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OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

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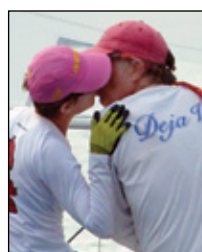
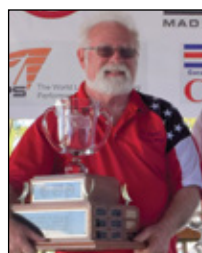
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Attention Web Surfers / E-mail Users: The FSSA Flying Scot website has the latest information. Visit it at <http://www.fssa.com> with your favorite browser.

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Cover Photo: A Flying Scot in a reflective mood on a Florida lake. Photo by Amy Smith Linton.





Happy New Year!

Bill Vogler, FS#6140



It is April 1st and I'm writing this on a cold (37 degrees) but sunny day in beautiful Southern Illinois, in the heart of the Shawnee National Forest, where my wife Jill and I reside on our organic vegetable farm. When will spring really "break"? We're waiting to plant our early crops and we're excited to commence our sailing season, but late winter keeps its chilly grip on these things.

I want to report that I just came from a very successful Midwinters Championship regatta in Sarasota, FL, where a total of 54 boats competed in a two division, 8 race competition over three days (3/24-26). I must commend Regatta Chairman, John Pether, and the crew of Fleet 33 for hosting a such a marvelous regatta. Racing was highlighted by impressive victories by Jeff and Amy Linton (4 of 8 firsts in the Championship division) and Karen Jones and Chuck Tanner (6 of 8 firsts in the Challenger division). It should be noted that the Sportsmanship trophy was won by Jim Moyle, who drove 6 hours round trip to rescue a fellow Scot sailor stranded in Ocala, FL, with a car that broke down

along the interstate. Jim's good deed was a reminder that the Flying Scot family is a close knit and unselfish one that will "go to bat" for each other when the chips are down. At any rate, a good time was had by all at the event. Next year's Midwinters will be hosted by Fort Walton (FL) Beach Yacht Club at the end of March, 2020. The exact dates are TBD.

ANNOUNCEMENTS

This is now a good time to make some announcements about the Flying Scot Sailing Association (FSSA). It is with excitement that I note that since last year, membership has doubled to 2,000 members, providing us greater financial resources to expand FSSA services e.g., upgrade our long outdated website software, establish Flying Scot educational seminars in regional locations, and purchase new technology such as cameras, drones, and broadcast equipment to be used at regattas, workshops, and for the Flying Scot YouTube channel.

Former President, Charles Buffington, steward of the FSSA Foundation, has also announced that our foundation coffers have swelled to \$100,000, which can be used for a variety of things such as

purchase of boats, sails, and equipment to support youth, adult, and women's sailing programs throughout the US.

Finally, Flying Scot Inc. has announced that it has orders to build 50 new Flying Scots for new members, and current members who have committed to trade-in their older Scots.

I now refer you back to the first words of this message: you will recall I'm writing this on April 1st ... April Fools' Day. Yes, I have fabricated the "announcements" made in the previous three paragraphs. However, if you were fooled, it is because these "announcements" were not completely implausible! For example, if only 50% of boat owners were FSSA members, the 2,000 number would be easily reached. Over 6,000 Scots have been built and surely at least two thousand are still sailing. Similarly, if all current FSSA members donated \$100 to the Foundation, there would be a \$100,000 bump to the existing coffers. Finally, if people knew the trade-in value of their Scot, they would realize what a great recreational investment there is in owning a Scot and order themselves a new boat!

So, yes, it is April Fool's Day, but YES, this can be done! Smooth Sailing! 🚢



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The FSSA now has available two color schemes for the FSSA Class Flag that can be used 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 \$30 plus \$8 S&H. To order please call FSSA at (800) 445-8629

You've Come a Long Way, Scottie: Part 2

Debbie Peterson Cycotte, FS#4603, Class Historian

Again, I would like to give Harry Carpenter a BIG HUGE THANK YOU for his endless help with this article and for the pictures he provided. Without his guidance and support, I would never have been able to write it. Thank you, thank you, THANK YOU!

MAST - The mast (and boom) have, for the most part, always used the same section. The older masts, before around hull #500, were made by a different company. There was very little difference except the older mast had a round sail track. The dimensions of the mast, wall thickness, and the alloys have always been the same. In any manufacturing process there are small variances - some masts have slightly thicker walls than others - but the tolerances have been held to a very close standard so that the masts are all very much the same.

RUDDER - The rudder is another part on the boat that has evolved over time. The original design had a blade that was about 4" longer than the present one. Because they were so long, the result was a lot of bent rudder blades. Our designer, Sandy Douglass, redesigned and shortened the blade early on, prior to 1960, and this has become the standard ever since. Customflex-built boats continued to use the longer blade. The rudder head was originally made of mahogany, but as time went by they didn't age well. Sandy and Eric Ammann developed a fiberglass rudder head with a plywood core that has been used ever since, as it has proven to be a lot more durable.

RIG TENSION - Rig tension is something that has seen a lot of changes over the years. When Harry first got into the Scot in the early 1970's everyone was

sailing with a mast rake of 28'-8" and medium tension on the stays. Sometime later in the 1970's, Paul Schreck with the GYA started sailing with a much looser rig, which allowed the rake to vary from 28'-10" to 28'-4". You would have a 6" slop in the rake. This was considered very fast and was the way everyone sailed the boat until the late 1990's - early 2000's. The late Graham Hall then started to experiment with a much tighter forestay - about 200lbs of tension - which actually pulled the mast out of column. Now we have settled back to everyone sailing with the mast raked a bit further aft at about 28'-5", with medium tension in the rig. It has come full circle in the time Harry has been sailing Flying Scots.

END OF BOOM SHEETING - When he designed the Flying Scot, Sandy was very much influenced by British designer Uffa Fox. The early Scots used the British-style mainsheet, sheeting from the end of the boom to a three-part purchase that went directly to the cockpit. A snubbing winch was mounted at an angle on the back of the centerboard trunk for the crew to wrap the mainsheet around, thus providing



Spinnaker poles old and new- wood, aluminum and carbon fiber.



The original mainsheet snubbing winch.

holding power for the mainsheet. Sandy was very much the mentor at Deep Creek Lake and almost everyone used this end-of-boom sheeting arrangement early on. As time went by, it became impossible to get those small barrel snubbing winches and the factory was forced to change to a mid-boom rig. This is now the standard for the boats as they come from the fac-

Continued On Page 19

Women Take The Helm on the Delaware River

By Bruce Nicolson FS#3713, Greater New York District



Natasha Mitchell prepares her Scot - FS#5112.

After a week of rain, the sun came out over Philadelphia on Sunday, September 16. Seven Flying Scots took to the Delaware River as Riverton Yacht Club (Fleet 202) hosted its first annual women's regatta. RYC, founded in 1865, has a long history of sailboat racing dating back to its founding. Some say our Wednesday night

series, which starts in April and ends the Wednesday before Labor Day, is the longest continuous such series in the country. I am told we can trace it back to the 1920s. Flying Scots joined the fun in 2013, and we have 10 who actively race, joining 40-plus other boats in 4 other classes, every Wednesday on the river. The pier on which the club sits is the last remaining steamboat landing on the river. In its day, it was a 30 minute commute

to center city on the ferry. But then they started building bridges.

This past year we noticed a few more women joining us as skippers, and others expressing the desire to do so but lacking the means. So the club decided to host a one-day regatta restricted to women skippers. The Flying Scot fleet agreed to make their boats available and men were allowed to crew. This allowed several boat owners to crew and assist skip-

Riverton Yacht Club perched above the Delaware River.



pers who may not have had experience in Flying Scots. We opened the event to non-members and kept it very low key. Several women had to cancel at the last moment, so on the day we had seven women at the helm, 4 in borrowed boats: Allyn Miner, Catherine Sommers, Barb Smyth, Ellen Thomas, Linda Nicholson, Natasha Mitchell, and Cathy Stelling

It was a beautiful, early fall day except that the wind had departed with the rain. Due to downpours in previous days, the tidal flow in the river was exceptionally strong. The wind was light and fluky, with big holes over the river. As a thermal kept trying and failing to break through, the breeze shifted all around the compass. Therefore, the start of the first race had to be postponed.

Allyn Miner, our one visiting sailor, won the first race. So much for local knowledge. The course was a triangle, with an upwind leg against the current to one of our fixed race marks. Then a long run with the current to another fixed mark across the river from the club, then back to the finish at the club. Sometimes the worst place to be in light air at Riverton is leading on a run, with the current pushing you. By the time you round the mark you have drifted so far, you find yourself looking at the sterns of all the boats who were behind you. As we like to say, the first will be last. On the way home, two boats crossed each other 200 yards from the finish. One found a line of wind, while the other only found the current. They

finished 20 minutes apart.

The second race was more of the same, only more fluky but with fewer holes. Catherine Sommers led the fleet home in that race. Wisely, the race committee then decided not to sail the third race. Allyn Miner, from the Cooper River Yacht Club, was overall winner while 3 skippers tied for second: Catherine Sommers, Barb Smyth and Ellen Thomas. Once the boats were put away, we had a barbeque on the pier. Our thanks to Mary Keppel, who sails primarily in the Lightning fleet while her husband races a Flying Scot (3775). She not only chaired the regatta but also crewed for Catherine Sommers.

All in all, it was a fun day which we intend to repeat next year. But we also hope it will contribute to more women taking the helm on Wednesday nights. We

Natsha Miller steers, Dave Breinig crews.



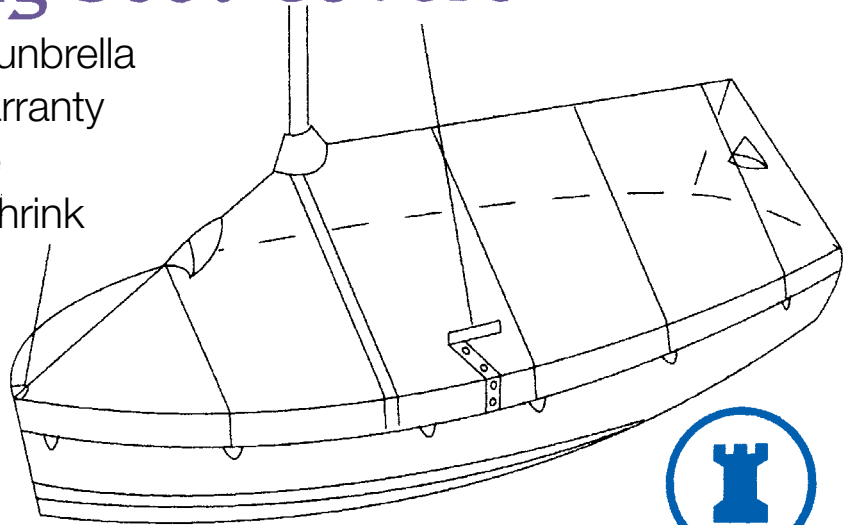
invite any of you who happen to find yourself in Philadelphia on a Wednesday night in the summer to join us. Skippers are often looking for crew. We gather around 5pm with the first gun at 6. After the racing, join us around the keg and kitchen window for our famous light dinner of surf and turf. i.e., tube steaks and river shrimp; hotdogs and cheese curls. ▲

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Flying Scot Spring Maintenance

By Mark Riefenhauser, FS#5516, Greater New York District Governor

Spring is finally here! For us in the colder climates, that means is time to get our Flying Scots out of hibernation and head to the water where we sail. NOT SO FAST! Did you even check anything on the boat? I bet you didn't. Before taking that first sail of the new season, you should look over your Flying Scot. I have put together a list of items to go through as a starting point.

BOAT

Look over the hull and deck. Mainly you should be looking for any signs of cracks or loose fittings, loose screws, peeling non-skid tape, just to name a few. Give the boat a good wash and add a protective layer of boat wax. For cracks and other damage, make sure that they are not introducing water to the balsa core of the deck or the hull. If you are handy, you may be able to do your own repairs. Otherwise, bring it to someone who can do it for you.

Inspect the hull below the waterline to make sure there are no cracks or holes which could lead to water getting to the balsa core. Is the bottom painted? If

so, when was it last sanded down and repainted? Does it need a fresh coat of bottom paint? Follow the instructions that come with the paint and most importantly, take the time to properly prep the bottom before actually applying the paint. While you are inspecting the hull, check your centerboard gasket. If it is sagging or has rips in it, it's time to replace it. If you are planning on applying bottom paint, I suggest taking the gasket off, along with the brass strips that hold it on, before prepping and applying the paint. Keep track of the screws and which way the brass strips came off. I usually put a piece of painter's tape on the leading end and mark it. After the bottom paint is dry, re-install the centerboard gasket and brass strips.

While you are working on the bottom, take a look at the centerboard. You'll be amazed how many boards are damaged on the leading edge or on the bottom from hitting obstructions below the water surface. If you can't lower some of the board on your trailer, you can launch your boat and pull the board out with someone's assistance. Once it is out find a spot to

lay down the board and do an inspection. Another option if you have access to a hoist is to raise the boat onto a set of cradles and lower the board down. Some people like to apply bottom paint to the board as well, especially if they are keeping the boat in the water during the sailing season. As with the hull, take the time to properly prep the centerboard before applying the paint.

You've read this far. Good for you! There's more!

Look over the fittings on your deck, seat, centerboard trunk and cap. Make sure they are all in good shape, and tighten or replace any loose or broken screws, split o-rings, etc. Sail on salt water? Flush out the blocks and cleats with fresh water.

Inspect the rollers on the centerboard and see if they need to be replaced.

Inspect the tabernacle. Inspect the centerboard drum and ensure that it rotates freely. Inspect the centerboard cable. Some of you have a metal cable which is liable to get "meathooks." If that's the case with yours, replace it. If you have a rope cable,

Continued Next Page



Proper preparation of your hull before applying bottom paint is important!



Inspect your transom safety line!

inspect it to make sure it is not weathered or starting to break down. Replace as needed.

Do you have a spinnaker halyard take-up reel? Inspect it and the halyard. Replace as needed.

Inspect the mast step pin and make sure it's secured to the deck.

Feeling good so far? Okay, now it is time to get under the foredeck. You should go all the way forward, inspect the toggle, forestay and jib tack extensions, and replace anything that shows signs of breakdown or fraying. Make sure the bolt or rivet on the toggle is in good shape. I had one break in the midst of racing and that is last thing you want to be fixing on the water.

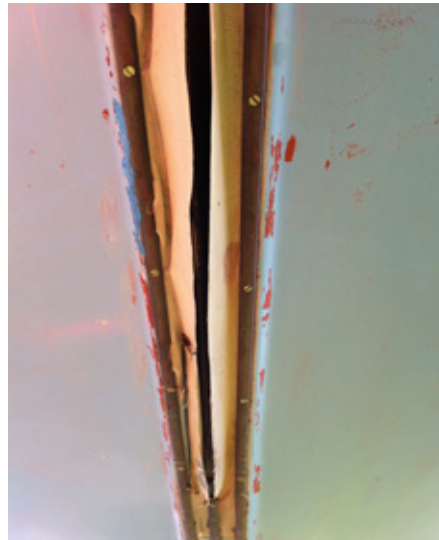
Check the bow flotation bag and straps and replace as needed. As you work your way out, check the fiberglass and web straps that holds the flotation blocks in place and make sure that they are intact. Also, go through the storage boxes and make sure you have some spare parts, rigging tape, and extra cranks. If you have one of the stainless-steel cranks on board, I suggest leaving it on shore. They are great for setting up the boat, but the cast aluminum cranks should be used for raising and lowering your sails.

Work your way to the stern and get under the aft deck. Inspect the fiberglass and web straps that hold the flotation blocks in place and make sure that they are sound. Inspect the seat drain fittings and hoses. Replace as needed.

You made it out! Time for a cold or hot drink depending on your preference. You're probably thinking, am I done yet? Guess what, NO!

SPARS, SPINNAKER POLE, RUDDER AND RUNNING RIGGING

Look over your mast and boom. Check for loose fittings. Tighten loose screws/rivets or replace as needed. Look over your main and jib halyards, forestay and shrouds to make sure that there are no frayed wires or "meathooks." If you find any, replace the wires. Inspect the connections where the shrouds, forestay and jib halyard attach. Replace any loose or worn parts. Tape the fittings. I like to use rigging tape as it adheres to itself and lasts longer



Centerboard gasket in need of replacement – notice the rips and sagging.



Do your trailer tires have flat spots or dry rot? Replace them!

than electrical tape. Inspect the top of the mast and make sure all of the rollers are in good shape and roll freely.

Inspect the bracket that holds the mast head fly and checked that it is secure.

Look over the winch box and make sure that the "brakes" and spring are in place and are in good shape.

Check the bottom of the mast to ensure the mast itself is not worn thin where it rubs on the mast step. Also check to make sure that the mast step pin has not deformed the slot. If necessary, get a mast sleeve. It can be quite scary if the mast

step pin comes loose while you are raising the mast!

Check that the track on the mast for the boom gooseneck is secure.

Inspect the gooseneck fitting on the boom and replace anything that is loose or broken. Inspect your outhaul whether it's external or internal.

Inspect your spinnaker pole and make sure the ends are opening and closing freely. If not, add some silicone lubricant. Check the cable or line that opens the ends and replace if needed.

Go through the running rigging. Replace worn-out sheets or frayed lines.

Look over your rudder. Are all the screws snug? If you have the rudder lift kit, is the cable frayed? Bungee cord weathered? Inspect the tiller. Is the tiller extension connection intact?

While you are at it, check out your anchor and safety lines. Are they ready to be used? Replace if necessary.

Inspect your mooring/dock lines and fenders and replace as needed.

You thought you were done?

SAILS, BOAT COVERS

Unroll/unfold and lay out your sails. Inspect them for holes, chafing or tears. Minor issues can usually be mended with sail repair tape. For larger problems, bring the sails to a local sailmaker for repairs.

Unfold your boat covers. Are the bungee cords that hold the cover to the deck in good shape? Any tears or rips? If so, an auto seat cover place may be able to repair it.

TRAILER

So, you've gone through the boat and sails and now you're ready to head to the water? Not yet!

You should inspect that trailer! When was the last time the bearings were greased or even replaced? Inspect the winch and winch strap. Add some silicone lubricant to the winch and rollers.

Are the tires properly inflated? Any signs of dry rot? If there is - replace them. Inspect the coupler and make sure it's not loose. Look over your tie downs. Make sure the lights work. Inspect the bunks. Make sure that they are secure and in good shape.

Is your trailer registered? It should be! If required by your state, is your boat registration up to date?

WRAP UP

The best place to get parts is through Flying Scot, Inc.. They know the boat better than anyone and are very helpful.

I think I've covered most of the items that you should go through. If I missed something, let me know.

A little about me: I've been sailing and racing Flying Scots since 1977. I am currently the District Governor of the Greater New York District and sail with Fleet 24 out of Candlewood Yacht Club in New Fairfield, CT. The Flying Scot is absolutely one of the best boats out there. I can attest to that fact as I have owned quite a few. One of my favorites was FS#99. I restored it a few years ago. She was built in 1959 and needed some TLC! Once she was in sailing and racing condition, she proved to be a fast boat and sailed right along with some of the newer boats: one design racing at its best! My current Flying Scot is 5516 and she is in great shape. I have raced her all over the east coast and will continue to do so as long as I can! Until we cross tacks, sail smart and fast and more importantly, have FUN!

Happy Sailing! 🚤



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What's in a Name?...

What's in THAT Name?

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

Charlie Clifton of Fleet 36 in Sarasota, Florida, started as a co-owner of a Flying Scot. In the past couple of years, he and his wife, “The Most Charming Cindy” (you’ll see her listed just so on regatta registrations) have been campaigning their boat more widely. Which boat? *Ack-Ack*.

It’s a name that earns Charlie additional quizzical looks on and off the racecourse. And while some competitors have been known to point a finger-gun at the Cliftons’ stern as they scoot over the horizon, *Ack-Ack* doesn’t relate to anti-aircraft guns.

Nor, though it might be appropriate, does it refer to the somewhat famous American racehorse named *Ack-Ack* (1966-1990). Neither is it — as I long thought — a clap-out to Bill the Cat from *Bloom County* by Berkeley Breathed. Some may remember the character as a disheveled marmalade creature with tater tots in place of brains who exclaimed “Ack!” when the situation called for it.

Nope. It’s from Mars. Or rather, it’s a Martian phrase used in that Tim Burton cult favorite from 1996, *Mars Attacks!*

Don’t know the film? Here’s the 10,000-foot-view: Large-headed Martians come to Earth, nearly succeed in killing everyone, but are stopped by a handful of plucky survivors who weaponize a Slim Whitman song. Throughout the movie, the Martians keep saying “Ack Ack.”

As Charlie admits, “It’s not the nicest kind of humor.” But the movie is a favorite of Dr. John Steele, the former co-owner of the boat. “We thought it was funny. The Martians say ‘Ack-Ack,’ which means ‘We Come in Peace,’ but it’s actually what



Charlie and The Most Charming Cindy (sadly obscured) racing *Ack-Ack* at the 2017 Wife-Husband Championships
Photo by Beth Leahy

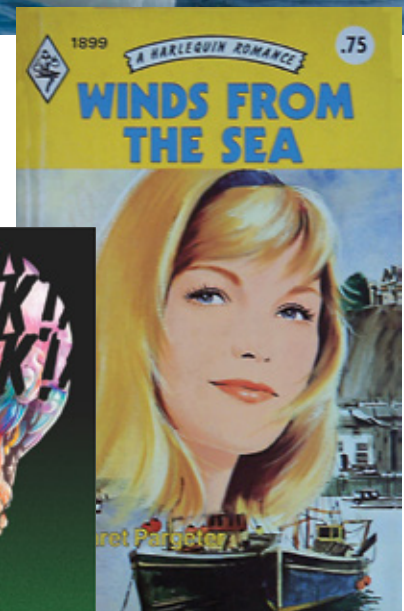
they say before they blow someone away.”

Not unlike sailing.

Charlie would like to have one of those ghoulish Martians on the side of his boat.

He has a supplier lined up (Bob Twinem, also of Fleet 36), but The Most Beautiful Cindy put the brakes on his idea. “She’s an artist,” Charlie said. “And artists have a very set opinion about how things look. She doesn’t want a vinyl Martian on the side of the boat.”

De gustibus non est disputandum. (Latin for “There’s no arguing about taste.”) ▲



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Flat-Felled seams double stitched through 4 layers	Single or chain stitched through 2 layers of cloth
Double-folded hems stitched through 3 layers	Turned-up hems stitched through 2 layers of cloth
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Sarasota Here We Come Again!

By Diane Kampf, FS#5857, FSSA Web Editor

Greg and I were happy to be leaving the 30-degrees and snowy weather in Massachusetts for the 70-plus degrees and sun of Florida for the 2019 Midwinter Championships. We had a pretty uneventful 1500+ mile trip through 11 states with our Flying Scot in tow, knowing that we were in for some great weather and great times with our Flying Scot family.

We knew we would have a great time at the Sarasota Sailing Squadron because we always do - and Chairperson John Pether and his team did not disappoint. From Saturday's informal practice racing to Tuesday's finish, we had the best weather in recent history for the Midwinter Championships. We had tractors launching and retrieving boats and lots of people helping each other on the hoist - nice people were everywhere. And of course there was some fun racing! PRO Fairlie Brinkley and his team did a great job of anticipating the weather and worked very hard to get in all 8 races before a front blew through on Wednesday.

Sunday was a spectacular day in the 70's, and after a short postponement waiting for breeze, we had 5-10 MPH winds shifting from SW to SE and back again. Even with the delay, we got in 3 decent, 4-leg windward-leeward races. Again on Monday it was sunny and in the 80's. After a brief wait for breeze, we were rewarded with 6-8 MPH building to 10-12 out of the south again. We got in 3 more races before heading back in for great food and fun times with friends at the club. And we finished up with the final 2 races on Tuesday, with shifty 10-12 MPH winds from the north.

The racing was challenging and fun, with chalk talks by the top racers at the end of the day to go along with the free

beer on shore. The Flying Scot class has some amazing racers who are more than willing to share their knowledge with the rest of the fleet. With a 36-boat Championship Division rich with some of the best sailors in the country, the leaders were changing places in just about every race, so we knew that whomever ended up winning, it would be well deserved. The top 5 in the Championship Division were (1) Jeff and Amy Smith Linton, (2) David Ames and PJ Buhler, (3) John Aras and Jackson Benvenuti, (4) Mark Swanson and John Eckart and (5) Tyler and Carrie Andrews. And in the 19-boat Challenger fleet the top 5 were (1) Karen Jones and Chuck Tanner, (2) Bill Vogler, Howard Harris and Carol Claypool (with Bill's wife Jill stepping in when another crew member fell ill), (3) Phil Scheetz and Richard Baucom, (4) Kristian Weeder and George Vergis and (5) Jim Leggette and Mike Funk. Full results and links to photos are on

FSSA.COM under Regatta Results.

Oh, did I mention that the class has some great racers? Well we have lots of fabulous people who care about each other too! As you arrive there is always someone there to help you get settled, get your cover off, get your mast up, etc. The same happens when you are ready to launch your boat, when you are pulling it out of the water, when something needs fixing on your boat or trailer, and when you are packing up to leave. But there is someone who stood out among the crowd. We are all so very proud of Jim Moyle for his willingness to help out a fellow Flying Scot team. After driving many hours from Minnesota to sail in the Midwinters, he got back in his car and drove 3 hours in the opposite direction to pick up a stranded couple and their boat so they, too, could participate in the regatta! Jim insisted that what he did was no big deal and that anyone would have



Challenger Division Winners Karen Jones and Chuck Tanner who won 6 out of 8 races and voluntarily retired from a race but still finished at the top of the fleet! Photo by Diane Kampf.



Championship Division Winners Jeff and Amy Smith Linton who beat out an awesome fleet of sailors to finish at the top - well deserved! Photo by Diane Kampf.



Winner of the prestigious Allen Douglas Award for Sportmanship was Jim Moyle pictured here with FSSA President Bill Vogler and fellow Fleet 135 member Deb Aronson. Photo by Diane Kampf.

done it! But we are not all so sure of that, and the fact is that HE is the one who did it - what a guy! Congratulations to Jim for being awarded the Allen Douglas Memorial award for sportsmanship, voted

each year by the other sailors participating in the regatta.

So after a fabulous week in the sun, we had an eventful trip home, arriving to sunshine and temps in the 60's. Thanks

Sarasota for letting us bring a little bit of your weather home with us. Next year, Fort Walton Beach Yacht Club in Florida will be hosting, so make your plans to join us – you won't be sorry! 🚤

CAPITAL DISTRICT

First Winners of New Capital District Traveling Trophy

By Debbie Peterson Cycotte, FS #4603, Capital District Governor

We have our first winners of our new Capital District Traveling Trophy. They are the fabulous wife-husband team of John and Sharon Wake from Fishing Bay Yacht Club. They won at Lake of the Woods Sailing Club Invitational, won again at the Fishing Bay's Annual One-Design, and once again at the President's Cup on the Potomac. Congratulations Sharon and John! The Wake's had twelve first place finishes, three seconds, one third, and one fourth. Wow! That's an impressive record! 🚤



Sharon and John Wake in winning form. Photo by Beth Leahy.

2019 Midwinter Championships



The start of race 5, Championship Division. Photo by Molly Johnston.



Photo: Molly Johnston

Bill Draheim, Mary Ann Hopper and Jeff Perna chase *Leprechaun* sailed by Donald Perry and Stu Smith.



Photo: Jennifer Joy Walker



David and Karen Meehan head to the finish of race 8, Challenger Division. Photo by Jennifer Joy Walker.



Photo: Molly Johnston

Zeke and Jay Horowitz lead the Championship Division fleet around the weather mark.

JaMing-O leads *Brave Heart* and *Still Crazy* around the leeward mark in race 4. Photo by Molly Johnston.



Dean Marlin, Greg Madzelonka and Kathy Kennedy before the start of race 7. Photo by Jennifer Joy Walker.



Championship Division winners, Jeff and Amy Smith Linton, cross the finish line. Photo by Molly Johnston.



Bill Vogler, Jill Vogler, and Carol Claypool lead the Challenger Division to the finish of race 7. Photo by Jennifer Joy Walker.



Photo: Jennifer Joy Walker



Jim Leggette and Mike Funk in *Circe*, hot on the heels of Phil Sheetz and Richard Baucom.



Photo by Molly Johnston.

The Stuff of Dreams

By George Weir, FS#3907, New York Lakes District

I became concerned. Our adult sailing program enrollment had begun to slow down. As the Director, such concerns are the type of thing that makes its way into your dreams. And your nightmares. After several discussions about how we were approaching adult instruction, club member Ron Streek suggested we teach adults in his Flying Scot (2726) rather than in Lasers, as we had done for decades. As you can imagine, I was a little hesitant to borrow anyone's boat, especially Ron's. He races his boat every weekend! Ron launched it on the first night of adult lessons, just to ensure we would try it out. We were amazed at the excellent teaching platform the Flying Scot turned out to be. The adult students loved it. The instructors loved it. Over the three years we borrowed Ron's boat, four former students bought their own Scots and joined our club. We began a quest to obtain two Flying Scots for the Sailing School Program and give Ron back weekday use of his.

The Otsego Sailing Club (OSC) is situated in rural central NY on Otsego Lake in Cooperstown. We are a small club run by volunteers. Our quest began with our members and former members whose lives have drifted away from sailing. Former club members Scot and Mary Bonderoff donated Flying Scot#2022 to our cause. It was a start, much appreciated, though #2022 had been uncovered in a field for several years. It needed a mast, boom, sails, tiller, and LOTS of tender love and care. Refitting #2022 and obtaining another Flying Scot were now unmistakably the stuff of dreams for many of us at OSC.

The Flying Scot Foundation and its mission of supporting sailing programs came to our attention through another



Bob Matson visited OSC on April 28th to perform "The Dreaded Ball Peen Hammer Test."



club member, Jonas Kelly. Tom Rusk, OSC Board Member, and I originally applied in 2017 but missed the deadline by almost a month. It was our Hail Mary play. The Flying Scot Foundation encouraged us to reapply the following year and that we did. We downloaded the information and forms in December (2018) and began to update our 2017 submission. Both the number of new Scots at our club, and the count of adult students taught that previous summer, suggested we were on the right path. We completed and submitted our application before the March 31st deadline. Then, we waited and hoped our cause was as compelling to others as it was to us.

At 10:35 pm on April 6, I received an email from Charles Buffington, Chairperson of the Foundation. It began... "We love what you are doing and want to help." We had received a grant from the Flying Scot Foundation for \$2700 to re-furbish #2022, and help support our

purchase of another Flying Scot! I was so excited that I didn't sleep much. My slumbering dreams would have to wait as I processed the impending fruition of my wakeful dreams.

The next morning I was contacted by both Bob Matson, Board Member of the Flying Scot Foundation, and Mark Welcome, Director of the Saratoga Sailing Club Sailing School. Bob had a spare mast he was graciously willing to donate. Mark could provide used sails and a boom. I was overwhelmed. What coordination, what speed of execution, what an organization! When the Flying Scot Foundation offered support, they meant SUPPORT!

Bob Matson visited OSC on April 28th to perform "The Dreaded Ball Peen Hammer

Test.” Hull #2022 was found to be sound. Later that weekend we began searching for a Flying Scot to purchase. Our dream of having two Flying Scots in our sailing school program was becoming a reality.

Ron and his crew, Jim Dulak, modified a club boat trailer to accommodate a Flying Scot mast. On May 14th, Jim, Ron and I drove the 594 miles round trip to Chautauqua Lake to pick up the donated mast. We met Bob and his wife, Shanna at their camp on the lake. We learned that she plays the bagpipes; he plays the snare drums. Sailors are never humdrum people, are they?

I met with Mark Welcome at the Saratoga Sailing Club on May 28. Mark’s support was very evident as I left with two mains, two jibs, a spinnaker, and a boom. I continued to be amazed by the organization and generosity of the Flying Scot Foundation and the Association members.

In June, #2022 was vacuumed, pressure washed, scrubbed and rinsed out. The hull was buffed and waxed. The mast was stepped and tuned to the “Snug Rig” specifications. The boom and running rigging were inspected and refurbished as needed. Just as we were about to launch, I noticed a strong odor in the cockpit. The floatation needed to be removed. We ordered new foam, cut it to size and installed it.

We finally launched #2022 (proudly named FSF #1) on an afternoon early in August. After a flawless shakedown cruise, FSF #1 docked just in time to take a group of Optimist sailors for a short sail around the harbor. I don’t know who was happier - the 15 or so kids, me, or FSF #1. Thanks to the support from the Flying Scot Foundation hull #2022 was now an active member of our sailing school fleet. But we still needed that second Scot to materialize.

Ron floated the idea that if he were to purchase a newer Flying Scot (4160), his current Flying Scot (2726, which we had been borrowing) might be available to purchase. The dream of a second Flying Scot could finally become a reality. It was a no-brainer!

This year we planned for a big promotional push for our adult sailing program. Having two Flying Scots will allow us to extend classes into August, allowing us to more than double the number of available adult classes. We also have applied to host a USSA Level 1 Small Boat Instructor Course at OSC. We hope to see approximately seven instructors gain certification and be available for the adult program expansion.

OSC member Tim Chapman is in the process of creating printed materials advertising the adult sailing program. These post-

ers will be distributed around the area by our club members. Any waiting area or bulletin board is fair game. We have found this to be very effective in the past. We are scheduling radio spots on local radio station WSRK, and it’s sister station WDOS. We have promoted our programs on these stations successfully for several years.

The activities associated with the rehabilitation of #2022 and our quest for the second Flying Scot fostered quite an interest in the Flying Scot as a day sailor and as a racer. I should mention that I’ve sold my Thistle and purchased Flying Scot #4442. I have recently joined the Flying Scot Association and will be assisting Ron in reactivating our local Flying Scot Fleet #109. This past summer there were 5 Scots “on the line” on several occasions. That hasn’t happened before at our club. Two other Flying Scots are actively day-sailing.

We look forward to our continued relationship with the Flying Scot Foundation. The support we received, has been overwhelming in the best ways possible. Our club and program has become part of the larger Scot family. That support has allowed us to begin growing our potential in new and exciting ways. In turn, we hope to help the Foundation’s efforts to support other sailing school programs. ▲

continued from page 5 **FSSA**

tory. Sandy never liked the mid-boom rig as he felt it was dangerous to have a cleat on the mainsheet (or on the jib sheets) as you might capsizes in a sudden puff.

JIB SHEET SNUBBING WINCH - Originally the Flying Scot was designed to have snubbing winches mounted on the side decks for the jib sheets. It was always a challenge (at least to me!) to remember to wrap the line correctly (clockwise) around the winches on a tack. Also they weren’t very comfortable to sit on. In the early 1970’s the Harken ratchet block came out, and that allowed an improved system. Most everyone upgraded to the new Harken blocks which were so much better than the old snubbing winches.

SPINNAKER POLE - There has been a wide variety of spinnaker poles used

over the years in Flying Scots. We’ll cover only the ones that were supplied with the boat from the factory. In the early days the poles were all wood. The original ones weren’t tapered and had a heavy brass fitting on the end, which was awkward to use. That pole didn’t last very long, probably up to hull #500. Then the factory went to a tapered Sitka Spruce pole, with a stainless steel end fitting that worked pretty well, as it could just be snapped on to the mast ring. As wood became more difficult to obtain, they went to an aluminum pole. The first was an inch and a quarter diameter with a stainless steel end fitting that wasn’t very convenient to use. You could jam it onto the mast but it was a fairly heavy pole. Later the builders introduced a choice of two poles.

One is a light tapered pole with a plastic end fitting that works really well for the racing sailor, who are always concerned about weight and ease of use. For the community-sailing-type programs they offer a pole that’s much heavier, with an inch and a half diameter and cast end fittings. It’s far more durable and harder to break. Flying Scot Inc. has also experimented with carbon fiber poles. The problem with carbon fiber is that it doesn’t take well to point loading. If you put it against the forestay or pull it back hard against the shroud it’s pretty easy to break. The fact that they’re so fragile makes them less attractive. They weigh a pound less than the aluminum pole, but because of their fragility, the factory has mostly shunned carbon fiber poles. ▲

A Flying Scot Success Story

By Mills Jones, FS#58946, Capital District

The mission of the Greater Richmond Sailing Association (GRSA), home to Flying Scot Fleet 155, is to promote sailing in the Richmond, Virginia area. In order to fulfill this mission, GRSA began offering a week-long sailing camp for school-aged children. Members loaned their Sunfish and volunteered their time to share their enthusiasm for sailing.

In 2010, the GRSA Board of Directors approved the purchase of a fleet of Optis and 420s to replace the borrowed Sunfish. The one-week volunteer camp grew into a 7-week program with a paid staff of US Sailing certified instructors.

The sailing camp generated interest in club membership as families realized that sailing is a great family activity. GRSA began to offer weekend sailing classes to adults, but a new challenge arose: a 420 is not the ideal boat for adults learning to sail. We needed a better option, but what boat is stable, roomy, and simple to rig? (Spoiler: Scot sailors know the answer).

That winter, GRSA member and Scot sailor, Bill McClintock, found an under-used Flying Scot whose owner wanted to find her a new home. Scot sailors Pete and Mardi Cookson drove to South Carolina with a jack and a trunk full of spare parts. After a few trailer repairs, FS #2349 - *Joy* -



arrived at her new home. Pete and I made a second road trip, this time to Elizabeth City, NC, to acquire Flying Scot #1926 - *Lucky Charm*. Armed with a budget, numerous calls to Dee at Flying Scot Inc., and lots of elbow grease, Pete set to work to make our "new to us" boats suitable learning platforms. Jerry Latell at Ullman Sails in Deltaville, Virginia brought new life to several sets of well-worn sails. We were ready!

The program was a resounding success. After one season it was apparent to Kate Gomes, Sail Programs Director, that the adult program had potential to grow.

GRSA applied for and was awarded a grant from the Flying Scot Foundation for the purchase of two additional boats. GRSA added "Windquest" (#4403) and "Beaches" (#4562) to the fleet.

As a result of the grant, GRSA has expanded its program beyond summer sailing. GRSA currently offers Adult Sailing weekends 7 months a year. The program has boosted public interest in sailing, as shown by our robust membership waiting list, and has allowed new Scot sailors to learn the nuances of sail trim and boat handling.

Graduates of our youth sailing program often crew for sail camp staff on club Scots in the annual Boats and Bowties Charity Regatta. Additionally, GRSA has partnered with local youth organizations such as the Blue Sky Fund and the Boy Scouts of America to introduce sailing to children from inner city Richmond. The program engages GRSA youth as certified sailing instructors and has produced collegiate sailors at Old Dominion University, University of Southern California, Christopher Newport University, and the College of William and Mary.

For more information on Greater Richmond Sailing Association, please visit www.grsa.org. ▲

STARTING LINE Calendar Of Monthly Events (FROM MAY 2019 TO JULY 2019)

Regatta: 66th Mug Race

District: Florida • State: Florida

Date: 05/03/19 - 05/05/19

Info: jon.hamilton@cox.net

Regatta: Great 48

(Lake Norman)(open for registration)

State: North Carolina

Date: 05/04/19 - 05/05/19

Info: sean.odonnell@insailing.org

Regatta: FL District #8 Key Largo, Painkiller Regatta

District: Florida • Date: 05/17/19 - 05/19/19

Info: jim@jimsignor.com

Regatta: Grits n Haggis

District: Dixie Lakes

Date: 05/18/19 - 05/19/19

Info: bgraves216@gmail.com

Regatta: Buckeye Regatta Hoover Sailing Club

District: Ohio • State: Ohio

Date: 05/18/19 - 05/19/19

Info: dave@os-homes.com

Regatta: Hawg Wild Regatta 2019

District: Gulf • State: Arkansas

Date: 05/24/19 - 05/26/19

Info: gmsrc@gmail.com

Regatta: Potomac River Sailing Association Spring Regatta

District: Capital

Date: 05/25/19 - 05/26/19

Info: dcycotte@yahoo.com

Regatta: MSSC Memorial Regatta and Flying Scot Invitational

District: Dixie Lakes

State: Alabama

Date: 05/25/19 - 05/26/19

Info: joel@verplank.com

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1391 – Douglass; 1968; **\$5,500.00**; Charles Ford; Quakertown, PA; 610-761-5663; fordeck@msn.com

1790 – Douglass; 1970; **\$3,000.00**; Goreville, IL; bills33950@yahoo.com

2052 – Douglass; 1971; **\$12,500.00**; Robby Brown; Miami, FL; 727-776-0818; robbj24@gmail.com

2080 – Douglass; 1972; **\$8,000.00**; Amy Larkin; Flowery Branch, GA; 404-414-4740; amywlarin@gmail.com

2581 – Douglass; 1974; **\$3,000.00**; Eastern, MA; 781-929-2824; johanntag@gmail.com

3430 – Douglass; 1979; **\$4,500.00**; James Titus; Asheville, NC; ashevillesailingclub@outlook.com

3929 – Douglass; 1984; **\$6,995.00**; Curtis Hunt; Indiana; 217-260-4309; curtis.hunt10@yahoo.com

4181 – Douglass; 1986; **\$5,500.00**; Peter J; Harwich, MA; peter.j.mcavoy@gmail.com

4723 – Douglass; 1993; **\$6,000.00**; 914-523-4699; sorio@netzero.net

4728 – Douglass; 1991; **\$7,700.00**; David Cioni; Delavan Lake, WI; 312-656-9143; dcioni@tds.net

4918 – Flying Scot, Inc.; 1993; **\$8,400.00**; Carrerafun@Gmail; Lake Lanier, GA; carrerafun@gmail.com

5239 – Flying Scot, Inc.; 1999; **\$7,900.00**; Jim Gordom; West Palm Beach, FL; 561-358-6885; jimgordon@aol.com

5353 – Flying Scot, Inc.; 2000; **\$10,500.00**; David Areson; Truro, MA; 203-698-2331; dcareson@sbcglobal.net

5430 – Flying Scot, Inc.; 2002; **\$10,500.00**; Jim Harris; Carlyle, IL; 314-966-8404; etstruckhoff@att.net

5523 – Flying Scot, Inc.; 2003; **\$6,500.00**; Ed Steinman; Long Beach Island, NJ; easteinmen@gmail.com

5622 – Flying Scot, Inc.; 2004; **\$11,999.00**; Sanford, FL; rjpawlowski@aol.com

5671 – Flying Scot, Inc.; 2005; **\$12,500.00**; Todd Murphy; Annadale, NJ; 908-413-6144; tmurphy00@icloud.com

5695 – Flying Scot, Inc.; 2006; **\$10,999.00**; Zapple@Icloud; Marietta, OH; 740-434-5341; zapple@icloud.com

5842 – Flying Scot, Inc.; 2007; **\$16,000.00**; Nphj@Yahoo Yahoo; North Georgia; 770-519-2833; nphj@yahoo.com

5847 – Flying Scot, Inc.; 2007; **\$12,500.00**; Andreyko@Comcast Comcast; Pittsburgh, PA; andreyko@comcast.net

5931 – Flying Scot, Inc.; 2010; **\$14,000.00**; David Whittle; Little Silver; 920-366-4225; davidwhittle654@gmail.com

6125 – Flying Scot, Inc.; 2017; **\$19,995.00**; Ray Laguna; Orlando, FL; 407-257-0992; raylaguna5@gmail.com

Compass & Mount – Flying Scot, Inc.; **\$170.00**; Mark Evans; 336-817-4891; mrevas@fcbinc.com

Sails – see website for details; **\$200.00-\$700.00**; Mark Wright; Ft Lauderdale, FL; 954-914-8182; wrightmarkw@outlook.com

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NY Lakes District Championship Regatta Announcement

By Michael Byrne

The Skaneateles Sailing Club, home to Flying Scot Fleet #43, is pleased to announce that it will host the 2019 Flying Scot Championship Regatta for the New York State Lakes District on July 26 - 29, 2019. The regatta will be held at our facility on beautiful Skaneateles Lake, in the heart of the Finger Lakes region of New York.

An on-the-water coaching seminar will be held on Friday afternoon and dinner will be served at the club on Friday and Saturday evenings.

Among the competitors, we expect to see several past champions from within this district, as well as regatta winners from the Northeast and Midwest states.

For detailed information on the regatta, or to register, see www.regattanetwork.com/event/17698. Inquiries may also be submitted by email to Regatta Chair,

Michael Williams (m_williams93@me.com) or to Fleet Captain, Rebecca Fleckenstein (rjeppe@aol.com).

Come join us for the regatta and experience one of the finest freshwater sailing destinations in the country. ▲



2018 Capital District Championship at RBSA

By Debbie Peterson Cycotte, FS#4603, Capital District Governor

The 2018 Capital District Championship was held at the Rehoboth Bay Sailing Association on August 18 & 19, 2018. Rehoboth Bay Sailing Association did a terrific job hosting the event - great race management, wonderful competition, lots of delicious meals, warm hospitality from the host club. Zeke Horowitz did an awesome job with the North Sails clinic. The sailing venue was definitely First Class.

Sadly, only 12 teams enjoyed this wonderful weekend. Len Guenther and Kevin Cowley are our new Capital District Champions! They had a 1-1- 2- 1- 2 for a total of 7 points. Second was Mark & Maria Benner from Pittsburgh and third was Chris Swenson and Augie Diaz from Selby Bay. They were tied at the end of Saturday's racing and still tied after Sunday with a total of 16 points! Competition was very close. ▲



NEW MEMBERS

Capitol District

Boat# 4082 / Fleet# 203

David Calhoun
Washington DC

Boat# 5866 / Fleet# 203

Chip Lubsen
Oak Hill VA

Dixie Lakes District

Boat# 4373 / Fleet# 118

John Ahearn
Hoover AL

Boat# 3044 / Fleet# 121

John Dishuck
Tuscaloosa AL

Boat# 5075 / Fleet# 193

Rick Harper
Seneca SC

Florida District

Boat# A778

Christopher Fortescue
Tampa FL

Boat# 2925 / Fleet# 36

Raymond Markham
Longboat Key FL

Greater NY District

Boat# 5801

Frank Pelosi
Moorestown NJ

Gulf District

Boat# 3458

James Fucci
Pelham AL

Michigan-Ontario District

Boat# 2314

Andrew Vanderwal
Toronto CA

Midwestern District

Boat# 4860 / Fleet# 83

Gary Raeker
St. Louis MO

Prairie District

Boat# B266

Judy Allen
St. Louis MO

Boat# 3019 / Fleet# 210

Capital City Sailing Assoc.
Jefferson City MO

Boat# 1918 / Fleet# 210

Capital City Sailing Assoc.
Jefferson City MO

Southwest District

Boat# 1251

Doug Carriger
Richardson TX

Continued From Page 20 **STARTING LINE**

Regatta: Free Decatur Regatta

District: Midwest • State: Illinois

Date: 05/25/19 - 05/26/19

Info: eric@ericbussell.com

Regatta: West River Sailing Club Annual

Dave Ivey Invitational

District: Capital

Date: 06/01/19 - 06/02/19

Info: dcycotte@yahoo.com

Regatta: Full Moon Regatta at the Jersey Shore

District: Greater New York

State: New Jersey

Date: 06/08/19

Info: fleet157@gmail.com

Regatta: 2019 North Carolina Governor's Cup

District: Carolinas • State: North Carolina

Date: 06/14/19 - 06/16/19

Info: Jerry_Trimsails@yahoo.com

Regatta: Berlin Yacht Club Invitational Regatta and Flying Scot

Ohio District Championship

District: Ohio • State: Ohio

Date: 06/14/19 - 06/16/19

Info: tdawson547@icloud.com

*continued
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STARTING LINE *Continued From Page 23*

Regatta: Berlin Yacht Club Annual Invitational Regatta

District: Ohio • Date: 06/14/19 - 06/16/19

Info: skibums5@yahoo.com

Regatta: 2019 Douglas/Orr Regatta and Leg 1 of the Connecticut Cup

District: Greater New York • State: Connecticut

Date: 06/15/19 - 06/16/19 • Info: fs5516@yahoo.com

Regatta: Egyptian Cup Regatta

District: Midwest • State: Illinois • Date: 06/21/19 - 06/23/19

Info: bearlinn@charter.net

Regatta: 2019 Greater New York Districts, Lake Nockamixon, PA

District: Greater New York • State: Pennsylvania

Date: 06/21/19 - 06/23/19 • Info: fs5516@yahoo.com

Regatta: Selby Bay Summer Solstice Invitational

District: Capital • State: Maryland

Date: 06/22/19 - 06/23/19 • Info: ling.mat88@gmail.com

Regatta: Selby Bay Sailing Association Summer Solstice Invitational

District: Capital • Date: 06/22/19 - 06/23/19

Info: dcycotte@yahoo.com

Regatta: Capital District Championship

District: Capital • Date: 06/29/19 - 06/30/19

Info: dcycotte@yahoo.com

Regatta: 2019 NAC at Pensacola Yacht Club, Pensacola, FL

Date: 07/13/19 - 07/18/19

Info: limerun@gmail.com

Regatta: 2019 Deep Creek Yacht Racing Association Women's and Junior Regatta

District: Ohio • State: Maryland • Date: 07/13/19

Info: gfmeehan@gmail.com



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