Flights can be found for great prices, and there is very reasonable boat storage here, as well. Contact the fleet organizers and see what's available.

Just to let you know, the second-to-last regatta of the Florida series is at Davis Island YC the weekend before the FS Midwinters begins, and one of Sarasota's biggest events of the year--the One-Design Midwinter Regatta--is the weekend after. So if you wanted to take a two-week, winter sailing break in Florida come March, you could sail in three excellent regattas and still have a few days on the beach.

Warm sun, warm water, and great racing are available all winter down here. Pack up your shorts and sunscreen, and come on down and join us! ▲



The Best of Everything

by Chuck Smith, FS 5125

The sun is about to set on beautiful Lake Eustis. All is quiet with the exception of the chatter of the osprey feeding her many new babies. Two old friends sit beneath a cypress tree sharing a bottle of the French white Burgundy that they have come to love and share each time they sail. Pete, just getting over a life-threatening operation for cancer, and Chuck, with his 25-year struggle with hepatitis C, talk about how beautiful it is here and how wonderful it is to sail and enjoy life. Also in the back of their minds they are wondering how many more bottles they will get to share after a hard day of sailing.

Pete and Chuck have been members of Fleet 150 from the beginning--25 years. The fleet had grown and then almost died; at one point there were just the two of them, but now there are 14. They have watched fleet members die and a son killed in the 9-11 tragedy. "We have new blood," Chuck says to Pete. "Someone has just purchased a new Scot." Ah, new member, new enthusiasm, and more than likely he is a darn good sailor. As the two sit under the tree and share old stories with passersby and on occasion share a glass of wine with them, they talk about the visits from Sandy Douglass and the crazy things they've done together. Like the time they were in the lead in a club race, sailing together with it blowing over 20. There was some discussion about putting up the spinnaker. Well, up it went...and over they went. They were laughing so hard that they couldn't get back into the boat; they had to be rescued. They remember the good times and look for more. They are very thankful for all they have, the freedom to share and enjoy.

Fleet 150 is located in East Central Florida in the sleepy town of Eustis, where the most excitement is George Washington's birthday, when the whole town celebrates—and, of course, the many sailing regattas put on by Lake Eustis Sailing Club. Chuck Smith (FS 5125) and Pete Smith (FS 715) are active members of Lake Eustis Sailing Club. ▲

OUR FIRST YEAR in a Scot

by Larry Whipple, FS 5399

After the NACs in Lake Carlyle, we took a little trip - about 4,500 miles. The one thing I learned was not to hit curbstones. If you do, check your tire afterward, as the sidewall will not take too much abrasion.

In Texas I put a new tire on the left side of the trailer because the old tire was getting bald. On our stop in Mississippi, where we spent the night, there was a driveway that was not "trailer-totin' friendly." I hit the same left tire on the small circular curb, but I did not check for damage. About 125 miles later, the tire blew out on I-10. Bottom-line advice: inspect your tires once a day on a trip.

One possession that has given us our money's worth is the power pack with an air compressor. It sure is handy for inflating trailer tires, and, of course, the jump-start it offers is excellent. It also features a floodlight for nighttime emergencies. The power pack runs about \$50 when on sale and is produced under several labels, including Coleman.

Another handy item to carry on a trip is a small bottle jack. This little jewel makes jacking up the trailer easy when your car jack may not work in this application. Just \$10 to \$15 will purchase a bottle jack.

Next is a windmill-type lug wrench, which breaks the lugs on the trailer and auto easily. It's useful because your vehicle and trailer lugs may not be the same size. I also carry an old, thin chair cushion on trips, just in case there is a tire to be changed. The cushion is something comfortable to place between my knees and the weeds or pavement next to the flat tire. ▲

Trailer Tips

by Charlie Fowler, FS 5126

Don't forget to carry a first aid kit in case of an injury, as well as a roll of paper towels and a bottle of Windex to help clean up after the repairs are complete.

These are just a few things that have proven useful during those minor breakdowns we all experience from time to time. Hope they help. Good sailing!

My lady, Susan Walcutt, and I just finished our first year racing my Flying Scot, Margaritaville, and it's been great. We are part of FS Fleet 90 and sail out of the Coconut Grove Sailing Club in Miami, Florida.

Both of us have raced in PHRF boats over the years and started racing with friends on different Scots a couple of years ago. We enjoyed racing the Scot on Biscayne Bay, and my PHRF boat (a San Juan 28 named Margaritaville) wasn't being raced, so I decided to sell it and buy a Scot.

It's one of the best things I've ever done. We sail locally in monthly races sponsored by the Biscayne Bay Yacht Racing Association and have taken the boat on the road to Scot races around the state of Florida.

Our first road trip was to the Sarasota Sailing Squadron last fall. The racing was exciting, and the people were great. We've also raced at the Rudder Club in Jacksonville (in the Gator Challenge), the Upper Keys Sailing Club in North Key Largo, and the Melbourne Yacht Club in Melbourne. We missed a couple of races in the series but hope to make all of them this winter. While we enjoy the racing, meeting a lot of great sailors has been both fun and educational. Everyone tries to help and pass on lessons on sailing the Scot better.

I was just nominated to be the captain of Fleet 90, and I look forward to doing what I can to boost Scot sailing while we enjoy racing Margaritaville around Florida. See you on the water. ▲

Rethinking How We Sail: The LEAN Rig

by Jim Davis, FS 784

Flying Scot 784 has been in our family nearly all of its forty-year life. Three generations have raced her. Last winter, the boat went back to the factory for a major restoration. Harry Carpenter's crew did a great job re-gel-coating the hull and deck, and the boat looks truly beautiful again. Although the restoration is worth its own story, the following article discusses the rigging decisions. This is about the execution of the rig and layout changes, which I did after bringing the boat home from Deep Creek.

Flying Scot sailors race one of the great one-design boats of all time, but there's a lot of variation in how we approach sailing the Scot. I think some of that divergence reflects our differing--and evolving--points of view. Our boat originally had bronze snubbing winches and wooden jam cleats in a 1960s-era layout, and I've seen a lot of changes in what is considered state-of-the-art. The restoration allowed me to approach the rigging as a "clean sheet of paper" exercise driven by thirty-five years of racing experience. Although the boat is now similar to many of the Scots on the regatta circuit, there are some differences. The reasons for those differences are the subject of this writing.

Several design objectives determined the compromises. My wife likes racing but not the difficult trimming, exotic boat-handling postures, and boat bites

that come with competition. (I love racing and trimming and boat handling and have a tendency to overlook low-level misery.) The boat had to be competitive, but as "non-uncomfortable" as possible. I also wanted to avoid unnecessary rigging complexity for robustness and to keep within the spirit of the class. Scottish frugality and Clyde-built pragmatism would be the order of the day. I wanted to get rid of anything that wasn't adding value. It needed to be a Lean Rig.

The Lean Rig is not a prescription for boat speed--I readily defer to Fisher and Draheim on that. The Lean Rig is a way of thinking about what we do and why we do it. It is about how to sail the boat and revisiting fundamentals.

What did we do? First, we cleared the decks. And the seats. And the centerboard cap. If it was a horizontal surface and you could sit on it, it was kept as free of hardware as possible.



12:1 Cascade Vang and Cockpit Detail

Current practice in the class is to lead the mainsheet to a swivel-base ratchet & cleat mounted on the centerboard cap. We got rid of it. With the Lean Rig, the ratchet is relocated to mid-boom



Cross-Cockpit Jib Sheetting and Hand-Held Mainsheet

and the mainsheet is hand-held at all times. Why? The first reason is simplicity. There is less hardware in the boat and the centerboard cap is clean, i.e., no pain from inadvertent interaction with the Harkens. The second reason is that there is no value added by the cap-mounted ratchet and cleat. You don't go faster with it. It doesn't allow any different trim vectors on the mainsail than those already determined by the fixed points of the boom end and rudder head. If there were a tuning advantage to the centerboard-mounted

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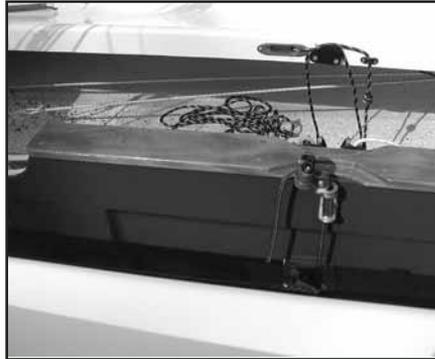
...The Lean Rig

Continued From Page 13

ratchet and cleat, then I should be slower when playing it from mid-boom. There is no loss of speed or pointing ability, so I must conclude that the swivel mount does not add any performance value to the boat.

Playing the sheet off the boom allows you to respond instantly to gusts and lulls and to complement the helm as you steer. Scot sailors spend a lot of time studying and tuning individual sail shape. What we don't often think about is sailing the rig as a whole. The most overlooked part of sailing the rig is an aerodynamic phenomenon called the Coefficient of Moment (CM). The coefficient of moment is the tendency of a foil (e.g., a sail) to pitch into the air stream. Because the rig is on the vertical axis of the boat, you feel this as a yaw into the wind (windward helm). It gets stronger as the angle of attack increases

(i.e., when you bear off). The coefficient of moment of the entire rig is the reason it is so difficult to bear off and duck another boat without easing the



Center Cockpit Rigging

sails when the winds are moderate or above. Both main and jib have to be relieved (adjusted to that higher angle of attack you just induced by trying to bear off) before the boat can be turned by less than a tiller-bending heave. Sheetting-in raises the moment and will make the

boat head up, just as easing the sheets lets you bear off. Timing the trimming and easing of the sheets in concert with the helm will minimize the amount of rudder movement needed. The less you have to move that flat aluminum plate, the less drag time you accumulate during the race.

There is a lot of energy in the rig, and it takes forms other than lift and drag. I believe that you need to be able to make very rapid transitions in rig and boat trim in order to sail most efficiently. You need to constantly adapt the trailing edge of the sails to the fluctuations in wind speed and angle of attack. To do that, you simply cannot sail with cleated sheets. There is no cleat whatsoever for the main. If you have to uncleat in order to make an adjustment, it adds a second or two to the response. Even with the inertia of the Scot, this adds

Continued on Page 15

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Gus Sails was glad to be on board.

Continued from Page 14

inefficiency on each cycle. By trimming and easing when you wish to head up or bear off and not fighting the coefficient of moment, you use less rudder and therefore suffer less cumulative rudder drag.

The jib has a "relief" cleat mounted just outboard of the windward jib track for hard days. Most of the time, we hand-hold the jib sheet (it is 2:1). The ratchet is mounted to the track and led directly across the cockpit. This setup brings the jib inboard to the same extent as the seat-mounted layout--and you can still use the seat. Beyond the comfort factor, sitting far forward is an efficient hull trim under many conditions. I don't want to lose that option to accommodate hardware unless that hardware really adds something. Since I can get the same geometry with a cross-cockpit rig, I saw no reason to put another set of

blocks and cleats on the seats. The "lean" jib rig has the same number of blocks as my old 1:1, where the fairlead block fed to a deck-mounted cheek ratchet (and two blocks less than a seat-mount arrangement).

Controls are centralized in the boat.



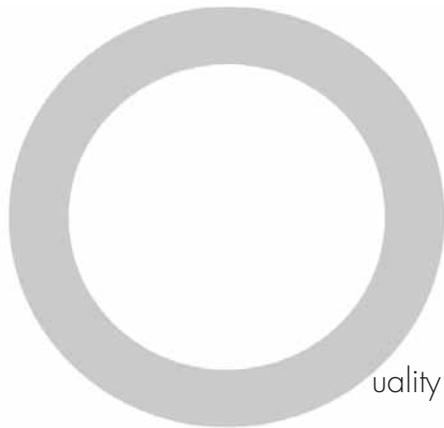
Jib Sheet Hardware

This keeps things convenient for making adjustments. The vang controls the leech tension, so it is very important to make this system easy to use. We put the

vang through a 360-degree cleat mounted on the middle of the centerboard trunk. It is a 12:1 cascade and offers sufficient power for easy adjustment through a wide range of wind speed. We used the same type of 5/16 line as the mainsheet for "hold-ability." We wanted to keep the swing profile of the 360 cleat as low as possible, so I routed a one-half-inch-deep recess into the centerboard cap. The centerboard pennant and topping-lift cleats are opposite the 360 cleat.

I believe a compelling case exists for simplifying the rig—that's why I did it. The boat becomes more responsive, more comfortable, and less complex. Capsizes and near-misses are more avoidable because you are not getting "behind the boat." All in all, we found the Lean Rig makes sailing more enjoyable for us.

Think about it.....▲



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Twelve Flying Scots sailed in the second Three Rivers Regatta right in downtown Pittsburgh, where the Ohio, Allegheny, and Monongahela Rivers meet. This exhibition race is held to promote sailing in the Pittsburgh area. Most sailors were from the Moraine Sailing Club north of Pittsburgh, but three boats from Deep Creek Lake in Maryland participated, and Bob Summerfeldt (first race winner) came all the way from Huntington, West Virginia.

Downtown Pittsburgh is a unique setting for sailboat racing, being very close to Heinz Field (home of the Steelers), PNC Park (home of the Pirates), and the Carnegie Science Museum. Photo 1 shows Don and Barbara Griffin sailing in front of Heinz Field. And the spectators

Scots Converge on Pittsburgh's Three Rivers Again

by Dan Goldberg, FS 4991

were literally within a stone's throw from the starting/finishing line right off the bleachers at Point State Park and its high fountain, as shown in Photo 2. Photo 3 shows the fleet in action, with one of Pittsburgh's many bridges in the background.

The winds were light and fluky, and some boats had trouble with the current, which pushed them over early or into the leeward mark. But Harry and Carrie Carpenter figured it all out and won the regatta. Tom Hohler and Chris Czapleski were second, and John Meredith and Tony Kaminski were third. Complete standings are given below. ▲

STANDINGS

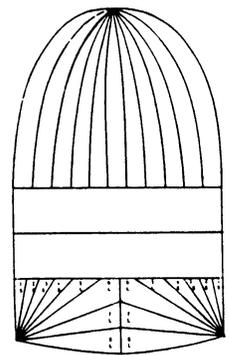
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|--------------------|----------------------|
| 1. Harry Carpenter | 7. Jon Hart |
| 2. Tom Hohler | 8. Dan Gelman |
| 3. John Meredith | 9. Carl Suppo |
| 4. Bob Summerfeldt | 10. Sean Marshall |
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CRUISING NC's OUTER BANKS ON A FLYING SCOT

by Barney Sokol, FS 2302

My wife, Lee, and I recently returned from seven days of sailing in the South Outer Banks of North Carolina on "Scamp" (FS 2302). We spent the first five days exploring the very shallow and quiet Core Sound and the beaches of the Cape Lookout National Seashore. We'd read about sailing a Scot in this area on the FSSA forum. (Thank you, Barry Hewett [FS 277]).

We launched our Scot from Harkers Island, near Beaufort, North Carolina. From Harkers Island, we fairly flew up Core Sound in a steady 10-knot wind NNE up a narrow channel on the broad sound for seven miles to the middle of South Core Bank, an exhilarating ride. We had the spinnaker up most of the way, until it was time to head east to the island and a camping spot. We followed the marked Park Service winding channel through the shallows to their dock. Since we don't use a motor, we were doing a combination of short tacking and paddling, but we still ran aground in the marsh mud.

We pulled the boat up on the shore of the sound and set up our tent near the old rental fishing shacks that are run by a concessionaire from Davis, NC. The concessionaire also runs a vehicle ferry across the sound, so the area was full of ATVs and RVs—not what we'd expected on a National Seashore. But after hauling all our camping gear from the boat to the dunes, we enjoyed an evening walk on the beach (a mere quarter of a mile across the bank) anyway.

The next day, we continued our spinnaker run for 6 or 7 miles to Sea Level, NC, where we hoped to find a vacancy at the Sea Level Inn. As we were approaching Sea Level, the wind picked up and the sky darkened. We tied up to the first dock we saw—at a clam and oyster hatchery. The owner told us that the inn was around the point in Nelson Bay. We asked if we could leave our boat at his dock while we checked on vacancy at the inn. He asked how we were going to get to the

Continued on Page 18



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Cruising...

Continued From Page 17

inn and we said we'd walk. He said, "It's too far. Take my truck." And we did! What a kind man.

The channel up Nelson Bay to the dock at the Sea Level Inn was wide and plenty deep for our Scot. The inn was small and peaceful—a wonderful refuge with air conditioning, cable TV, and a kitchen. The manager lent us his car for grocery shopping. After dinner, we enjoyed the cool evening sitting on the dock looking out across Nelson Bay.

We now had three days left of our planned five-day outing, so we decided to beat back down Core Sound and spend two nights camping by the Cape Lookout Lighthouse. We certainly came to appreciate the concept of "velocity made good" while beating upwind on the same route we'd so quickly covered downwind with the spinnaker up. The final leg of the route is a very narrow, shallow channel between South Core Bank and Shackleford Bank, marked by temporary buoys because of the shifting shoals.

We anchored in shallow water by a grove of trees near the lighthouse. Two couples who had arrived earlier in the day on a Cape Dory Typhoon helped us carry our camping gear to a campsite in the trees. Each campsite has a picnic table, but that's it. There is a seasonal pump for fresh water about a block from the camp sites and a composting toilet about a quarter of a mile away.

The sailing in the Cape Lookout Bight is absolutely spec-

tacular—steady sea breezes with the water protected by the hook of the cape. The shallows of the bight are crystal clear and wildlife abounds. While we never saw dolphins, there were lots of fish and a big sea turtle. Lee saw a ray. The Cape Lookout Lighthouse sits right on the shore of the bight. The ocean is a short walk away over a boardwalk. We showed the Scot off to the two couples with the Cape Dory Typhoon by taking them on a sunset cruise across the bight. We beached the boat on the sand spit that separates the bight from the ocean and climbed the high dunes for a 360-degree view of the ocean, the bight, the islands, and the wild ponies on Shackleford Bank.

After dark, we waded in the shallow water of the bight and watched the phosphorescent plankton making bright green sparkles on our ankles. Since the weather was dry, we slept without the rain fly on our tent. Through the screen of the tent top, we could see the stars and the beam of the lighthouse passing overhead every 15 seconds.

To finish our trip, we sailed back to Harkers Island and trailered to Bogue Sound for two days of sailing with Dick Schultz (FS 1885), including a small Scot regatta. We finished last of three boats in all but one heat when another racer capsize. We may not be the best racers, but we had a lot of fun.

For you Scot sailors who prefer not to camp, I also recommend the Beaufort and Morehead City, NC, area for daysailing on your Scot. There are good facilities and restaurants in both cities, and the entire area has a wonderful maritime flavor. 🚤

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Egyptian Cup Re-Gotcha

by Leslie Bilodeau, FS 1962



This may seem a little racy, but during the Egyptian Cup Regatta this past weekend I saw Frank and Marianne Gerry's bottom! Nice bottom, guys; smooth, r-e-a-l-l-y smooth! I got a glimpse of a few more bottoms, too, before the day was over. Okay, I admit, we showed ours once or twice. I know the idea is to sail the boat flat, but we struggled to achieve that perfect angle in fresh winds measuring 15 knots plus, at times. We got five full races in at Carlyle Lake, as CSA hosted twenty-one Flying Scots from the Midwest District. Competitors from as far away as Wisconsin participated in the weekend regatta.

The competition was tough from the outset. The duos of Tim Dvries/Ryan Malgrim (FS 1202) and Susie Stombaugh/Tim Stombaugh (FS 2162) fought neck and neck for first place. Tim and Susie took race #1 and Tim and Ryan took race #2. The Stombaughs battled back for race #3, but their lead was only temporary; the team Dvries/Malgrim rebounded to grab race #4. Much to the delight of Fleet 83, team Tom Pinkel/Peg Woodworth (FS 3076) won race #5. What a nail-biter!

Hovering at the front of the back (what an oxymoron) was just as much fun! Pat Swan and I (FS 1918) battled others with fervor equal to the frontrunners'. We competed intensely, nearly tangling our rigging in Telini's at the windward mark during one rounding, and flying spinnakers neck and neck with the Clarks to a downwind finish in another. In two of the five races we competed nose-to-nose to the finish. It was worthy of an ESPN highlight. What fun!

The race management, competition, sportsmanship, camaraderie, and hospitality were first-rate. We spent the evenings catching up on personal and class news and gleaning tidbits of useful information to help enhance our performances. A great time was had by all. Many thanks to our fleet captain, Pat Swan; to Delores Swan, who kept us well fed; to Ted Beier's race committee, who superbly managed the races; to all who volunteered; and, most importantly, to the competitors who helped make this event a huge success.

2005 Egyptian Cup Regatta Trophy Winners

1st Place: Tim Dvries & Ryan Malgrim, Madison, WI

2nd Place: Rob Fowler & Bill Humphreys, Chattanooga, TN

3rd Place: Frank Gerry & Marianne Gerry, Chicago, IL

STARTING LINE

Calendar Of Monthly Events

Annual Whale of a Sail Regatta
September 17 and 18, 2005
 Carlyle Sailing Association
 Carlyle Lake, IL
 Contact Pat Swan at (618) 654-7571, fs1918@charter.net or go to www.csa-sailing.org

Koningsberg Regatta
September 17 and 18, 2005
 West River Sailing Club
 Galesville, MD
 For more information contact Frank Gibson 703-271-2716, fhgibson@peoplepc.com

2005 Horrocks & Palmer Regatta
September 17 and 18, 2005
 Sayville Yacht Club
 Contact Rob Kaiser at (631) 589-2467, cammiek@optonline.net

Atlantic Coast Championship
Capitol District
September 24 and 25, 2005
 Fishing Bay Yacht Club
 Deltaville, VA
 For more information contact Debbie Cycotte 804-776-7098 dcycotte@yahoo.com

Michigan Hot Scot Regatta
September 24 and 25, 2005
 Portage Yacht Club
 Pinckey, MI
 For more information contact Todd Moore at toddmo65@yahoo.com or www.ms-pyc.com

Pig Roast Regatta
Ohio District Championship
September 24 and 25, 2005
 Cowan Lake
 Wilmington, OH
 For more information contact Bob Shondel at lshodel@hotmail.com.

Glow in the Dark Regatta
Sept. 30 - Oct. 2, 2005
 Clinton, IL
 For more information contact Mike & Steve Hartman, (217) 359-2212, mikey@jism.com

Candlewood YC Invitational
Oct. 1 & 2, 2005
 Candlewood Lake
 New Fairfield, CT
 For more information contact John Cooke, (203) 792-6919. johncooke@easternpacking.com

NERD Regatta
October 8 and 9, 2005
 Monmouth Boat Club
 Red Bank, NJ
 Contact Dan Vought at (732) 530-9801, danbvought@verizon.net

Pumpkin Patch Regatta
October 15 and 16, 2005
 West River Sailing Club
 Galesville, MD
 For more information contact For more information contact Frank Gibson 703-271-2716, fhgibson@peoplepc.com

FS Fleet 160 Championship
October 23, 2005
 Lake of the Woods
 Locust Grove, VA
 For more information contact Hans Noordanus 540-972-0933 hans.noordanus@lowsc.org

8th Annual Fall 48
November 5 & 6, 2005
 Lake Norman
 For more information contact Larry Vitez (704) 442-1850, lvitez@carolina.rr.com

Jubilee Regatta
November 12 & 13, 2005
 Pensacola Yacht Club
 Pensacola, FL
 For more information contact Bernie Knight at (850) 995-1452, bknight5619@bellsouth.net.

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FS 59 – Douglass built in 1959. Red hull, white deck, three sets of sails, extra rudder and tiller. Over-the-boat cover and trailer. No leaking, but needs new bottom paint. **\$1500**. Located in OH. Contact Jay Gilbert at (419) 756-6846, jgilbert@neo.rr.com.

FS 337 – Douglass built in 1962. Light Blue Hull, Yellow deck, lots of sails, including like new North Tight Rig Main, Jib & Spinnaker, 1995 galvanized trailer, Sailor's Tailor cover, fast, stiff competitive older boat, totally updated. **\$3500**. Located in Long Island, NY. Contact Charles Huberman at (631) 563-4856, spudsailor@aol.com.

FS 397 – Douglass built in 1963. Functional redo 2001 w/all new halyard winches, halyards, lines and wires. Boom cover & vang. Hull painted. \$1200 Schurr sails used 1 short season + 6 old sails. Spinnaker rigged w/pole. Lifting bridle, SS mast sleeve, motor bracket, old Gator Trailer. **\$1000**. Located in Beach Haven, NJ. Contact Greg Brash at (201) 681-6191, gregory@barsh.com.

FS 708 – Douglass built in 1965. Blue hull, white deck. Complete restoration and refinishing 2002 - like new! North sails, new galvanized trailer, Sailor's Tailor cover. Very, very good condition. **\$5000 obo**. Located in Lake Hopatcong, NJ. Contact Martin Mick at (973) 663-3544, mdmick@optonline.net.

FS 920 – Douglass built in 1966. Available for donation or give away, includes trailer. Good project boat. Located West Babylon, NY. Contact Dave Kennedy at (631) 661-0172, ndk89@yahoo.com.

FS 1546 – Customflex built in 1970. Light blue hull, white deck. Pamco trailer. Main, jib, spinnaker. Sailor's Tailor cover. Motor mount. **\$1900**. Located near Dallas, TX. Contact David Boettger at (214) 235-7139, boettger1@yahoo.com.

FS 1721 – Lofland built in 1970. Good condition. Sound hull, light blue/white, main and jib sails, trailer needs work. **\$3000**. Located in Northern CA. Contact Joyce

Sinclair at (707) 786-4340, jksicinski@humboldt1.com.

FS 1775 – Douglass built in 1970. Good condition, white hull and deck with green trim. One set of sails, spinnaker pole, lifting bridle, newer cover. **\$2000 obo**. Located on Saratoga Lake, NY. Contact David Lockwood at (518) 785-7729, or lockwood_david@hotmail.com

FS 2137 – Customflex built in 1972. Excellent condition. Dark blue: White deck, red boot stripe. Omega Sails Main, Jib 2003, Spinnaker 2004. North M,J,S. 2004 Galvanized "Long" Trailer. Mooring cover, full boat cover. Bow flotation bag, mainsail flotation, swim ladder, Johnson 3HP with bracket, accessories. **\$5500**. Located in Morehead City, NC. Contact Bill Quake at (252) 240-1918, bquake@earthlink.net

FS 2184 – Customflex built in 1972. White, blue water line. Garage kept - Excellent condition. 1978 Pamco boat trailer. Original owner. **\$2950**. Located in Chicago, IL. Contact Pantelis Kosiopoulos at (312) 649-0550, kosiopoulos@earthlink.net

FS 2362 – Douglass built in 1973. Boat trailer. **\$2300**. Located near Destin, FL. Contact Ray Visser at (517) 410-8042.

FS 2396 – Customflex built in 1973. Rebuilt to Douglass standards at factory 07/2000. White on white. North main and jib used 1 season. Older sails and spinnaker. Great condition meticulously maintained. Garage stored. New mooring cover. Tilt trailer. **\$2900** Tohatsu 3.5hp available. Located in Toledo, OH. Contact Jeffrey Davis (419) 349-1258, captaincrunch177@yahoo.com

FS 3421 – Douglass built in 1979. Two sets (M&J) North Sails, ditto one set Schurr Sails, 2 spinnakers, pole, lifting bridle, full boat cover, anchor ++++more. Boat w/trailer **\$4500**. Located in Pine Beach, NJ. Contact Robert Foster at (732) 349-0184, caravela1500@hotmail.com.

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 3713 – Light blue hull, cream deck. Race equipped, excellent condition. One new set of sails, one set of sails - 1 year old. TeeNee trailer, top travel cover, tent cover. **\$4000 firm**. Located in Toms River, NJ. Contact John Applegate (732) 929-1362.

FS 3724 – Douglass built in 1984. Good condition. Blue hull with white deck. Two sets of Schurr Sails with 2 spinnakers and poles. Boat cover and trailer. Fresh water sailed. Asking **\$5000**. Located in Worcester, MA. Contact Marc Alkes at (508) 755-5763, sales32@aol.com.

FS 3943 – Douglass built in 1983. Off white hull and deck, very good suite of North Sails and many other used sails, Sailor's Tailor deck cover; 3 year old aluminum trailer. Fast boat, top 10 in 2004 NACs, 1st place Challenger Division of the 2003 Wife Husband. Well maintained with many new parts. **\$5000**. Located in Carlyle, IL. Contact John Woodworth at (314) 721-0192, jbwoodworth45@hotmail.com

FS 4225 – Douglass built in 1986. Excellent condition. Schurr sails, always protected when not sailing so in good shape. Boom tent, with extension. TeeNee galvanized trailer. Outboard motor mount, and one 1/2hp motor, but motor has not been used in some years, so am not sure of condition. **\$6150**. Located in Lake Gaston, NC. Contact Bob Moorhead at (919) 929-3338 or rbm@intrex.net.

FS 4414 – Douglass built in 1988. White hull, white deck, blue boot stripe. Tee Nee Trailer, 3HP outboard. Located in Richmond, VA. Contact Michael Sweeney at (804) 744-1491, michaelsweeney@griffeyassociates.com.

FS 4421 – Douglass built in 1988. Cream with red boat stripe. Race ready. Three sets of sails: 1988 North Sails and new North Sails used

twice. One year old Sailors tailor boat cover. Tee Nee Trailer. **\$6400**. Located in Toms River, NJ. Contact Paul Cocotos at (201) 944-1156.

FS 4479 – Douglass built in 1988. White with teal trim. One year old Beaton sails, three year old North sails. Good racing record. Trailer. **\$5200**. Located in Toms River, NJ. Contact Arthur Bailey at (732) 929-8944.

FS 4653 – Douglass built in 1990. White with blue boot stripe. New North sails race ready, additional old set. TeeNee Trailer. **\$6000**. Located in Key Largo, FL. Contact Phillip Wieland at (954) 309-3554, (305) 453-0887.

FS 4881 – Douglass built in 1993. White hull, red stripe, main, jib, boom cover, winter cover, lifting bridle, motor mount. (New, unused 2.5 HP Mercury motor - extra cost) Used for family recreation. Galvanized trailer. **\$6500**. Located in Northern Barnegat Bay, NJ. Contact Dorothy Windhorst at baker25@comcast.net.

FS 5096 – Flying Scot built in 1996. Race rigged. North Sails & 2 spinnakers, dry sailed, covers & trailer. Included custom color, light grey deck reduced to **\$9250**. Pictures available upon request. Located in Westhampton, NY. Contact Ed Surgan at (631) 288-2069, edgann@aol.com

FS 5476 – Flying Scot built in 2002. Sailed only 6 times in fresh water and in excellent condition. Navy hull & gray deck. Spinnaker with racing configuration. Motor bracket, Sailor's Tailor mooring and cockpit covers and Master Helper. Long Trailer also in excellent condition. Asking **\$13,200**. Located in Johnson City, TN. Contact Bill Taylor at (423) 282-6390, bt1hsd@hotmail.com.

FS 5521 – Flying Scot built in 2003. White hull, light gray deck, dark blue stripe. Alum. trailer, Sailors Tailor cover. Honda 2HP motor. **\$11,000**. Located Saratoga Lake, NY. Contact Jeff Sheehan at (518) 583-7437.

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* Contact your District Governor for Fleet Assignments

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