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*Denotes Executive Committee Member

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Visit it at http://www.fssa.org with your favorite browser.
The email Addressee: requests notices and requests results to be published in Scotland Water is info@fssa.org. Updates on the web pages will occur between the first and third of each month. Visit the site frequently!

Please save all articles submitted for publication in the ASCI Text Format

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SEPTEMBER/OCTOBER, 1998

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From the President
by Dan Goldberg, FS 4991

I am greatly honored to have been elected President of the Flying Scots Sailing Association. I will try to serve the Association to the best of my ability. Setting a Flying Scot and being involved with Scot sailors has been a very positive experience for me, and hopefully, I can give something back to the Class during my term as President.

For those of you wondering, "Who is that guy?" I bought my first Scot in 1881 after crewing on one for two years and realizing that being a crew was way too much work. My home lake is Lake Arthur in Memramcook State Park, New Hampshire, and I am a member of the Flying Scots Sailing Association. I will try to have a long-time crew, Jim Rine, and enjoy traveling around the Ohio District and occasionally to other selected regattas such as the Canadians and North Americans.

When not sailing, I am a metallurgical engineer for a large industrial company. My wonderful wife Pam and I have one daughter to add to these regattas and I live in Bethel, PA, PA, with our two cats, and (as of this writing) are about to become the proud parents of a new pup. We use to have two dogs, but lost both this year due to sickness and old age, respectively. So my real job is about to become a dog trainer.

Overall, I think the FSSA is in very good shape. We have the four things which I think are the core of a great Class: a great boat, a great builder, a great Association, and a great bunch of people who sail Scots. When I attended regattas, I always feel more like a social event than a cutthroat racing event. and that's the way most people like it! There are a few new things on the horizon such as a possible change in the format of the Women's and Junior NACs and the structure of the NAC meeting. Steve Brannen has agreed to host various subcommittees to look into these possible changes, and you will be hearing more about these in the future.

Feel free to contact Steve if you have any suggestions.

Speaking of Steve, he did a fantastic job of editing the new edition of Highlights of Scott's n' Water. It is chock full of great articles on the history of the Scot, rigging, sail trim, safety, boat handling, etc. Every Scot owner (especially new owners) should have one! It is available from the FSSA for the very modest price of $10.00 (new back cover for order form).

On a personal note, I would like to thank everyone at the 1998 NAC for your kindnesses on the death of my mother on the last day of the regatta. I was very touched by all of the offers of help, everyone's sympathy, and the very nice card I received back home signed by almost everyone in attendance. That experience reinforced to me the best thing about the Flying Scots Class - the people who sail the boat.

View From the Crew
by Jennifer and Lindsay Chennells

We started out just sitting on the shore with ourMom watching Pop and our two brothers sail. But when they both moved away, we were assigned to take their place. We've been in five regattas so far, including the last Labor Day Regatta at the Ruddet Club in Jacksonville. We weren't really prepared when we heard it was coming, but we went.

From the very beginning there wasn't any wind. The Flying Scots, our Class, started first - very slowly. So slowly that we were going backwards because of the tide and when we drifted back behind the starting line we put the anchor out. Soon after that, it picked up a little bit. Right before the first mark, the tide overpowered the wind so that we were thrust into it and held there until we were able to break free. The rest of that race seemed uneventful. We finished 7th place out of 17 boats.

In between races, we were entertained by one sailor who, in Pop's words, was "suffering from sunstroke." It was unbearably hot and the three of us were sitting in the shade and we all jumped out of our boat Eclipse, into the cool, refreshing river.

Soon afterward, the second race started with a little bit more wind. Our strategy was to cruise along the starting line on starboard and then at a certain point tack to port. But it didn't work because of the lack of speed. On the last couple of legs we were pointing pretty high, which Pop is able to do often. We finished 4th in that race.

The water looked like a flat sheet - it was the deadest part of the day, even with a storm coming. To our complete surprise and aggravation, the committee started the 3rd race with all the boats floating (what it seemed like) hopelessly miles away from the starting line. We could sense a general protest in the air, so when they cancelled a minute later, there were some claps and shouts, along with a few open beers of beer cans. Remarkably, though, on heading back to the docks, the wind started blowing more than it did for the whole day. Because of the nearby storm, the river was a mirror of the sky - the same beautiful soft gray blue, and the white sails of the Scots looked like they were glowing. It was a peaceful and relaxing sail back.

Second day... The race was scheduled to start at 12:00, but it was postponed. Later we were told that if we didn't go by 3:00 there wouldn't be a race. And that's what happened! So we tied up the weekend by getting 5th place and started home at 5:30 in our Volkswagen bus.

Highlights Arrives

The 1998 edition of “Highlights of Scott's n' Water” is now available from the FSSA office. It is a compilation of the best articles published in Scots n' Water over the past forty years. It is intended to be used by the first-time sailor/Scot owner as a guide to our wonderful sailboat and as a reference for all Scotch owners who wish to maintain their proficiency with the boat. The articles that are included speak specifically to the Scot and its unique characteristics.

“Highlights” includes articles on the history of the Scot, basic Flying Scot lore, safety, convenience rigging ideas, cruising, and performance sailing. The contributors/authors include some of the best sailors and racers in the sport of sailing plus many people who have been instrumental in the development and promotion of the Flying Scot as one of the leading one-design sailboats in the United States.

Please contact FSSA Headquarters at (800) 445-8629.
Member Price: $16.00, Non-Member Price: $20.00, plus shipping/handling of $4.00.

SCOTS 'N' WATER
September/October, 1998

Trailer Tips
by Charlie Fowler

This tip comes from Beverly Morduk, Scot #14720, Durham, NC, who came to the rescue as Nancy was backing our trailer to the ramp at Lake Norman this summer. Beverly said she had been tipped, backing up with a trailer, to keep the hands at the bottom of the wheel, and push the wheel to the direction you want the trailer to go. You learn all kinds of things at these affairs, and this hint does work.

About the trailer; check your lug wrench. Most often your auto wrench will not fit your trailer lugs. I carry a large, boxed in-sited pro-type wrench, it fits both car and trailer and the auto lugs are easier to break with a big wrench. Check your jack, too. Not all jacks will work on your trailer, especially bumper jacks. A small, cheap bottle jack is in order and can be bought at any auto parts store.

Don't forget to check you space tire for air and servicableness. If the tire has been left uncovered in the sun and not been used for a while, it may be cracked. A tire cover may be useful in extending the life of your space tire.
Winning Couple Kelly and Heath Dought

Winning ladies, Whitney Hall and Sarah Smith

The 1998 Don and Charlotte Holt, NAC at Carlyle Lake was very successful. We were blessed with excellent weather (88%) and steady moderate to high wind all week. The lake was high and that made launching and retrieval a piece of cake. The facilities, including the floating docks, three jet skis and ample padded boat and car parking minimized the work portion of sailing.

The courses were a mix of Olympic and Windward-Leeward with frequent course changes to insure fair sailing in shifting conditions. Congratulations to Ted Boler and his race committee crew.

Big hats to Tony Pinkel's water coolers at the sea wall. Nothing like stepping off the boat to a cool drink, except maybe a run to the poly or the beer truck.

A club Luau Sunday night was well attended by about 100 Scioto sailors. There was a D.J. for Wednesday and Thursday nights. Steve Hartman had a great lobster dinner prepared for Thursday.

Of course Don and Charlotte Holt sailed their 40th NAC with plenty of energy to spare. They were great fun all week.

The trophies were plenty, 10 deep in the Championship and Challenger divisions and plentiful with each winner receiving a picture of his boat. Felicia Bumer's sweaters budget getting everything coordinated for the picture trophies. A great job was done by all the volunteers to put on a smooth regatta.

CONGRATULATIONS TO THE WINNERS:

CHAMPIONSHIP - KELLY & HEATH DOUGHT (AGA)

CHALLENGER - TOM LAVON

WOMEN - SHALON SMITH

JUNIOR - SCOTT GLAZIER

SINGOR - DON HOLT

MASTER - BILL EWING

Continued on page 8
**ATTENTION ALL FSSA MEMBERS!**

We REALLY appreciate all the photos you send in for publication and we would like to have more!

The new policy is for any photos that you would like returned to you, please write your name and address on the back of the photo and we will return them as soon as possible.

We LOVE seeing all the great pictures...so start sending them in along with any regatta or sailing news!

There is a great trophy for Best Picture!

If you have any suggestions or questions, please contact the Association office.

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**The Gator Challenge**

by Charlie Fowler, FS 5126

**Forget Sailboat Try the Gator Challenge on your winter trip to Florida. The first edition of this event was held in December 1999. The next running will be in December 1999 or April 2000. For more information, please see the www.fssa.com for details.**

What is it? A team race inside a regattas. Each district that sends three or more boats will race as a team. The smallest number of entries in any team will be the number of boats sending. The team scores for the boats on each team will be added together and the team with the lowest score wins.

On a moody but sunny Saturday morning this past December, nine Flying Scots showed up at the Jacksonville Rudder Club for the annual Gator Bowl Regatta and the first annual Gator Challenge. The temperature was in the high 50s with a light 8 to 12 northeasterly breeze, and the conditions were not nearly as challenging as they might have been.

The premise for the Gator Challenge is a contest between districts within a previously established regatta, (the Gator Bowl this year because of the obvious connection between its name and the regatta name), the entry of three boats being the minimum number of boats per district to qualify for the perpetually. Each district at the Gulf Regatta has 4 boats. Carolina District has 6 boats, Florida District has 20 boats. The first 4 boats from each district will be scored using the low point system. All of the boats will compete in the Challenge, but only the best four from each district in each race will be scored for the Gator Challenge and considered for the perpetual trophy. Also, all regatta entrants will be eligible and competing in the host regatta, which makes it a little hard to team race on the top four boats from each district (except for the Gulf District with four boats) will change as the race evolves. Boats from the different districts are indicated by different colored streamers on their mains. The racing can become quite interesting.

Wows! Glad you asked. It’s the largest sailing trophy on the planet. I went to a roadside souvenir stand (how’s that for local color?) and bought an ollipigator head. The winning team keeps the pig head until the next Gator Challenge. Graham Hall’s wife told him he couldn’t bring it into the house.

The regatta will take place each year in Jacksonville on a date to be announced. It is a convenient time for this year’s participant that December 13 was a little close to Christmas, and the weather can become quite inclement then. We are now looking at alternative dates that will be more convenient and comfortable. We lost some contestants because of the threat of bad weather, but as it turned out, the conditions were quite tolerable. If you have any suggestions, please drop a line to Jon Hamilton or to me. We would appreciate your input.

This first year, the 1997 regatta had nine entries and only two from the Carolina District, so we broke our rule of three boats. We scored the best two, which was our big mistake, as you will later see. The first race was a good race. The wind was from the north, Graham Hall soon showed us how the contest was to be played. Of course, Graham, having team raced before, was knowledgeable on team tactics and jumped right in, proceeding to give us a lesson on how it is done.

The course was modified Olympic (triangle/windward/keel) course and Graham skillfully dropped back several times to help out his team mate, Carolina District Governor, Dan Smith. The Florida Fleet did not quite catch on to team tactics at first, but did get better as the day went along. Everyone found the racing to be interesting and I am sure learned something about team racing. We only had a little rain for 20 minutes and the rest of the day was relatively nice. All of the races were run on Saturday, as Sunday was taken out to be light and variable. It was pretty nice with temperatures about 65 degrees and light winds from the north east at five to ten.

So this was our mistake; let Carolina take home the trophy. My son, Jim, said that it’s embarrassing to let them take that thing home with them because it’s so tacky. The skippers and crews of the winning team each received a little momento as a “keeper.” These gator paws (309 measure comfortably to a rabbit’s foot), were specially blessed by our Haitian neighbor in Miami. She assured us that this was a special blessing and only good luck would accompany them. Notwithstanding, Graham’s wife Ellen would not let gator paws into the house either, so he hung it on the transom safety line, and he hasn’t lost a race since. You may want to try to improve your luck at our next Gator Challenge so you can have one too.

Everyone who attended this first Gator Challenge had a great time. The Rudder Club did a great job of running the Regatta and feeding the sailors. This clinic can be fun for everyone and we are looking forward to seeing you and your other Districts reps at the next gator “wrestling match.” 

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Good Boat Speed
by Bill Naylor - FS 4334

While beating Charlie Fowler in a single race may be great fun, it doesn't come without cost. After beating Charlie in the first race at Lake Eustis, he has been pressuring me to write an article on boat speed. Charlie, asking someone else to write about boat speed is like my cardiologist asking me to write about coronary care just because I had a heart attack.

Anyway, I'll take a shot at writing about boat speed from a non-technical aspect. Good vs. poor boat speed is one of those relative terms like the difference between running and jogging. Anybody going your speed or faster is running (good speed), and anyone going slower in jogging (sloppy speed).

I consider myself to be a "salt of the earth" sailor, not a technical sailor. By technical, I mean someone who knows very precisely the best mast rake, angle of heel, outboard/innboard/camoufled tensions, and angle for battens for all different wind conditions. To be a consistent winner in regional or national events, you probably need that kind of expertise and dedication. Racing only four or five times a year, I can't remember all the stuff from race to race. However, to be competitive and consistently score near the top of your local fleet, you just need a good crew and a "feel" for your boat.

Once out on the water I check out the top runners, like Charlie, and see how he has his sails set. How far out is the outboard? How does it appear that he has the camoufled? How deep are his sails? I do this before the race as well as during. So I use their technical expertise to tell me how to set the sails. I then adjust as we go along.

First and foremost is concentration. Prime here is turning as much responsibility over to your crew as possible. I seldom know where we are, who is near me, or what we are doing relative to others. I concentrate on listening to the boat, watching telltales, feeling the helm, and playing the mainsheet to keep the angle of heel proper. The only time I focus on other boats is on crossing situations and around marks. My crew, my son Dave, keeps an eye on other boats, constantly alerting me to those we are in relation to others, who is doing well on which side of the course, and where the

wind is. Tactical decisions are jointly discussed, but not necessarily agreed upon. I find that some of our best boat speed comes after we have had a poor start and have done something stupid resulting in the loss of a few positions. Basically, I believe it comes back to concentration. When behind, we try harder. The only way I know to do that is to increase concentration and try making adjustments. Upwind, Leeward to your boat, I can tell by the sound of the water on the boat whether an adjustment results in an increase or decrease in speed. I can tell whether one tack or another is faster by the sound and feel. You learn the "feel" of your boat by sailing and racing a lot.

To some extent you can steer the boat with the mainsheet. I work toward zero helm. I know that I have it balanced just right when even in 15-20 knots I can hold the tiller with one finger. To do this, play the mainsheet in and out. Don't worry if the bow lifts. Work for balance. Weather helm slows the boat significantly and is the first thing to develop when you start to lose concentration. Many advocating sailing flat. Supposedly the boat was designed to sail best at a 17 degree heel. I prefer the boat. This is probably a rationalization because Dave and I combined weight around 300 pounds, and we can't sail it flat.

Know how you should be doing against different boats. If not doing well against someone you should be beating, make some adjustments to outboard, downhaul, camoufled, heel, etc., and see if it helps. Most important – if you are doing well, don't touch a damn thing trying to make it better – aim out of ten it will slow you down.

Downwind. We have excellent speed downwind. Being light weight certainly helps in any wind. We can give up a little upwind and usually make it up downwind. Dave is great at handling the spinnaker. Here are his tips:

* Get the boat centered way up.
* Attach a zero helm.
* Play the jib.
* Set flat.

The first two are related. Dead downwind, my centerboard is almost all the way up. Even on a broad reach, it is more than half way up. The key is, once you have the mains set, adjust the centerboard to get a zero helm. Dead downwind I try to sail flat. Off wind I may heel some, but I try to keep it flat. I think what helps most in reaching situations is to use the jib. Once Dave has the spinnaker set, I try to get a nice shift between jib and spinnaker. When I pull in the main to create a nice smooth shape use the slot between jib and main. And we usually fly on the reaches.

In summary – Get out there and sail, have fun, listen to your boat, and let your crew do all the hard work.
Coral Reef Annual Regatta, November 1 and 2

BY CHARLIE FOWLER

The second leg of the Florida District Championship Series took place in Miami hosted by Fleet 90 and Coral Reef Yacht Club, which can never be accused of having little or no air for a regatta. The new group of local sailors was joined by Mike Carmichael and Andrew, Mike and Stacy Roberts, Dan Carrell with twin daughters Jennifer and Lindsay, Charlie and Nancy Fowler, Dave Naylor and C.J., Rob Quinnian and Art Kelly, Karen and Ross Youaj, and Andrea Stringer with Jack King and Heather.

We had a split fleet, with the out of town boats launching at the host club, and the local boats already on the slip at Coconut Grove Sailing Club about half a mile down Biscayne Drive from Coral Reef. We looked on as the visitors to Coral Reef took to the water. This was the first time they were treated right before going to launch Two Bears Boat.

Out on the water, it was blowing a steady 16 to 20 with a few stronger gusts. The courses were triangle, windward, and the reaching legs were too tight to set the spinnaker; but the downwind legs became a challenge. Biscayne Bay will build up a real good chop and be plenty rough when it blows hard. The wind and sea wouldn’t let the boats get up on a smashing plane. On this day the bow would go bump into the next wave, which could turn the boat suddenly, especially when the skipper wasn’t anticipating it. Fortunately the spinnaker kept pulling the boat through the water in conditions like this; you just don’t want to get turned sideways.

The races were good from the standpoint of length and being true to the wind. The clubs that make up Biscayne Bay Yacht Racing Association have many years of experience, and their race committees are all quite capable and run very good races. After three of these in this series, however, everyone was ready to get off the water. That evening a complimentary hot dog and hamburger cookout was hosted by the Flying Scot fleet at Coconut Grove Sailing Club. A Short District meeting was held, and a short seminar on how to handle heavy conditions turned out to be a good thing, as Sunday’s two races were sailed in 18-24 with large seas.

These races sailed at the top end of the wind scale for running races. The starting line was good, and the courses were good — long, but broad. They became boat speed and boat handling races, with one brief capsize just as the boat crossed the finish line in the first race. As we finished the last race, a squall came through at 30 gusts. The angle to the wind going home was too tight to really let the boat run and not close enough to beat. All sailors needed to be dumped most of the time, which was very trying.

A unique feature of the host club of BVYRA is that there is no registration fee for their annual regatta, a special treat in these days when fees for some regattas are quite high. The out-of-town sailors were put up in the homes of local fleet members, which helps to build camaraderie. So, except for gas and tolls, this was an inexpensive regatta to go, and a good time was had by all.

BY ROB QUINNIAN

Our first outing was in this race, the annual Coral Reef YC Class Boat Regatta. As all of the participants will agree there was plenty of wind, with the wind slightly under 20 knots on Saturday and moving up to 20 Knots on Sunday. Conditions called for a conservative approach and avoiding breakdowns. Unfortunately, this strategy is a foreign concept with my crew.

And breakdowns there were. Saturday started out windy with a lot of chop. Andrea Stringer borrowed a Scott from the CSSC to help increase the size of the Scot fleet, but despite efforts from Charlie and her crew; she could not keep things from breaking and had to retire on Saturday. Karen Ryan-Young broke her boom on the way out to the course on Sunday. We managed to pull the vang out of the boom in the first race, but being the clever and resourceful sailors that we are, we re-attached the vang at the main sheet. Now we had a preventer in place making tacks all but impossible. At this point we tried to run over Gus, Lindsey, and Jennifer. Luckily good driving by Gus prevented aassist. Since we were in the

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back of the fleet, and as there was no one else to manage we decided to stop having fun with this concept and dropped the champagne. CFT running tips. Flying Scots do not go upwind well without thevang.

Sunday continued like Saturday, but with more wind. Great Scot had a good first race on Sunday, but the chafe caught a gust of wind or a shift just after the finish and flipped. I can empathize with them. Art and I orchestrated a half-hearted broach in Key Largo, but we really got it together in the last Bay race and put together a beauty, requiring a change boat and all.

As one would expect, Charlie and Nancy picked up five bullets. Despite the blow he and Nancy had their “Two Bears” sailing flat and under control. Mike and Andrew Carmichael sailed a nice series of races and came in second. Even though the wind was overpowering on Sunday Mike and Stacy Roberts had their boat going nicely, scoring consistently and they received the third place trophy. If Dave and CJ had not decided to go swimming after the fourth race, the last race would have been a real thriller to determine third place.

My first competition with the Flying Scot was a real thrill. The boat is fast and safe (unlike the owner), but more importantly, the Scot sailors are a nice group of people, both helpful and courteous. I can not wait until my new set of sails comes in and I can try to give Charlie a “run” for his money. In the meantime the Kevy O will be breathtaking around the course having fun.

From behind the Heineken bottle – Rob
1. 5126 Charlie & Nancy Fowler
2. 5137 Mike & Andrew Carmichael
3. 5546 Mike & Stacy Roberts
4. 4234 Dave Naylor & CJ
5. 3020 Gus, Lindsey, & Jennifer Crennell
6. 1881 Karen & Ross Rynes-Youngman

Fishing Scot Florida District Reports

Flying Scot Florida District Reports

FLEET 131 - RUDDER CLUB OF JACKSONVILLE, FL
by Jon Hamilton

Flying Scots have a long history at the Rudder Club. For many years, the club hosted the Sandy Douglas Regatta. In the early 1980s, the fleet’s activity declined and eventually FSSA suspended the charter.

When my wife and I bought our first Scot in 1992, there were a few Scots at the club, but they never raced. We bought our boat not with racing in mind (hard to believe now), but we quickly became active in Portsmouth monohull races against a Lightning, a Highlander, and a sprinting of Lasers and Sunfish. The inactive Scots were bought by more active sailors who came out for almost every race, and within two years we had enough Scots to form a fleet and race one-design against each other. In October 1994, we hosted a Florida District series regatta and in October 1997 the Wife Husbandoren. Since then the fleet has grown to about 15 boats, including three club-owned boats used for racing and instruction.

My answer to how to develop a Scot fleet is: sail and race often. Let other people see how easy and comfortable a Scot is to sail and they’ll get interested.

We have a year-round racing schedule: 4 days of racing in each of three series, 3 regattas, and the Mug Race – 35 miles down north (the St. Johns River from Palatka to Jacksonville). Last year, the wind howled from SSW and Bill and Dennis Naylor finished in a little over five hours. When it’s too cold up north, we’re still racing. Give me a call or check the FSSA web site to find out about our regattas.

FLYING SCOT ACTIVITY
HEATING UP TREASURE COAST
by Jerry Nichols

Even this winter’s mixed weather cannot keep Flying Scots sailors from the waters of the Treasure Coast region. The Southern Breeches of Fleet #719 is based near Stuart, and has the following schedule of races: March 22, March 29, and April 19 (please call Bill Whitaker at (561) 386-9001). Additionally, every Sunday, the U.S. Sailing Center in nearby Jensen Beach (which has two Flying Scots) holds open sail/races for anybody interested. All Flying Scots are invited to join them on the starting line. The Center’s phone number is: (561) 334-8005.

FLEET 150, CENTRAL FLORIDA
by Pete Smith F6 #715

Fleet 150 had, at one time, 14 boats and over the years has diminished in size. Currently, the fleet is banning on with 3 active boats with hopes of adding to the number as new sailors move into the area. Two of us are members of the Lake Monroe Sailing Association, a great group of sailors who race at least once a month. It is our intention to have all members of Fleet 150, old and new, join the Lake Monroe Sailing Association and become active, participating sailors in this organization. Doing so can only enhance the growth of our fleet. 1998 should see a gradual growth of our fleet in members and an increased participation in sailing events.

UPPER KEYS SAILING CLUB
by Mary Ellis Prestin
USCK Correspondent

The Upper Keys Sailing Club’s Fleets #167 hosted the Flying Scot Florida District Championship 3rd Event on Saturday, January 14th. Nine boats competed on beautiful Bonita Bay. Winds were 12-15 knots for the first race. Before the second race could begin, lightning chased the competitors shore for a short delay. The final three races were sailed in light winds of 4-6 knots.

Dick Stolar of USCK with Ron Allen cowering on #4115 won the event. Second place was Jim Signor, USCK, on George Wehrensberg’s #311 (oldest racing Flying Scot in South Florida) with Bear Williams cowering. Third place went to Michael Carmichael of Ocala on #1525 with Andrew. Additional results: 4th – Charlie Fowler of Miami, Flying Scot Florida State District Governor, with wife Nancy on #1526; 5th – Tom Bibeau, USCK, with Frank Eberle and grandson John Bubba on #3502; 6th – Joe Welty, USCK, with Mark Sorenson on #4158; 7th – Rob Quillinan of Miami with Art Kelly on #2402; 8th – Bob Stauder, USCK, with Pat Evans on club boat #3529; 9th – Dick Prestin, USCK, with Harry Rennieholtz on #2401. USCK’s Fleet Captain Tom Trumm handled the chase boat with Randy Belote. Committee boat was handled by Gordon Cashill with Melonia Sorenson, your correspondent and Owen Browne of Miami. A Great Fish Fry was presented by club members John and Gail Henry [F6, 1130] with Tom and Cathy Compoz, Club Flying Scot Coordinator Dick Prestin helped Fleet Captain Tom Trumm present the trophies donated by club member Lida Hall, thanks to the Dockmasters Paul and Allissa Taylor for helping make it a memorable day. Yall come back! ▲
Scots on the Strip
by Karen Ryan-Young (1881)

The wind got light at the start of the third race, and yachts kept out of the way. Meanwhile, Charlie Fowler and Bob Quinnihan were in Key Largo competing in a District race. With an absence of wind to play in, they placed 4th and 5th respectively.

The Flying Scots have been on a few day sails together, too. In addition to the racing events on the bay, the Flying Scots are also going on rendezvous. It is a common sight to see the Scots cruising down the bay on a Sunday afternoon. We look forward to communicating some presence parties as other local events have done so we can get pumped up for the next race.

If anyone is interested in joining the fleet, there are several boats available in the area. Please contact Karen Ryan-Young, Fleet 04 Captain.

Upcoming races include: April 4 BIBYRA Quit Design #2 sponsored by Key Biscayne Yacht Club
May 2 – BIBYRA one design #5 sponsored by Miami Yacht Club

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Fast, Faster, Fastest
by Dave Naylor (4334)

While we haven't made that last group yet, we have come close enough to receive a nice compliment from Charlie Fowler. His compliment came in the form of a request for an article on light wind boat speed. Unfortunately, I have a feeling that he was looking for some tips on sail set-ups for these conditions. This probably the weakest area in our sailing arsenal. We use the tried and true method of loose in light winds, tight and flat in heavy and somewhere in between in medium winds (so try not to wobble in the main, but they seem to be effective). I do, however, have some tips that have helped us improve and become competitive over the past years.

The number one tip to ensure you have a great engine on your boat. Flagging? you ask, it's a hallmark! But, yes, your engine is your sail. After several years of struggling mid-pack, with occasional good finishes, we finally broke through and bought a new set of sails (Fowler of course). As I said above we are not the best at sail setup, but I believe that we came a lot closer to an optimum set-up with new sails than we did with our old stretched out sails. We really noticed the difference when we won the very first race (unfortunately not the regatta) we competed in with the new sails.

Second, work on the basics. During the first year of sailing with my father on the Scot I thought I could give him great tips on being the skipper. I soon learned that this was causing more problems than solutions. I decided to concentrate on my role as crew and improve my sail handling skills. I worked extremely hard on getting my tackng procedures down first. After this we noticed that we were very fast off the wind and I started to work on my spinnaker sets, gybes and taking down a problem I would think about the situation after the first reaching leg. The best example was on the boat race to hook up the spinnaker halyard but not the sheet and guy. We had the most colorful if not biggest mast-head wind indicator that race. Our solution, raise the spinnaker prior to the beginning of the first race (I always wondered why the good regulars did this now I know).

On spinnaker gybes in heavier winds I always had a problem getting the pole back on the mast, too much tension. This usually led my father to release the new guy (way too much). I would then have to spend too much time reeling the spinnaker back in, resulting in last time. I found my solution totally by accident. During one gybe I knocked the topping lift out of its cleat. I was lucky enough to notice that this made an incredible difference when I clipped the pole back to the mast. Now whenever I am gybing the

spinnaker in medium to heavy winds I start my gybe by easing the topping lift approximately one foot, giving myself all the slack I need to re-attach the pole to the mast. Try this one it really works. By concentrating and perfecting these basic procedures we now have more time to discuss tactics and strategy without the conflicts we had in the early years. My final tip is to practice, sail and learn as much as you can. If you can for another boat to go out and practice with, do it. You can work on sailing tactics, starting or whatever meets your needs. Go do as many races as you can. By sailing against boats you normally don't sail against you can learn new tricks and tactics. Learn from any source you can. We have picked up numerous tactical tricks by attending the Sail-Picnics in Sanford every year. At the regatta, they held seminars on both Friday afternoon and evening. We have put several of these tips to work in our advantage. Don't be afraid to follow the better boats and mimic what they do on the course. One of our favorites to follow is Charlie and Nancy (if we have to, it seems to be more fun if they are following us), and we try to learn from the decisions they make.

What is in our future? Hopefully that elusive fastest category. We have recently added a compass to our ammunition in the quest of this goal. Had we added this a couple of years ago it probably would not have helped. It would have just added one more complication to our sailing system that was not needed at the time. Now that we have streamlined our sailing we can concentrate on using this new tool. I also hope that we can work on sail and rig tuning and that I might be able to write an article on this next year.

We always forget the most important lesson I have learned.

HAVE FUN AND ENJOY

SCOTS 'N WATER

SEPTEMBER/OCTOBER, 1998
Florida District 43 - A Brief History

Florida District 43 was formed in the efforts of Dick and Sally Russell. Up until then, the entire state of Florida was included in the Gulf District. Thanks to Dick and Sally for extricating us from that situation – the drive to Panama City from South Florida is close to twelve hours. Sally and Dick built a very active fleet in Miami in those years, although it experienced a decline in the eighties. Without the Russells, there probably wouldn’t be any SCOT activity in South Florida. Thanks are due to Past Governor Cal Hudson and his wife, Anna, for taking the reigns and getting the District fired up and keeping it going for a number of years beginning in the late ‘80s. As any good organizer does, Cal spent hours on the phone calling and encouraging everyone to attend regattas. He instituted the Florida District Series for decimating the District championship. The Series consists of a regatta selected by the local fleet to be sailed in each locale. There are presently six fleets and each skipper’s best four out of the six regattas are scored in order to qualify. This means that a skipper must sail in at least four regattas throughout the year. Standings are determined by the Cox Sprague method, which weighs the amount of participation along with the skipper’s final position for points. Highest point score wins.

When Cal went to work on the Flying Scot situation in Florida, no single fleet had a great number of boats. He must have had a hard time convincing the Flying Scot Board that Melbourne in 1980 could host the Wife Husband Regatta, but one of the selling points was that the entire Florida District would support the regatta. The Melbourne Wife Husband was the Florida District’s first national level race. Each Florida fleet brought some part of the Saturday night dinner; and the weekend turned out a great success. The District has been more active, too, and Florida’s second World Champion Husband was held in Jacksonville in 1997. (Thanks again to Jon Hamilton and Donna Mohr and the Rudder Club for a great job on the Labor Day, Married Persons’ and Gator Challenge Regattas).

Hot to Trot Regatta
September 19 and 20, 1998
Portage Lakes
Pine Creek, MI
Came in Portage Yacht Club’s annual regatta for great food, fun and fellowship.
For more information, please contact Fred Wagner at (810) 295-2140 or email: milt777@gmail.com.

The Glow in the Dark
September 26 and 27, 1998
Clinton Lake, Clinton, IL
Great Sailing, Great Time and excellent food by Steve Hartman.
For more information, please call Steve Hartman at (217) 309-2221 or Sunshine Hartman at (217) 309-2589, e-mail: GWTYmlm@yahoo.com.

Salt for the Grill Regatta
September 26 and 27, 1998
Lake Arthur
Near Pittsburgh, PA
Fleet 80 invites you to a weekend of competitive sailing at Lake Arthur. We plan to have five races - three on Saturday and two on Sunday morning. We expect to have 25-35 Flying Scots on the starting line. Dinner Saturday night will be something to remember for "Uncle Charley" will grill the ribs that you have toasted. Camping and meals are located nearby. For more information, please contact Bob Gelman at (412) 421-6819 or e-mail: riegerman@psp.pitt.edu.

Capitol District Championship
September 20 and 27, 2000
Lake of the Woods, VA

Note: Please send all Regatta Notices to the Association Office

Fleet 24 Annual Regatta
September 20 and 27, 1998
Candlewood Lake
New Fairfield, CT
Fleet 24 Annual Regatta
September 3 and 4, 1998
Cave Run Lake
Held by Fleet 165

Fleet 24 Annual Regatta
September 20 and 27, 1998
Candlewood Lake
New Fairfield, CT

Cajun County Championship Regatta
November 7 and 8, 1998
Lake Arthur, LA
FS3A Fleet 153 and Lake Arthur Yacht Club are proud to host the 20th annual FS3A Championship Regatta. No races are planned. For more information, please contact N Rees at (318) 204-0738.

Ohio District Schedule
September 26 and 27, 1998
Scot-for-the-Grail, Lake Arthur, Fleet 60
October 3 and 4, 1998
Grand Annual Regatta, Cave Run Lake, Fleet 165

1998 Northeast Flying Scot Regatta Schedule
September 26 and 27, 1998
Candlewood Lake Regatta
New Fairfield, CT

For more information, call Bob Gelman at (203) 637-1655

Pumpkin Patch
October 17 and 18, 1998
West River Sailing Club

First Annual Fall 48 Regatta
October 31 and November 1, 1998
Lake Norman, NC
End your sailing season in style. This three race event promises to draw 30-40 boats, and flying the Fall 48 in less than 15 minutes. For more information, please contact Brian Christmas at (540) 772-0263, coordinator, and Frank Glass at (703) 271-2716, flighthorn@compuverse.com.

http://www.go-central.com/towns/lowe.org/
Championship Regattas

There have been a lot of discussion recently concerning the format of the officially sanctioned FSSA regattas and if they should be altered to respond to current thoughts of some of our members. The sanctioned events include the North American Championship, the Mid-Western Championship, the Women's Championship, the Junior Championship, and the Wife-Husband Championship. Some of the thoughts tendered to date include:

- Eliminating the qualifying races at the NAC and allowing the competitors to select the first they wish to participate in as is done in the Mid-Winters.
- If qualifying races are retained change the cut-off for the championship fleet to the top 40-45%.
- Have a two-day regatta for the Women's and Junior Championships. This work well if it the qualifying races were eliminated.

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For 489—Older project boat with good Gator trailer (this boat was donated to our Junior Sail program and we are going to try and sell this boat to purchase more Optimus Prima’s), a set of older sails, red hull, white deck, OK condition, stored for the past few years in a dry barn. $1255. Call Paul McKenzie (Thoburn’s Dock) at (419) 792-3611, days or (419) 896-6444, even.

FS 2311—Customflex, white deck, black trim, yellow hull, black out, one sail up. Spinnaker, boom tent, trolley, anchor, outboard motor, 3.5 HP Mercury with long shaft, $3500. Contact Bob VanSickel, P.O. Box 222, West Lafayette, IN 47906, (765) 299-5050.

FS 2780—Main, jib, spinnaker. Full cover, outboard motor with either electric or 4hp outboard. Compass, trim tab, aluminum custom trailer with spare. Excellent condition, $4200. Call Ray at (712) 278-3200 or (319).

FS 3261—Customflex, race ready, grey hull and white deck with blue trim, very good condition. Sturr sails, spinnaker, trailer, brand new outboard cover, white. Located in Birmingham, AL. $3500. Call Mike Graham (905) 971-7100 or e-mail mike@grahamcompany.com.

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