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MARCH/April
MAY/June
JULY/August
SEPTEMBER/October
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March 1st
May 1st
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September 1st

It sometimes takes the mail a week to get to Mahomet so you might also mail before the deadline. I also have a FAX in my office that is on 24 hours a day 217/355-2567.

Scots n' Water

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Dear Editor

I have received comments and been the brunt of several remarks concerning the effort put forth attempting to qualify for the Championship Division of the NAC. I have also observed sailors who did not sail the third race on Tuesday in order to assure placement in the Challenger Division. I assume that this is done to sail for a trophy. Last year I was the cut boat, the year before I was one below the cut boat and I will tell you that this is not an easy qualifying spot to get. In both cases I did not win the regatta but finished behind someone who qualified below me. I am sure that this is as it should be.

I would like to propose a change to the format of this regatta in an effort to make the qualifying races as important to each racer as the last race on Friday. The idea is simple, at the end of qualifying each boat is given points relative to his qualifying position and those points are scored as one race toward the now six race NAC. Boats in the challenger division are scored from the top down, ie; the cut boat gets one point in the challenger division and the next boat two and so on. Likewise the championship division would be scored from the top down. The boats just above the cut would have a large number of points and the winner of the qualifying series just one.

When racing starts on Wednesday each boat has x number of points to start with. This places a premium on getting a good position on Monday and Tuesday if you want a chance to win. There will be no motivation to “sand bag” qualifying.

I have talked to other people about this and received a generally positive response. One of the suggestions made is that if we go to six races, a throw cut be instituted. This would bring us back to a five race score. I think this idea has merit as it would give someone who sailed badly in the qualifier a chance to get back if he sailed well the rest of the week.

Thank you for your attention and I wish all of you good sailing.

Bob Post

Governor
Capital District

Dear Editor

I wish to add my name to the list of Scot owners seeking some means of recovering from a capsize (turtle) without the need of being towed.

Jerry Hartman
FS 4140

I have turtled my boat twice in the past thirteen (13) years. I had been sailing my own boats (15 to 21 feet long) for fourteen years before buying the Scot. True, I was able to understand how I could have avoided both capsizes afterward, as most of us do, I believe that whether or not we could have avoided the capsize is n't pertinent, the point is that we did, and others also continue to do the same, and there is a way for all of us to recover without assistance from others if we seek it.

Safety is the primary reason for an independent means of recovery. For those daysailers not racing, who will help them? More than likely, they are like me and never venture out if the breeze hits 14 or 15 mph unless they are racing and have crash boats available. The second reason is that when the wind is blowing and the water is cold, the boat owner must usually have help in the water to get his boat back to the docks. Who among us wants others to have to dive into cold water with high winds to help them recover their boat, especially when they realize that the capsize was caused by their own error.

I believe an easy method to recover the Sco's is available, but it will take time and a team effort. I would be willing to pay any reasonable amount, either before or after the research, to fund the effort. I suspect any Scot sailor who has capsized once would also be willing to contribute. After all, we have quite an investment in the boats, and this might increase the value of the boat to others. I recall when I purchased the Scot, it was my first boat that did not have a self bailing cockpit and it was some concern to me even then. Perhaps other people have decided on other boats for that same reason.

I read an article in another sailing magazine several years ago about a lady sailor in a Lightning that cruised her boat in remote areas all alone, facing high winds as they came. I wrote her to obtain her method of recovering from capsizes. As I recall, she had deflated air bags installed in her bow, and would blow them up with CO2 when she capsized. I 'm not sure if that would work in Sco's as it may push the bow deck off the boat if it wasn't done very slowly, and the boat could become unstable, as the water pushed to the rear of the boat, and capsize again.

However, it may be possible to attach CO2 inflatable air bags to a band of sail—

(Continued on page 5)
To The Editor  
(continued from page 4)

cloth that could be portable. The band of sailcloth could be put under the boat, after righting. With the air bags sufficiently under water when the sailcloth is slightly forward of amidships, and tied tight to the shrouds, the air bags could be inflated and possibly lift the centerboard cap above the outside water level. If this worked, almost all clubs would hopefully be interested in purchasing it, and most of the Scot sailors that have capsized.

Surely there are other methods, perhaps simpler and less expensive, that have been theorized by others. Hopefully, this letter and others written on the same subject will prompt our association officers to address the problem centrally. I don’t believe it will ever be solved any other way. And it is a problem to some of us.

Sandy designed a wonderful boat and his strong-willed ownership of all boats over made have kept it a family boat. We owe him a debt of gratitude for both services.

Thank you for a very enjoyable magazine. I look forward to each issue and read it cover to cover.

Yours truly,

Ernest H. McConnell  
F3 3406/Fleet # 119

Dear Ms. Hartman,

From the time that I took delivery of Flying Scot #4642, the centerboard would usually bind when lowered. “Snapping” the line or the centerboard pennant would usually get it to MOVE. Other fleet members, as well as the manufacturer, suggested several remedies from the simple to the drastic. The simple ones were to check the direction that the pennant wound on the axle and to lubricate the pennant with petroleum jelly. They didn’t work. The drastic included sanding the centerboard or the edges of the centerboard trunk. I was hesitant to do those so ended the binding for two seasons.

Before sailing this season, I found the solution. The problem was diagnosed as friction between the centerboard winch drum and the tabernacle. The solution was to remove the centerboard winch from the tabernacle and, using one of the large metal washers as a template, cut two plastic washers from an old Tupperware container to place between the winch drum and the tabernacle. Rather than disassemble the winch assembly, I cut both washers at an angle and slipped them over the winch axle.

The whole job took less than an hour and the centerboard moves up and down like it was built with ballbearings. If anyone else is having the problem this is the fix.

Sincerely,

Robert E. Thompson  
Fleet #31

---

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JULY/AUGUST
HELP!! I desperately need old pictures. If you have any of regattas, people, Sandy Douglas or clubs active that race Scots, please let me borrow them immediately...

I also am instigating a photo contest. This is your opportunity to have your favorite shot on the cover of a Major (to us) Magazine.....Entries should be sent to me by February 1, 1993. I am going to ask the board to be Judges at the Midwinters and the winner will be published on the following cover. A first place trophy will be awarded to the winning photographer. Other entries will be published space allows, both before and after the winner is announced. If possible, please send copies that we may keep. If you do not have the negative, and want the picture returned to you, please put your name and address on the back and that you need the picture back.

I received a note from a John Gaasland that was originally an ad to buy a Scot. He then noted on his letter to skip the ad, he had already found and purchased a Scot. However, he did have several questions that I thought you all might help him with...

1. On building a boat dolly, where is the balance point and how do you support it?
2. Can the boat be stored using the lifting points?
3. How to install extra flotation so the boat can be bailed.

Send me your thoughts and ideas or other questions that you have about Scots. Of course, all these questions can be directed to the Flying Scot Inc. They spend a lot of time with boat owners (new and old) helping answer these type of questions and perhaps we can have Harry and Karen do articles concerning the most asked questions or new ideas that are sent in that could help everyone.

Sue Clark & Charlotte Fisher comparing turmays. John and Sue Clark are expecting their first child while Greg and Charlotte are expecting a new baby to join Martha and Curt. The Flying Scot Class is growing —

1992 NAC HIGHLIGHTS

The Board and I wish to express a big thank you to Harry Carpenter and Don Smith for all the work they did in presenting the Good Idea - Bad Idea - Jib Seat Cleating articles in the last issue of Scots n Water.

The articles were researched and presented by these two gentlemen in an excellent manner. It took many hours and phone calls to come up with the two sides of the issue. We are all indebted to them. THANK YOU

SCOTS N' WATER
When Sunshine called me last February to ask if I'd like to co-write a story about the upcoming midwinter regatta with my friend Taylor Smith my immediate response was: "Sure! That'll be great! We can take pictures and do play-by-play on individual races and, and..." Blah, blah, blah.

Problem is that Taylor and I have nearly cornered the market on procrastination. And when you stir in a healthy dose of old friends, new friends, sunshine, beaches, oyster slurping, and wind...the week went by pretty quickly. Add a dash of post-regatta back-to-the-office blues, and more than three-thousand miles of America (Taylor lives in Boston, I live in Seattle), and, well...the week went by pretty quickly.

So now it's the middle of June and Sunshine wants to know how the article is coming along...But have faith, Flying Scot aficionados! Taylor and I managed, somehow, to chisel out a short period of industriousness during that seven day festival of Florida fun and, yes: actually recorded some of our day-to-day thoughts and happenings as they unraveled. Following is our humble introspection of the 1992 Midwinters, and some theories we have regarding its outrageous, ongoing success:

TAYLOR REMEMBERS THAT LAST, MEMORABLE RACE:

The ten boats up front that had gotten around the weather mark were pushed merrily down current toward the jibe mark—really stretching out the fleet. We managed to get around the weather mark with the second tier of boats and that was it. The wind completely died and those who were unfortunate enough to be in the third tier were forced to anchor. Rod Stieffel, who was the leader of our middle tier reached the jibe mark about the time the last vestige of breeze went on vacation. People started bumming cigarettes and holding them up in the air lit as a ritual for the beckoning of breeze. Spinnakers were doused or drooping. Fisher had gone inside, Hartman was on the outside while we were in the middle in front of Jerry. John asked Jerry playfully what to do. Jerry shrugged and looked out toward the opening to the Gulf. We both oriented our boats in that direction and flickers of breeze started dancing towards us. Greg caught on and quickly joined us as the sails began filling in. The first group of boats had been pushed below the rhumb line to the leeward mark so the freshening breeze carried our middle group of boats past the jibe mark and on the way to what now was the finish line since the committee had shortened the course. Benz just

(Continued to page 8)

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<th>Sterling</th>
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<td>Minona WI 53716</td>
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<td>$429*</td>
<td>(608)221-8370</td>
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Ryan: I think the main reason people keep coming back is the people. The friends. The initial draw is the racing, but the sailing becomes a secondary motive after you’ve developed friendships with so many people. You see it when you arrive in the parking lot for the first time — everybody is waving, smiling, catching up on new business; talking and interacting with one another as if the passed twelve months had never been. It’s like a massive joint family vacation.

Number two is the sailing. The sailing in Panama City is always competitive and this year was no exception. We had a record seventy boats competing — split right down the middle 35/35 in the two divisions. The warm-up regatta in Fort Walton Beach was, as always, a good time for all — and a must-go for all those rusty, snow-bound Northerners who need to focus on relearning sailing fundamentals; and also how to focus on not focusing too much. Both regattas provide a well balanced venue of onshore Southern hospitality and offshore sparring.

Personally, number three is sailing with Harry and Karen Carpenter. They are fantastic people to sail with. I came to my first three midinters as a skipper and my last four have been as crew. I guess that seems a little backward, but I like it that way. There is less pressure and just as much to learn. I really think it’s an advantage crewing for different people because you learn their strengths and can apply them to your own racing. But sailing with Harry and Karen the last two years has been especially rewarding; they are excellent sailors and excellent people.

Number four is the food. Way too much food.

1st Place Midwinter Challenge Race - Mike Hartenar managed to nose us out at the finish and we ended that bizarre race with a second–our best finish of the series, putting us in fourth overall.

RYAN REMEMBERS:
An unforgettable race that I’d rather forget. The race committee had set a particularly long pin-end favored line. Because of the long line there was tremendous mid-line sag. We were able to take advantage of this by setting up early, well above the “saggers” — a third of the way up from the pin. It seemed like we were over, but a nobby hill on the horizon (our line-sight) assured us that we weren’t. Harry nailed the start and we tacked to Port. When the wind started veering to the right we tacked back and enjoyed a lift all the way up to the starboard laivline. We rounded in third with the front pack.

Then the wind died. But the current didn’t. We were swept mercilessly past the jibe mark into a black windless hole. Fatefully, it filled in from behind... We watched as John Clark and Taylor got the first of the new sea breeze followed by a few other suspiciously lucky people including Greg Fisher (Greg later described their position as “Lucky, but a skillful bit of luck...”) anyway, those guys flew their chutes gleefully while we sat glued to the water like motionless figures in a Monet painting. Things got exciting when Jerry Hartman and Sunshine appeared out of nowhere on their spooky “Gray Ghost,” coming fitfully close (1/4 boat length) from making the tie breaking difference for Greg. We salvaged a tenth for ourselves and headed South for the cocktail party.

FOUR REASONS WE KEEP COMING BACK:

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2nd Place Midwinter Challenge Race -
John Pridemore
Taylor: It is a vacation mixed with sailing. Most people who go to Florida on vacation just sit on the beach. That seems potentially boring to me. When you're sailing you really forget about problems left on shore. It's a vacation away from the vacationers. An escape. And when you get back to shore its time to relax and relive what happened on the water. Having spent a day out on the water you now have something in common that you can share with the other sailors.

Pete Merrifield and Doc Bellows (Dancing?) at the Midwinters cocktail party.

Crewing for John Clark is good because he's competitive yet he's really got the proper attitude, which basically entails not getting too excited and keeping a positive attitude when things get bad so we can dig out. We had to dig out from deep in the pack in four out of the six races this year and we wound up fourth overall. That's digging! And, like you said, there's the food and the partying. Those Gulf people really take care of us. Also, there's the oysters.

Greg Fisher & Ellen McBride Fitzgibbon (dancing or discussing the wind) at the cocktail party.

RANDOM DEFINITIONS OF MIDWINTERS 1992, TWENTY WORDS OR LESS:

• Sipping coffee in front of a tent barefoot on a white sand beach watching a Blue Heron wading in the water.
• Getting carried into the weather mark by current and doing the 720 degree “Dance of Idiots,” with four other hapless souls.
• The oysters.
• Lapping Jim Cavanaugh twice in go-carts.
• Running into Gumby in the What-a-burger at 1:30 A.M. in the morning.
• Forgetting to put the guy in the hook. Twenty or thirty times.
• Jimmy Ruthven’s baked chicken. Or is it boiled? (Just kidding, Jimmy!)
• The oysters.
• Getting inside overlap at the cocktail party guacamole table. Getting a jumpstart on summer.
• Listening to Bo and Betty and their accents.
• Jerry and Sunshine’s Bay Hilton: the thermometer of the Midwinter social scene.
• Shrimp gumbo at J. Michaels.
• Stuffing face at the cocktail party. See you, and the oysters, next April!

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The lapping of gentle waves under the soft chine and the infrequent rattle of the main halyard against the mast indicated that a comfortable breeze awaited us on the river. The nearby flag that snapped in the breeze earlier in the day could be heard no longer, quieted by the passing of a front.

Although the light from the screened porch was dim, familiarity with rigging allowed us to work confidently without seeing everything—we could feel that main was bent on correctly, jib sheets were in place, rudder blade down, and sheets and lines coiled neatly underfoot. We attached the suction cup of the bow light to the dock and taped the stern light to the top of the rudder.

Hoisting sails, we freed ourselves from the dock and ghosted out to the middle of Green’s Creek. Shadows on the sails created by the lights from the cottage cutting through the trees disappeared as we faded into the darkness. We trimmed the sails to put us on course for the Neuse, our playground for the next two hours. Conversation aboard was jovial, yet somewhat tempered by a need to stay attuned to activity on the water.

(Continued on page 11)
FLEETS IN

IRONMAN FINALS: TAGGART GETS 3 BULLETS

The Ironman Regatta, May 16-17, was held this year with winds beginning on both days around 10 mph and slowly decreasing to around 5 mph or so. The winds were easterly give or take 90 degrees on occasion. As it happened, there was a lot of fingernail biting about whether or not to raise the spinnaker on several of the very close reaches of the course. When it was over, Larry Taggart, from New Orleans, won with three bullets. In second place was Rob Fowler from Chattanooga with Berkeley Merrill from Birmingham in third. Whit Kendell, out of Atlanta, took fourth while Bob Kasper, also from Birmingham, secured fifth place. There was a Saturday evening dinner of Chicken teriyaki for the competitors. In all 18 Scots raced with out-of-town sailors from Mississippi, Louisiana, Tennessee and Georgia. The results are shown below:

<table>
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<td>2. R. Fowler</td>
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<td>3. B. Merrill</td>
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<td>5. B. Kasper</td>
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EGYPTIAN CUP
by Bernie Knight

The Egyptian Cup Regatta has had a long and varied history. Sailed in Crab Orchard Lake in Carbondale, Illinois, the regatta has developed a reputation for delivering variety and challenging conditions. I personally have been going since about 1980, and I have seen a little bit of everything; flat water, big lumpy powerboat wakes, 100 degree driflers, blow outs, and tornadoes. Yes, we even sailed during the famous Marion, IL tornado. Sandy Douglass even came one time and won the regatta many years ago. This year (June 6, 7) there was a new element — fog. Actually conditions were delightful with SSW 3-8 knots of wind, overcast, and flat water on Saturday. On Sunday, we had NW 3-5 knots with fog, drizzle, and VERY flat water. First time in a small lake that a compass was required to do well — find the marks for that matter.

Eighteen boats turned up for the 33rd Egyptian Cup. Gary Hartman ripped off two bullets and a third on Saturday, hosted a tailgate party, and did not get a wake up call at his hotel on Sunday am, missing the last two races. The last two races were sailed at 6:45 back to back in the fog and rain. John Pohiman and his crew of locals did their usual great job of hosting the social events and organizing a good ace management team. The rest of us had varying degrees of fun, depending on where we were on the race course at any given time.

Results:
1. Mike Hartman and son Chris
2. Bernie and Barbara Knight
3. Jim Harris and Betty Struckoff
4. Paul Moore, Jr. and Paul Moore III
5. John Domagala and Susie Knight

This has been, over the years a great Regatta, however the lake has been sold and has been taken over by motor boaters. The new management if anything has alienated sailboats. Perhaps this was the last year of the Egyptian Cup at Crab Orchard, however, rather than dying it might be moved to another location.

ATLANTA YACHT CLUB INVITATIONAL REGATTA,
April 25-26th

Steve Bellows from Pensacola and crew, Lillian Fletcher from Birmingham teamed up to win an exciting regatta at Atlanta Yacht Club, the first stop of the BACN Circuit. Lisa and Whit Kendell from AYC finished second, Kent Hassell, also from AYC finished third, and Rob and Patricia Fowler from PYC in Chattanooga finished fourth.

Throughout the weekend winds blew a steady 15-20+ knots with gust over 25. In the first race, Bellows took the start at the committee boat to beat a tight pack to the weather mark. Those brave enough (or stupid enough) to fly their spinners quickly charged after him in a close group. At the leeward mark,
Bellows still lead followed by Rob Fowler, Darren Cooke from Pensacola, and Whit Kendall. Approaching the second leeward mark with already blistered hands, two boats were caught by a rogue gust which rocked and then flipped their boats. Thanks to quick rescue efforts, both crews and boats were safely returned to the dock.

Meanwhile, Fowler was forced to drop from the race and second place due to a broken mainsheet block. Bellows held on to win the first race with Cooke taking second, followed closely by Kendall, Hassell, and Mark McCormack of AYC.

After a short breather and a few war stories at the dock, most everyone headed out for the second race. Having fixed his mainsheet, Rob Fowler, his expectant wife Patricia, and Marie Cooledge won the 2nd race by an impressive margin. Bellows finished second, after catching the Kendalls following a broach at the gybe mark. They were the only ones to fly their spinnaker on the 3rd leg and lost control while rounding the mark among several Y-Flyers. Kent Hassell's consistency landed a fourth, followed by Cooke, McCormick, and B.W. Ruffner from PYC.

As usual, AYC provided a super dinner preceded by cocktails and a fabulous crab dip. Dancing followed dinner, with the young children leading the way. A shrewd observer noted that while the "thirty something" group sat inockers nursing blistered hands and bruised bodies, the older and wiser generation danced the night away.

Waking to Sunday weather reports of similar conditions, most people decided to try again while mentally convincing themselves of warm and balmy conditions. A fleet split up the weather leg saw no one boat distancing itself from a tight pack rounding at the weather mark. Approaching the leeward mark, Bellows continued to lead. With gusts and shifts rolling in from behind, Kendall was able to get up on a screaming plane to slide by Fowler into second place. The rest of the race quickly passed with Bellows winning once again.

This regatta was made up of six fleets and more than 70 boats, including Thistles, Y-Flyers and Snipes. Of all the boats racing, the Scot class had the least knockdowns and boat damage. There were none of the collisions seen in other classes, and other than a small sail tear, a lost halyard and a mangled mainsheet "bail", the boats and crews showed great stability and skill. Some people have gone on record as saying that the Scot is a potential safety hazard waiting to happen, but it was by far, the best boat on the water this past weekend. Race results:

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'S91 JUBILEE REGATTA

The November '91 Jubilee Regatta was successful with respect to both participation (13 Scots, 11 Thistles) and being able to sail at least three of the five races planned. Entrants from afar included Harry and Karen Carpenter (Flying Scot, Inc.) from Maryland; Kris and Diane Smith and Bob Van Orden from New Jersey, and John Domagala and Susie Knight from Indiana. Saturday racing was postponed by fog which greeted the sailors in the morning. Clearing conditions made it possible to sail two races in the afternoon, though the second one the race committee wisely shortened due to a lack of wind.

Scot Trophy Awards

1. Rod Stiefel, Libby Doyle 31/2
2. Harry & Karen Carpenter 43/4
3. Fred & Debbie Meno 13
4. Larry Taggart, Carrie Heydel, Monica Cuevas 17
5. Darren Cooke, Keith Marcum 20
Cock-of-the-Walk – Rod Stiefel

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12 SCOT'S N' WATER
NAC RESULTS

Fleet 80 Proposal Voted Down

The vote that was taken at the Nationals to ban jib seat cleating on the seat, failed to do so. A very large percentage voted not to accept the proposal, thereby leaving it up to individual owners where to cleat the jib.

CHALLENGER DIVISION RESULTS

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# New Members

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JULY/AUGUST

15

Pete Merrifield and Steve Bellows win the 1991 Flying Scot North American Championships

Harry and Karen Carpenter win the 1991 Flying Scot Mid-Winter Warm Ups, and placed second in 1991 Wife and Husband Nationals

Schurr Enough...you too should be sailing with Schurr.

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<td>□ Mainsail Foot Shelf</td>
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<td>□ Centerboard Gaskets</td>
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Price includes bag, battens and royalty.
Terms: Pay order in full Schurr Sails will pay freight; or 50% deposit with order; Sails shipped C.O.D. for balance.

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Pensacola, Florida 32501
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SCOTS N' WATER
Damage Control Report
By Vinny Sweeney 4825

"We’ve taken a hit on the port bow Scotty damage report, quick.” “Cap’n the spinnaker pole is bent double and the vang rivets are overheating. We’ll never make it.” “Warp G, Mr. Zulu. We’re going for the mark.”

After racing an old Scot for the past several years I find it easy to sympathize with Scotty the pessimistic engineer of Star Trek fame. If there is any breakable hardware on my former 920, I found it the hard way. During the last two seasons I gave a lot of thought to breakdown prevention and the results have been good. Your damage control program should incorporate preparation, redundancy and T.L.C. Here are some ideas you may wish to put to use.

At my first Mid-Winters I was crewing in a 15-20 knot blow. Before the starting sequence began, we hardened up. The vang track dropped onto the centerboard trunk from the boom. This was not a pretty sight. Greg Fisher was patrolling that year and he suggested we slice the main, wrap a line, around the boom and refasten the shackle to the line. The slippery was reluctant to cut into a new mainsail however, so we raced vangless through 20 knots. We finished last.

The problem with the vang track design is that the rivets are aligned with the strain. At the first sign of looseness in your vang track, remove it and replace it with a stainless boom ball. This should be installed at an angle that approximates your vang system. The rivets are then perpendicular to the load and will not pull out. (See Ed. note)

The spinnaker pole and its related hardware are a never ending source of grief. Skillful crew work is the best prevention for spinnakers failures but mistakes do happen. Most of these mistakes bring the U.P.S. man wallowing up my drive with a package under his arm.

This year Flying Scot, Inc. is selling an improved spinnaker pole with more durable pole ends. The Australian tips on the older poles are pretty inadequate and prone to failure. Keep a spare tip in your toolbox if you have this type of pole.

On our new Scot, I ordered the mast without the pole track. Instead we have 2 padeyes mounted. This provides redundancy for a common breakdown. I’ve never trusted the outhaul systems I’ve used -- rope or wire. I keep a small line from the boom end to the main crew as a “Stopper”. This allows the foot to release only marginally in the event of a catastrophe. Yes, I learned this one the hard way also.

Replace your main Halyard at the beginning of each season. Give the old one to your closest competition. Keep a new spare in your kit.

Secure every nut and bolt with Loc-tite or a similar compound. Tape every cotter ring and pin. Nothing rattles the composure of a cool skipper like the sound of hardware hitting the deck.

My toolboxes -- both of them -- contain a spare of most breakable items. If your gooseneck is locking tired, why wait for an on the water failure or several days for the U.P.S. man? Don’t just be prepared, be a pessimist!

Ed. note
The boom vang track is designed for easy removal, in the event you need to reef the main in accordance with class rules. Also the rivets are designed to break just before the boom does, which could cause much more damage and expense. Does U.P.S ship Booms?

Fleet Building-Chicago Style
by Jack McClurkin FS 3404

Growing a fleet of Flying Scots in Chicago is just as hard as it is in many other areas of the country. We are fortunate that we have a large population base. However, shows are extremely expensive, inland lakes are far and few, and most people are extremely busy with long and irregular work schedules and many recreational activities to choose from.

We have two fleets which draw Chicago residents -- at Wilmette harbor, just north of Chicago, and Delavan Lake, in Southern Wisconsin, about 60 miles from the Chicago suburbs. We have 1 boat at Burnham harbor in downtown Chicago would like to start a fleet there.

We are fortunate to have a wintertime boat show in Milwaukee and a summertime show in Racine, Wisconsin in which our builder participates. Whenever possible, we try to have a fleet representative present to explain our local fleets and sailing programs.

Our most unique event is held in April each year by Chicago Yachting and Navigation. CYN is a marine store for sailors. It is located in an industrial area on the north side of Chicago.

On April 30, one-design sailors from Chicago area fleets bring their boats to CYN for a weekend one-design sailboat display. Boats range in size from 8 foot optimists to 30 foot. All boats are displayed by their owners and range in age from almost new to antique. No boat dealers are invited, and some of the boats are not even manufactured today.

Fleets in Chicago have found new sailors from this show, and found new crew for the upcoming season. There is no cost to us, just the effort to bring a Scot to CYN and the time spent at CYN for the two day show.

The events also include two days of seminars, such as learning to sail for children, adult sailing schools, the racing rules and advanced racing tactics. This year’s attendance at the seminars was estimated to be 1100 people.

CYN does this to promote one-design sailing, which in turn promotes their business. Their biggest expense for the show is the advance publicity. This year there were two corporate sponsors to help underwrite those costs. There is no admission charge for either the seminars or the show.

Is your fleet looking for a unique way to add fleet members? Is there a marine store in your area looking to build their business? Perhaps this idea will work in your area, too.
Starting Line

FLYING SCOT 1992
INVITATIONAL REGATTA
MARYLAND STATE CHAMPIONSHIP
AUGUST 1 & 2
DEDICATED TO THE
MEMORY OF SANDY DOUGLASS
BY HIS HOME FLEET
DEEP CREEK YACHT CLUB,
TURKEY NECK
DEEP CREEK LAKE, MARYLAND

Fleet 6 invites you to cool off this summer in the beautiful mountains of Western Maryland. A five race series with open house at the club Friday night and dinner Saturday night. Housing available with local sailors. Camping nearby (None on site). For more information contact Ted Risell, Rt. 1, Box 81F Swanton, MD 21561 or phone 301-387-8483.

CANADIAN NATIONALS
AUGUST 15 & 16, 1992

Following the first FSCC in 1986, Scots n' Water Editor, Pat Barry, wrote: "...we were treated to the most hospitable, enjoyable, well-run regatta, with the most charming atmosphere, among the most beautiful scenery imaginable; a combination that few of the participants could recall in their sailing pasts."

Fleet 148 and the Stony Lake Yacht Club are again pleased to be hosts, in 1992, for the fourth biennial Flying Scot Canadian Championship to be sailed on Stony Lake, August 15th and 16th, 1992. Every effort will be made to live up to that tribute paid to our first Scot regatta.

Previous Canadian Championships have attracted many well known Scot Sailors with Bubby Eagan and Mac Hadden winning in both 1986 and 1990, and local sailor Tom Matthews in 1988. We hope to have Bubby and Mac back to defend in 1992 with formidable competition from many others, including Greg Fisher, who has informed the Committee that he is including the FSCC 1992 on his schedule. With the quality of compe-tition, we should be assured of a large fleet on the start line.

Wonderful opportunities exist for growth in Canadian Scot numbers, and want to use our regatta to promote the boat in this country. Our hope is that many U.S. Scot sailors and F.S.S.A. officers will join Canadian Scot sailors not only to help us with these efforts, but to enjoy a different sailing experience and just to have a plain good time.

Stony Lake lies in south central Ontario, one hundred miles northeast of Toronto, and about the same distance northwest of Kingston. One of the oldest summer cottage communities in Ontario, Stony Lake, with eleven hundred odd islands, is renowned for its natural beauty, as well as for the informal relaxed lifestyles of its cottagers who summer after summer, and generation after generation- are drawn back to the lake from winter homes across North America. It's a great place to bring one’s family for a holiday.

For the sailor, Stony Lake offers plenty of open water and reasonable reliable 12-15 mph August winds (with some oscillation). The lake's sailing traditions date to the beginning of the century, bu: since the 1940’s, various one design classes have, at different times, formed the nucleus of the SLYC Fleet. Stony Lake sailors have represented Canada in Olympic and World regattas, and the lake itself has been the site of a number of national and international regattas for International 14's, Y-Flyers, and more recently, of course, the Scot.

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As we all know, our Scot is the ideal cottage-lake boat offering both the opportunity for intense one-design competition, and as well (and just as important) an absolutely wonderful family day sail - or perhaps even that perfect night sail under the full August moon.

We do hope that you will be able "to shake out a reef or two", and join us for at least the former, if not the latter - but then perhaps we will have a full moon for you as well.

See you at Stony Lake August 15 - 16!!!

KEY WEST YACHT CLUB is pleased to sponsor the third annual small boat-one design summer Regatta on: August 14, 15, and 16th Key West Yacht Club 2315 N. Roosevelt Boulevard Key West, Florida (305) 296-3446

6TH ANNUAL FLYING SCOT INVITATIONAL REGATTA AT SARATOGA LAKE August 29 & 30, 1992. Come for competitive sailing and lots of partying. Our regatta has grown from 6 Scots in 1987 to 25 Scots last year. The level of competition has remained high during that time; the first three places in 1987 went to John Clark, Jim Cavanagh, and Graham Hall; the first three places in 1991 went to Jim Cavanagh, Jack Orr, and Forest Rogers. The level of hospitality has also remained high. We feature a light supper and wine and cheese party on Friday, breakfast and lunch on Saturday and Sunday, and a Saturday night cocktail party and dinner. Camping is available at the Sailing Club, and we will arrange housing with fleet members. Contact Peter and Ann Seidman, 33 Huckleberry Lane, Ballston Lake, NY 12019, 518-877-3731.

DAY R & R. Contact: Bill Ross (704) 664-9611

MAYOR'S CUP SEPTEMBER 12-13, 1992 LAKE TOWNSEND YACHT CLUB LAKE TOWNSEND — GREENSBORO, NC This regatta is part of the Helmod/Singletary series and offers excellent competition between some of the region's finest Scot sailors. Lake Townsend is the home of fleet 126 and offers some of the best facilities in central North Carolina. Come join the fun. Contact: Fields C. Gunsett (919-290-2341) for additional details.

FLEET 76 SHARON MA LAKE MASSAPOAG ANNUAL REGATTA SEPT. 12-13, 1992 Located off Lakeview St. For info & Directions Contact: Jim Cavanagh 1-617-784-5088 Randy Rubinstein 1-617-784-3075

BARNEGAT BAY FALL INVITATIONAL REGATTA SEPTEMBER 12-13, 1992 FLEET 31, SHORE ACRES, NJ For information contact: Kris Smith (908) 234-9459 Fleet Captain

HARVEST MOON REGATTA SEPTEMBER 12 AND 13 AT LAKE ATWOOD, DELLROY, OHIO Contact George Rocker at 216-879-2586, evenings 216-494-3395.

WHISKEY SOUR REGATTA LAKE ARTHUR MARINA SAILING CLUB FLEET 80 SEPTEMBER 19TH & 20TH, 1992 Great Sailing, Great Fun 3 races Saturday "Around the Lake" race Sunday. Contact Dan Goldberg: O (412) 829-6557 H (412) 831-1042

THE "GLOW IN THE DARK" REGATTA CLINTON LAKE, ILLINOIS FLEET 153 SEPTEMBER 25-26 & 27 Contact: Jerry or Sunshine Hartman (217) 586-3575 H (217) 355-1220 O Steve & Mike Hartman (217) 359-5828

CAROLINAS DISTRICT CHAMPIONSHIP SEPTEMBER 26-27, 1992 Hosted by Fleet 126 and the Lake Townsend Yacht Club Lake Townsend - Greensboro, NC Fleet 126 looks forward to hosting this year's Carolinas District Championship.

This will be a five race regatta, 3 on Saturday followed by 2 on Sunday - conditions permitting. Contact: Fields C. Gunsett - Carolinas District Governor for details and additional information (919-290-2341).

FLYING SCOT OCTB 3RD AND 4TH ALSO HOSTING FLYING SCOT GULF DISTRICT CHAMPIONSHIP This will be located at The Birmingham Sailing Club also sponsors Ironman regatta which takes place May 16th and 17th 1992. WENDT HULL, FLEET 118 1736 CAROVEL CIRCLE, BIRMINGHAM, AL 35216 Days (205) 934-8811 Nights (205) 979-5533

FLEET 7 INVITATIONAL REGATTA OCTOBER 10-11 1992 Riverside Yacht Club Riverside/Old Greenwich, CT Fleet 7 will host its third annual fall regatta on Long Island Sound. Last year's event was well attended by fleet from the Greater New York, New England and the New York Lakes Districts. Contact: Alan Losey (203) 837-8086 John Pridmore (914) 381-2347

FLYING SCOT OPEN HOUSE REGATTA OCTOBER 17TH & 18TH, 1992 Corinthian Sailing Club White Rock Lake, Dallas, Texas

JUBILEE REGATTA, NOV. 14-15 PENSACOLA YACHT CLUB PENSACOLA, FLORIDA Once again the tantalizing, sparkling, blue waters of Pensacola Bay are beckoning. It's time to plan sailing in the third running of the Jubilee, a growing mid-fall event (24 boats last year). If you have not been to PJC, come this November and check out the site for the 1993 NAC. You will find the sailing great, the club comfortable and casual. Launch by hoist or ramp. Limited facilities for RV's, campers and tents. Contact: Steve Bellows, 490 South "L" Street, Pensacola, FL 32501 (R) 904-433-0865, (B) 904-438-9354.
Caveat Emptor

Wanted: a used Flying Scot, I live in the Pacific Northwest Region so the boat has to be relatively close. Please call: John Gaasland, 206-866-3794, Olympia, WA.


FS 1729. Customflex, white/white, blue stripe, two sets sails, spinnaker, Pamco tilted trailer, bridge, pockets, anchor and rode, cover, electric auxiliary and large deep cycle battery, PFDs, many extras. Asking $3250 – Mert Lambert, (616) 527-0935 days or evenings or Ellen Lambert, (616) 942-3876 days.


FS - 2147 - Douglas, North Sails, dry sailed last 4 yrs, Waco, international outhaul, auto spin halyard take up, pole, rudder kick-up, bridge, pockets, all Harken race equip’d, 10:1 vang aft, shimmied trunk. Tee Nee trailer $3250 - Mike Mossburg, Long Island (516) 678-4282, fax (516) 678-6382.

FS-2408 - Douglass, light blue hull with beige deck, 3 hp Evinrude motor, dry sailed in lakes, everything very well maintained, new bearings and tires on Sterling trailer, full set of sails with spinnaker, anchor, fenders, compass, lines. $3500 Greensboro, NC (919) 855-0885.

FS-3378 – Douglass orange hull, white deck. Schurr sails, Schreck Spinnaker, custom cover, center board compass, mahogany center board cap, motor mount, always stored, covered and dry sailed. Tee Nee galvanized trailer also other equipment. $4250.00 Tulsa, Ok. 74105 (918) 749-1576.

FS-3530. Equipped to race. Has yellow hull, window main and jib, spinnaker, pole, all lines, anchor & rode, paddles, compass, floatation cushion & line, Freon horn and new vang. Tee Nee trailer has new wiring & lights, jack, unused spare wheel. $3000. Dick Walker, Morrisstown, NJ 07950-3218.


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