

Scots 'n Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 45 NUMBER 5 2001



Carolina District Highlights

North Customers Celebrate The New Millenium With A Sweep!



Photo by Bill Hillman



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Attention Web Surfers and E-mail Users

The FSSA Flying Scot Website is online.

Visit it at <http://www.fssa.com> with your favorite browser.

The Email address for regatta notices and regatta results to be published in *Scots 'n Water* is info@fssa.com. Updates on the web pages will occur between the first and fifteenth of the month. Visit the site frequently!

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

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On the cover: *The Spencer Family's FS 2847, at the 1999 Crystal Ball Regatta*

From the Editor

by Sunshine Hartman

Hello to all you Flying Scot people. I have been your Editor for 12 years now and next year will be lucky 13 for me and also my last. If you have ever thought of writing an article, now is the time to do it! I know over the years I have spoken to or written (Email and Snail Mail) to a lot of people that promised to write an article or they have wonderful ideas about a subject they would like to see in *Scots'n Water*. This would be a perfect time to write me, with sailing coming to an end for most of us for the winter.

I have tried to find non-racers to write regarding how they use their boats, cruises, daysailing, boat tips, etc. Whenever I do get lucky enough to have someone write an article, there are always wonderful letters telling me how interesting the article was. I would love to have more!!!

I have had some questions regarding placement of articles and the district reports that the District Governors are in charge of. I do try to place, if possible,

articles that are other than from the highlighted district in each issue. There are times however that the district and/or Governor get a lot of input from their district that fills the issue. Every so often, I even get more than I can put into one issue! That's a wonderful problem...I have something for the next issue early! The articles that are not part of the District Highlight are NOT thought of as "FILLERS". They are important and thankfully printed so that the membership can know the details and thoughts of the writer. For others they are printed in a timely manner, for example, I try to do the boat work articles in the winter or spring when people are thinking of getting their boats ready.

It is unfortunate that all the regatta reports that I receive cannot be printed. What with the Schedule of upcoming regattas, advertising (our backbone), new members listing (which is required), and Letters to the Editor, some things just can't be fitted into the magazine but they are on the website if you also send them

to the Assoc. I can get some of them in as space allows. (please don't stop sending them!) The NAC's, Midwinter's, Canadian NAC's, Wife/Husband's and District Championships are printed but they are put on the Website as they happen usually. It would be interesting to find out what percentage of racers have access to these results. I have always thought perhaps we could print the top five finishers in regattas like in other sailing magazines.

One of my main issues has been that of the members of FSSA only about 30% race, so therefore perhaps non-racers should have more room in the magazine. Seemed like that should work but so far no luck. I don't hear from the non-racers... I do thank the District Governors who do include non regatta articles for our broader base.

So, if you have any thoughts, would be willing to write an article, have any questions or ideas....let me hear from you..I look forward to it! Thanks in advance...

Letter to the Editor:

We found an excellent scoring program for the NACs, and it is free from the US Sailing website. It is called Sail100. It might be good to pass this along to other fleets for the Midwinters, Districts, etc, it's pretty easy to use and get used to, it does the fleet split for you after the qualifying (with the exception of discounting Seniors if they sailed and wanted to be scored in the qualifying rounds). The program is up-to-date with all the rule changes. I would highly recommend we standardize on a program like this. (I found errors in the 2000 NAC scoring).

Also, we need better wording on eligibility rules for some of the trophies. (i.e., "With Ladies Aboard" really means with a woman (singular) on board, "Family", must all members of the crew be family or would two out of three be good?)

The 2001 NAC was fun, but a little nerve-racking, especially when Jim Leggette called my attention to the error in the Challenger results (he wound up getting penalized 40% instead of 20%), I was really upset I missed that. I enjoyed the folks, everyone was very patient and supportive, even Jim was very easy-going about the error.

James A. Lorenz
jlorenz@telcordia.com

Letter to the Editor:

Two items:

- 1) Shorten the number of days for the NAC - it is too long. Top sailors avoid it for this reason.
- 2) Have sails measured in once a year either at the NAC or Midwinters. The exception is spinnakers.

Dave Osler

From the President

by Jim Harris, FS 4296



What a difference a month makes! We will always remember September 11 as a national disaster that changed our lives. My sympathy goes out to everyone who was affected by the disaster. Jerry and Sunshine Hartman were in Manhattan on September 11th but escaped unscathed.

I know of some minor inconveniences for sailors, such as the closing of Clinton Lake in Illinois and Lake Maumelle in Arkansas. I hope that these closings will be brief as everyone figures out how to deal with new levels of security. After much discussion, Carlyle Sailing Association held their Whale of a Sail on September 15th and 16th. Although the affair was somber, it

allowed sailing friends to get together and share their fellowship. Ric Bernstein, the CSA Commodore, did an excellent job of setting the tone – right down to letting everyone know the money that had been earmarked for crew trophies was instead being donated to the Red Cross. (Ric is a Lightning sailor and crewed for Matt Fisher, placing 2nd, in the Lightning Worlds last summer.)

On the home front, I'm doing my best to bring the country out of recession by buying a new Flying Scot.

Please keep those membership renewals coming in!

From FSSA Headquarters

by Jamie Cannon

On September 11 the people of our great nation sat motionless in front of their televisions witnessing the horror of a most terrible act of war. This horrendous tragedy cost so many innocent American lives – men and women who had perhaps recently gotten back from vacation; just been told they were expecting a baby; people contemplating retirement; or had announced a job promotion; people planning on a weekend get-a-way; those excited because they had just purchased tickets to a Broadway play; perhaps organizing a regatta; or simply meeting friends for dinner that night – and there were children there, too.

While I watched this terror unfold in front of me, I thought of the FSSA and the fact that we have approximately 140 members in the Greater New York district. I knew that of these members, it was inevitable, because of your circle of relationships, many of you could be affected by this tragedy in even a more personal way than I – please know that my sympathy goes out to you. I was terrified for those of you that I knew worked in the Manhattan area and whispered a prayer for your safety. (I had opportunity to visit New York City, for the first time during the

NACs' at Indian Harbor Yacht Club in Greenwich, Connecticut and allow me to say that this southern lady fell in love with your majestic city.)

Most especially my heartfelt condolences go the family of FSSA member George *Twig* Spencer on the death of their dear and valuable loved one. My heart aches for you. While *Twig's* brother, Geoff, was working on the article in tribute to his brother I learned much about the personality of *Twig* and what a joy he must have been to be around. I trust that precious memories will sustain his family during this difficult time.

Should there be anything positive that could possibly come out of such a horrible event it would be the display of patriotism that we have seen since September 11 as well as the unity of the American people. Many have reprioritized both simple and major issues in their lives as well as petty differences. Americans have throughout history been a brave people, consistently rising to the challenge and have overcome horrendous obstacles. This will not be different and America will be triumphant. America – alive and well!

Remembering “Twig”

by Geoff Spencer, FS 2847

September 11th will be a day none of us will forget. Unfortunately, our family and the Flying Scot class lost one of its members in this tragedy. My brother, George (Twig) Spencer III, was at work on the 84th floor of the second tower of The World Trade Center when our country was attacked. One of the things that has comforted me personally over the past few weeks was the fact that I was very fortunate that he and I had been able to share many great adventures together, most of these based around racing our Flying Scots.

Our family has enjoyed a life-long relationship and love affair with the Flying Scot and the people who sail them. Our history began with my father, George Spencer, Jr. and his boat, FS #24. FS #24 has been with me my whole life, and it has been a central part of our lives. My brother and I spent our Sunday afternoons crewing for my dad as boys in Cleveland. We sailed on Lake Erie at Edgewater Yacht Club. This was always our special time together, and is still a wonderful source of memories. We would also take FS #24 on vacation to Crystal Lake, MI and race up there as well. Some of our families' best friendships were formed at Crystal Lake. FS #24 found a new home at the Chautauqua Lake Yacht Club in western New York in the mid 70's as we decided to vacation closer to our home in Cleveland.

My parents retired to Florida in the late 80's, and brought #24 (also known as *Misty*) with them. She competed in the Mt. Dora regatta at least three times. The last time we raced her, I skippered and my brother, George crewed for me. My brother

George had taken *Misty* to his home in Norwalk, CT, and was in the process of repairing a lot of rotten balsa flooring and refinishing *Misty* when the events of Sept. 11th occurred. He had hoped to join the Sprite Island Yacht Club there and continue #24's legacy.

I sail FS #2847 at the Lake Norman Yacht Club near Charlotte, N.C.



l to r: Geoff Spencer, George Spencer, Jr., George “Twig” Spencer III

*Thanks for being such a great friend and crew for me big brother.
I'll miss you out there!*

My brother had joined me there for multiple Great 48 and other regattas. The past two summers we shared some wonderful adventures together travelling with my Scot to Crystal Lake, Michigan and the NAC's near his home in CT.

At Crystal Lake we competed in their District Championships, and my brother and I shared the joy of visiting the place where as boys we had spent our summer vaca-

tions. It had been 28 years since we had been there, and the memory of how special that was for both of us will stay with me forever. At the NAC's in Greenwich, CT., we were able to have our father join us for a wonderful week together on the water.

I am grateful that I have been able to spend so many wonderful days with my father and my brother racing our Scots. I am even more grateful that my brother and I had been able to build our friendship through racing together. I am grateful for all the wonderful people we have met over 40 years of sailing in Cleveland, Crystal Lake, Chautauqua, Mt. Dora, Orlando, Connecticut, and elsewhere.

Please feel free to send your thoughts or greetings to me and our family at gspence3@bellsouth.net. Thank you.

Narwhal's Log - 2001

Pensacola to Apalachicola

by Bernie Knight

In early May, Barbara, our son Chris, and I took our Island Packet 27, *Narwhal* on a cruise from Pensacola to Apalachicola, sailing mostly in the gulf, but spending a couple of days in more interesting parts of the Intercoastal Waterway. We were accompanied by four other boats, a Bavaria 27, a Beneteau 36, a Catalina 36, and an Island Packet 350. We saw lots of wildlife and some pretty interesting military activity en route. What follows is an account of a few of the details.

Saturday, 05-05-01

Departed Bayou Chico at 0720 in route to Destin via the ICW. Engine hours 1249. Weather clear and cool with 10 knots ESE breeze. Sailed across Pensacola Bay and most of the way to Deer Point off Gulf Breeze. Course change for path of the ICW required motor. We kept the main up and strapped in tight for a little extra effort - usually good for 0.5 to 1.0 knots of additional speed. Saw C130 gunship and BlackHawk helicopters off Hurlburt Field. Arr. Destin harbor at 1610 after short passage in Choctahatchee Bay to buoy number "G17" and channel under Destin bridge. Anchored in Destin Harbor, rendezvoused with rest of cruise members (5 boats in all) for fabulous dinner at Marina cafe in Destin.

Sunday, 05-06-01

Dep. Destin Harbor 0920 motoring into gulf; no wind until midday. GREAT sail on to Panama City in sea breeze during pm. Speedo registering over 5 knots most of

the time, which was smoking for *Narwhal*. Wind died as we entered Panama City pass, and we had to motor in BIG slop left over by dying sea breeze and huge power boats. Anchored in Smack Bayou and were immediately attacked by the most



Under sail

fierce mosquitoes. Now I know why it's called Smack Bayou.

Monday, 05-07-01

Dep. Smack Bayou 0710 with a stop at the Panama City Marina for water, ice, and a pump out. Still learning how to switch water tanks without losing pump prime. Motored through a huge pod of porpoises feeding on the incoming tide in

the pass. Actually we saw porpoises more than once each day in the gulf. Porpoise sighting was special every time. They seemed to think that *Narwhal* was their mother or something. They would always come along side and play for a little while off our bow.

Under sail in the gulf by 0910. Nobody warned us, but we were in the middle of a live bombing exercise by the USAF off Crooked Island about 15 miles east of the PC pass. We were 1 - 1.5 miles offshore about 1130 when two F-15s came in from the gulf at low level with lots of power on and dropped a 500 pound bomb on the beach. **KABOOOM!!** - felt like somebody had hit you in the chest with a board. Smoke and dirt and tree limbs went a couple of hundred feet into the air. Lunch of tuney fish caught yesterday in the gulf by David Anderson and cooked on grill last night at Smacks Bayou with fresh salad from Barb's garden with tomato and avocado and a bottle of wine before reaching Port St. Joe ship channel.

Arr. Port St. Joe at Cross County Canal entrance 1530. Motored up canal to ICW against 1.5 - 2 knot current. Took 2 - 2.5 hours to go 5 miles. Saw eagles, ospreys, and a manatee. Made White City about 1750 in ICW and considered stopping for the night. Decided to go on because Chris was on *Lorelei* with Doug Tappan and we wanted to reconnect with them. VHF was ineffective in calling *Lorelei* in the ditch because VHF works on the line of sight. Cell phones worked OK, but don't ask me where the towers were. It got very dark, and fortunately we

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found *Lorelei* anchored in a loop channel off the ICW about a mile west of Lake Wimico [29-50N by 85-11.38W]. We had a good dinner of chicken on the grill, rice and corn on the cob in the middle of the biggest swamp I've ever been in. Heard very large hoot owls and one alligator below during the night.

Tuesday, 05-08-01

Dep. loop channel 0730. Photographed wild spider lilies and native azaleas growing among the cypress knees right next to us in loop channel. Entered Lake Wimico about 0745. Lake Wimico was very beautiful with no sign of human impact anywhere. Five mile channel with markers a little over a mile apart guide boats across lake, which is about 4 feet deep on average. This passage reminded us of a scene from *The African Queen*. Saw an 8 - 10 foot gator in the river about two miles east of Lake Wimico.

Arr. Apalachicola 1030 and tied up in a slip at the Apalachicola River Inn (used to be the Rainbow Inn) right in front of Boss Oyster. We did our best to help the locals keep the Apalachicola oyster population under control at Boss Oyster over lunch. Menu lists oysters prepared 14 different ways, plus au natural or steamed. After lunch, actually during nap time, met John Rettenmayer who arrived in neighbor slip about 1500 after a long, bumpy trip across the gulf from Cedar Key. John had



Duck house along ICW

come across solo in 6-8 foot seas with 25+ knots of wind on the nose all night in his *Baba 30*. Needless to say, John didn't come to dinner with us. He crashed after two rum drinks with us on *Narwhal*.

Wednesday, 05-09-01

Shrimp fleet woke us up at 0200 with their somewhat noisy return from a night of fishing in Apalachicola Bay. Lots of banging and squeaking as they stowed their rigs for docking. Known for an ability to go back to sleep pronto, it was no problem for me. We had breakfast of eggs, sausage, bread, juice and coffee at 0630 under crystal clear sky. Later went into town again for more tee shirts, postage stamps and gifts.

Dep. Apalach 1110, motoring back up the ICW to White City and back down the canal (took 35 minutes today to go 5 miles). Arr. Port St. Joe 1535 and motored to new marina just east of shut down paper mill. Marina operator was so happy to have three transient boats that she left us her car to use for the evening. I'm not sure where we were supposed to go as we still had plenty of booze on board. Marina had a free washer/dryer, which was really welcomed at this point in our trip. Used grill and tables at marina for our last group dinner.

Thursday, 05-10-01

GREAT breakfast shop at marina. Dep. Port St. Joe 0830 with light SE. Flew new spinnaker an hour or more until wind quit. Arr. Panama City Pass 1440 and anchored to the east just inside behind Shell Island. Good overnight spot with beautiful beach for long walks, but got kind of rolley by morning as wind switched to NE during the night.

Friday, 05-11-01

Dep. PC 0700, sailing until 0915 when weather system quit. Motored two hours until sea breeze formed. Later in the am we demonstrated in the seakeeping abilities of *Narwhal* one more way by creating garbage omelets in the galley, served with a bottle of good wine in comfort while underway in 6 foot seas rolling about every 15 seconds. LORAN indicated better than 6 knots over the bottom with westbound current helping us. Actually it's called clean out the ice box because the trip is almost over. Arr. Destin pass 1510 with BIG breakers on both sides



The chef in action

with an occasional breaker right up the middle. There is a bar just outside of the pass at Destin with about 15 feet of depth according to our depth sounder. Watched a couple of 25-30' fishing boats struggle to not broach when running this bar. This leg was Chris' day to skipper, but this harbor entrance really tested my ability to continue the delegation. Again *Narwhal* gave us reason to love her. Her tendency to wind vane, which I have cursed many times when trying to back her into a slip with wind on the nose paid off. Went straight in under power with no sweat. I guess if it was really wild we could have kept the genoa up for extra lift and pull on the bow. Early Bird dinner at the Marina Cafe was a just reward.

Saturday, 05-12-01

Dep. Destin 0650, same daily pattern in the gulf which was incredibly beautiful each day. Arr. Pensacola Pass 1550. Fifteen knot sea breeze from SW made for a very long and bumpy trip around the shoals off Ft. Pickens to enter ship channel at buoy, "R8".

Great trip. Would do it again in a heartbeat. Burned a total of 18.3 gallons of diesel fuel, bought 10 bags of broken ice adding to initial two blocks. Had half of one block remaining after trip. Only provisions added were fresh fish caught in the gulf by one of our cruise mates. In slip at Bayou Chico 1730. Engine hours 1296.7.

A Far Cry to Far Creek, but It's Close to the Sound

by Charles Clements, FS 5241

To say Englehard, N.C., you just as well said Mayberry, RFD. When I said that to the folks there, they told me Andy Griffith has a house over on Manteo. It seems that these people are so laid back it would make Tom Sawyer and Huck Finn green with envy. As one woman who was fishing on the banks at Lake Mattamuskeet exclaimed with glee, "This is God's country; we got everything!" With wildlife at their front door; fish, shrimp, crab and wildlife at their back door; deer, bear, alligator, it seems that they are in no hurry to make a dollar and they would rather fish than do anything else.

As far as launching goes, it seems to be that Englehard has got one of the best sites. Tucked deep in Far Creek where the surrounding trees buffer the wind is a wide, gentle sloping ramp with a concrete wall along the side and extending out from the concrete wall is a newly built dock. Right there beside the ramp at the dock is Big Trout Marina Cafe, open from



Standing on the dock in front of the cafe, looking out Far Creek toward the Pamlico Sound where a commercial fishing boat is coming in.

7 am - 3 pm. And talk about fresh fish! Good home-style cookin' at a good price!

Where as most other places would charge at least one dollar per foot of boat length for docking overnight, Frank or his

wife at the Big Trout Marina Cafe only charged \$25.00 for a five day docking and that included the \$3.00 ramp fee. To launch from their dock is so easy! All you have to do is make sure your main sheet and tiller don't get snagged on the pilings and just bear off to the left from the outer dock, bear off the wind and run right out the creek. Most times the wind is from the southwest so after the bend it is a reach going out and in.

The people at Englehard are very neighborly. They throw up a hand and wave at you as you go by. They are very straightforward yet still friendly when it comes to letting you know the things that you need to know. For example, when Frank at the cafe said, "Just stay to the left of the green markers when going out." Or when Eddie volunteered to help me raise my mast, he spoke very humbly, "If you are going out, it would be a good idea to reef your sails." Or when Mr. Jeannett of Jeannett Lodge said, "It would be a



An opposite view from above, looking up in to Far Creek towards Big Trout Marina Cafe.

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good idea to wear a life jacket because you may never know when you will have trouble out there." I quickly learned that anytime anyone there says, "It would be a good idea....", it is something that needs to be done.

Well like Frank said, you go out between markers #10 and #9 and once past marker #9, stay just to the north along the markers because from the markers to the south shore is shoal (shallow) water. The dredged channel is not wide either so if you need

to do any tacking you will need to make them short. Of course if the wind is coming out of the west, you can pull up the centerboard and lift the rudder quite a bit and go out along either the north or south shoreline. If the wind turns to the northeast, you will definitely be running back in to the safety of Far Creek.

Once you have learned the bottom, Far Creek can be a very pleasant sail. But I will let you know, if you launch at Englehard, you had better show your best seamanship because they will watch to see how you handle your boat and they are a people that care.



The gentle sloping, very wide ramp



To the far left is Frank and behind the counter is his wife.



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History of Lake Norman Yacht Club

LNYC is the hub of Flying Scot sailing in the Carolina District, and the host of the 2003 NAC. LNYC was birthed in 1961 before Lake Norman was created. Eight land locked sailors decided to start a yacht club soon after Duke Power announced plans to build a lake. Two of our charter members are still active today.

Six sites were considered all with access to open water ideal for challenging racecourses. Curtis Torrance FS1003 surveyed the property, and the original facility consisted of a 24 by 80 foot ramp, a dock, and a mud road. The lake was filled by spring of 1963 and they were "off to the races". A donated oil drum pontoon boat was the first committee boat. They named it "Big Daddy", and it is a name we still use today. By spring of 64 there was a clubhouse, green grass, running water and plenty of parking. You wonder when they had time to sail. LNYC was then and is now an all-volunteer club. In 1964 the club ran a full schedule of handicap racing. Fleets began to develop slowly, and somewhere along the way the Flying Scot gained in popularity (for obvious reasons) and today it is the biggest of several vibrant fleets. Optimists, Lasers, Highlanders, MC-16, San Juan 21, 18 Squares and Ultimate 20's have strong fleets at LNYC. The Club's first championship event was the Jollyboat Southeastern Championship in 1964 and in 1970 we hosted our first national championship event.

By 1965 class racing developed and the Club hosted the Highlander Pipers, and the Y-flyer midwinters. Both events remain annual events at LNYC. By 1966 the club successfully negotiated a lease for the entire cove, 34 acres, from Duke Power, and in 1967 a clubhouse was

planned. The Club needed to expand membership in order to afford the new facility. Members were not easy to come by, but membership was up to 100 by 1968, and bonds were sold to members to fund the new clubhouse.

The junior program was kicked off in 1965, and the junior sailing camp is a weeklong fixture the third week of June.



Larry Vitez after being installed as Carolina District Governor, May 2001

This year we had over 100 campers. Flying Scots make up the "hot pink" fleet for adult beginners. Thanks to the commitments of many mothers and fathers our junior program has been a vital and vibrant part of our club.

In 1986 we purchased the property from Duke Power. You can only imagine the discussions and negotiations that took place before the deal was done in December. The numbers seemed so large then, but today just around the corner

from the club Duke Power is selling single half acre lots for nearly what we paid for the whole thing. LNYC thrived after the land purchase. We expanded membership to assure sound financial footing, and today we have a cap of 225 members. In 1989 LNYC became the nations first Golden Anchor Club with 100% membership in USYRU. Then came hurricane Hugo in September 1989, and the property was devastated. The buildings remained standing, but the docks were gone and the keelboat fleet was destroyed. The membership rallied and we were racing in 1990, and the club was stronger and better than ever by 1991. Today LNYC looks better than ever and thanks to the hard work of many members.

LNYC has produced many fine sailors, but we may be better known for our race management skills. While many clubs have one or two qualified PRO's LNYC has almost too many to count. The Club places emphasis on race management requiring members to serve on two race committees annually, and at least fifteen members serve as Principal Race Officer each year. In 1999 the Club won the US Sailing St. Petersburg Trophy under the leadership of Bill Ross. Bill and a host of Fleet 48 members drove five hours to the coast with their own equipment and proceeded to conduct one of the best run Thistle Nationals in recent memory.

This year LNYC had the honor of hosting the annual US Sailing meeting. People converged from all over the country to attend the meeting held at a downtown Charlotte hotel and hosted by LNYC.

LNYC always welcomes members from other clubs, and visiting FSSA members are always welcome to use our facilities. Just give us a call. Don't forget the Fall 48, November 10-11.

Sailing on the Dark Side

by Larry Vitez, Fleet 48

If you have never tried it you should. Try it with your spouse or some friends, or if you are really brave, by yourself. It can be peaceful, relaxing, stress relieving, and most enjoyable. If you are tired of sailing on hot muggy Saturday afternoons with no wind and motorboat wakes cresting from all directions, try sailing on the dark side. If you sail on an inland lake free from tides, currents, and dangerous obstructions you will love sailing on the dark side in your Flying Scot. Just visit your local marine store and buy a set of suction mounted running lights, batteries and a sweater. Forget the sunscreen, sunglasses, and water bottles.

In North Carolina almost any evening between May and October can be delightful. The best are those 70-75 degree nights with 10-mph breezes that follow those hot ugly summer afternoons. Set sail just before sunset. The lake will be yours alone and the setting sun, twilight, and subsequent darkness, combined with the gentle breeze and the lapping of the water on the hull, will excite the senses. A full moon or a star filled sky is just an added bonus.

If you are unsure who to invite on the these night time excursions offer the tiller to a new Scot owner or better yet to one of those hot shot high performance sailors who would not be caught dead in

a Scot during the day and watch his attitude change. Invite his wife too. This year a special treat for us was sailing by the spectacular Lake Norman Yacht Club July 4th fireworks display on one of those delightful evenings.

If you are thinking of sailing on the dark side, be sure to get a reliable weather forecast, so you are not surprised by clouds you can't see coming, save the heavy drinking until you return, and like Motel Six, be sure to leave a light on so you don't get lost.

Building a Fleet with Used Boats

by Larry Vitez, Fleet 48 with apologies to Harry Carpenter

All fleets share these two problems, attracting new members and locating sound affordable boats for new members. The new Flying Scot is a great value, but used Flying Scots, like used BMWs can be great fun and a great value.

Every fleet needs to have someone that keeps an eye out for used boats and can connect with potential buyers. At Lake Norman, together with Bill Ross our new boat dealer, I have taken on the project. This is a labor of love and a nonprofit endeavor. but it is essential for the health of the fleet. In the past 21/2 years I have either purchased and resold, or connected buyers and sellers of eight used Flying Scots. Six of the eight were or soon became, LNYC members and three now race.

Here are just a few things I have done with success.

1. I ordered labels from the FSSA of all boat owners in our district and sent a flyer to those I had never met that said "If you are not sailing your Flying Scot consider selling Your Flying Scot". My name and number followed. I got responses. I even got one a year later from someone that saved the flyer.

2. I telephone fleet members that have been inactive and ask if they want to sell.

3. If I find a good boat and don't have a ready buyer I will buy it for a fair price and then get the word out. Remember that I am trying to build a fleet not trying to make a profit. I think of it as money that would have been lost in the stock market or earning almost nothing in the bank.

4. I try to be selective and discriminating when finding a buyer. We want a prospective club member that will race or has demonstrated an interest in learning to race.

5. Another good idea is the "fleet loaner". The fleet, the club, or a few dedicated soles purchase a \$3,000 boat for the purpose of making it available as a loaner to prospective members or buyers. This is a great way for new people to join the fleet races, and meet the fleet members. If one of the new faces wants to buy the boat and join the fleet sell it and immediately look for a replacement.

There are many ways to build fleets of active racers and cruisers, and we have found some things that work. At your next fleet meeting toss around these ideas and others.

Great 48 Regatta

by Craig Milliken and Larry Vitez, Fleet 48

Lake Norman Yacht Club's Flying Scot Fleet 48 hosted the 25th Annual Great 48 Regatta on May 5 and 6. Thirty-two boats entered this year's event with competitors from Florida, Georgia, South Carolina, Maryland, Pennsylvania, Tennessee and North Carolina.

Twenty-three competitors attended Friday afternoon's Rules Seminar by Bill Ross. The Seminar emphasized the new starting sequence and changes to Rule 18, "Rounding And Passing Marks And Obstructions."

Saturday morning greeted the competitors with light and variable winds. Claude Summers, the event's PRO, wisely postponed on shore and waited for the winds to "build" for the first race. The race committee timed the available wind and start of the race perfectly for a modified windward-leeward course. The Championship Fleet saw Sjoerd-Jan & Kathy Vanderhorst and Harry & Carrie Carpenter battling for the lead (the author was ahead with less than five minutes to go) with the Vanderhorsts winning the race. The Vanderhorsts excelled in a borrowed boat that they went all the way to Ohio to get from an unnamed sailmaker. Light air specialist Ted Kaperonis & Kathleen Palmer finished first in the Challenger Fleet. The race committee made a valiant attempt to start a second race in dying winds, but abandoned shortly after starting the Championship Fleet.

The main course for Saturday night's dinner was Frogmore Stew, a stew made from shrimp, smoked sausage, corn & potatoes. The professionally catered meal was served using real silverware instead of our standard plastic, a rare occurrence with this crowd. We are happy to report nobody was injured and all the silver was accounted for.

Sunday morning brought us a nice 10 mph wind. The race committee set a Modified Olympic course to test the competitor's early morning sailing ability. The Vanderhorsts and Carpenters picked up where they left off from Saturday's races with the Carpenters finishing on top in the second race. Dick & Marti Worthen held Jake & Amy Barnhardt off in a close finish to take first place in the Challenger Fleet's second race.

The wind continued to increase for the third race, providing us with 10 - 12 mph wind and occasional whitecaps. The Championship Fleet saw a repeat of Race 2 with the Carpenters edging the Vanderhorsts for the win. Tom and Patty Lawton, local heavy weather specialists, finished third. The Challenger Fleet watched the Worthens, race 2 winners, and Art & Marilyn Mastoras break away from the rest of the fleet, with the Worthens finishing in first place.

The trophy presentation included an election for a new governor for the Carolinas District. Larry Vitez was duly nominated and elected on the condition that he was to receive all of the respect and recognition due to such an office. Vitez was presented with a gold medallion proclaiming him as "The Most High Governor" and promptly smothered with kisses and hugs from the female members of Fleet 48. In a separate, and significantly more serious presentation, outgoing District Governor Dave Batchelor presented the Helmold-Singletary trophy to Larry & Starr Lewis for winning the 2000 Carolinas District's traveling circuit.

Special thanks to the LNYC Multi-hull fleet for excellent race management, and to the Millikins for making the event a success. If you were not able to make it this year, we hope to see you at the Fall 48 on November 9 and 10, 2001.

DISTRICT DEADLINES

DEADLINE	ISSUE	DISTRICT	CONTACT	PHONE	E-MAIL
12/15/01	Volume 46, #1	FLORIDA	Charles Fowler	(305) 638-8885	fowlsail@gate.net
2/15/02	Volume 46, #2	TEXAS	Scott Mauney	(214) 341-6243	smauney@flash.net
4/15/02	Volume 46, #3	CAPITAL PRAIRIE	Chris Swensen Tylor Hall	(410) 721-2505 (913) 422-8869	cswensen@aol.com tylorh@sound.net
6/15/02	Volume 46, #4	NY LAKES	Ann Seidman	(518) 877-8731	pseidma1@nycap.rr.com

Tight Rig Setup

by Dave Batchelor, FS 2324

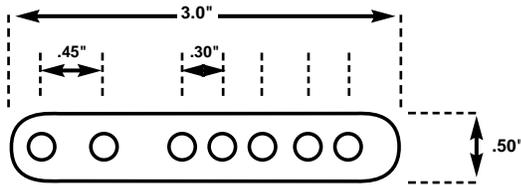
Over the years when it comes to Flying Scots we are lucky to have Dave Batchelor locally to refer to. He's the one we call for information when it comes to the how and why of these boats. Dave has been sailing Scots since 1975. At the 1977 North Americans, he was in charge of sail measurement and has served as District Governor for more than 5 years. He is an officer on the Senior Race Committee with U.S. Sailing. He sells and rigs new Flying Scots and has

designed and given us advise on a couple of products that we have begun to sell specifically for the these boats. The **Tight Rig Kit** and the **Compass Tabernacle Bracket** are just a couple of his ideas.

Step 1: Forestay Extender

I suggest using a forestay extender, in combination with the turnbuckle under the bow, to set tension at your target level (normally 200-250lbs.) at the pre-marked hole. Set it such that there is an opportunity to increase or decrease tension by moving one hole either way. The heavy-duty extender shown below fits inside the tangs of the forestay. This arrangement minimizes protrusions that can snag spinnakers.

Attach the trailer winch rope to the jib halyard to tension the rig. You should probably measure the tension on the jib halyard when you first attempt this procedure to avoid over tensioning the rig. Attach the forestay in the top hole of the extension. Attach the extension wire, from under the deck, in the third hole from the bottom. Have someone adjust the turnbuckle so that when the winch pressure is released the tension on the forestay measures the pressure recommended by your sailmaker. Re-wire the turnbuckle. Moving one hole either way can effect small changes of 30-40 lbs.. Smaller changes are possible starting in the second hole from the top which is 1.5x the standard spacing.



Step 2: Rake Control

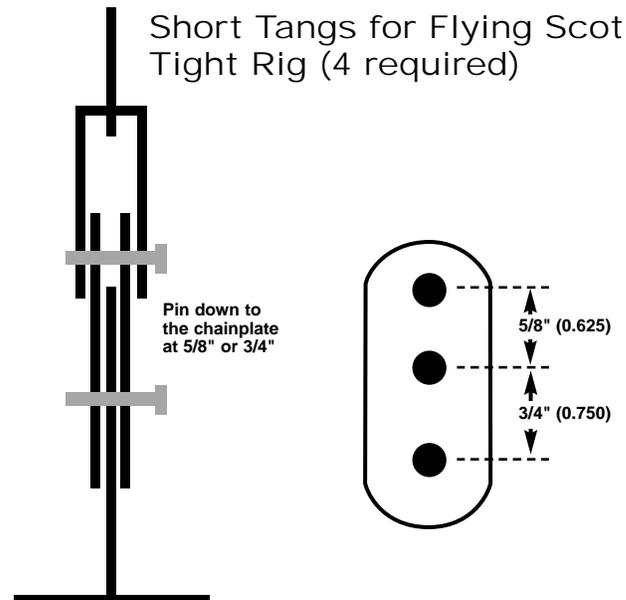
The shroud length controls mast rake in a tight rig. Use the top two holes in the standard extension plates that came with the boat and measure rake. If you are in the range specified by your sailmaker with the forestay tension at recommended values - GREAT. If the standard 7/8" spacing on the standard extension plates gives you a mast rake greater than the recommended value you need to shorten the distance by very small amounts. The custom shroud plates (shown to the right) allow a minimum spacing of 5/8" or 3/4" simply by turning over these plates. This should allow a rake in the recommended range. Observation has shown a change of approximately 1.5" for a 1/8" change. Its hard to drill holes that accurately in any fitting. NOTE: The FSSA class measurer has issued a CMR against drilling any holes in the chainplate fitting.

Step 3: Re-Measurement

You'll need to set up for tension on the rig initially to check and set rake, then go back to step 1, one last time. There should be little need to continually measure and readjust tension each weekend.

NOTE 1: These recommendations are not based on extensive testing and represent experience with a small number of boats. Therefore, use at your own risk.

NOTE 2: Until someone does a lot more testing I would NOT want to leave the full 200-250 lbs. tension on the boat for long periods of time.



Tabernacle Bracket Installation

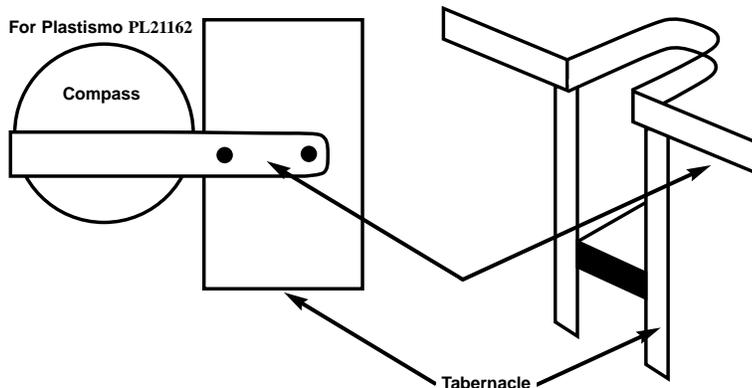


Photo courtesy of Dave Batchelor

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Setting Starting Lines

by Dan Goldberg, FS 4991

In previous issues of *Scots'n Water*, I wrote about the importance of setting good starting lines when you are on Race Committee duty. I defined a good starting line as one which is perpendicular to the wind. I recently discovered that this is not always true!

In photo 1, taken at the 2001 Mid-Winters, the line was exactly perpendicular to the wind. But, as you can see, most boats are clustered toward the pin (port) end of the line. In photo 2, taken at the start of the next race, the committee boat (starboard) end of the line was favored by 10 degrees, yet the boats are evenly spread out on the line. Why?

The explanation is actually simple. There was a strong current running directly downwind, and the starting line was near the left shoreline (looking upwind). So most boats wanted to quickly get to the left and out of the current. To compensate, the race committee set the pin at a 10 degree disadvantage for the next race, to discourage a big bunch at the pin. It worked, as you can see from photo 2.

I now realize that the definition of a good line is not "perpendicular to the wind," but "a line that spreads out the boats uniformly along its length." A really good race committee accounts for factors such as which side of the course most boats will want to go, which way the current is running (particularly if it is flowing along the line), etc. You know you got it right when the boats are evenly spread out!

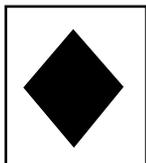


Photo 1



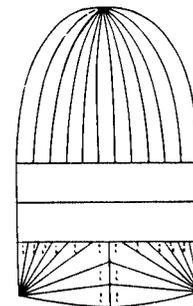
Photo 2

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\$34.00

Clip to hold extension to tiller. **\$1.85**

Ronstan Telescopic X-10 Tiller Extension...

29" to 48" telescopic, same as Fixed X-10 above w/twist-lock adjustment. 'Hyperion' grip on outer tube & ball end on inner tube, and urethane universal joint. Complete w/bolts.

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Clip to hold extension to tiller. **\$2.40**

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

\$70.00

Plastimo Contest Tactical Compass & Mount...

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Fleets In

10TH ANNUAL FULL MOON REGATTA

MONMOUTH BOAT CLUB RED BANK, NJ

by Jackie Cattanach



Ten years after Bill and Eileen Ewing and FS Fleet #157 hosted the first Full Moon Regatta, Scots still show up to sail the fickle and unpredictable winds of the Navesink River at the Monmouth Boat Club in Red Bank, New Jersey. This year twenty-seven Scots joined the fray coming from all over New Jersey and Connecticut. To honor the milestone, a fabulous new t-shirt, with original artwork designed by Eileen Ewing, was given to all skippers.



Monmouth Boat Club

The weather forecast for the day looked rather bleak. At 9:00 am there was a light westerly of 5 - 10, which foretold of challenges ahead as it would compete later on with a diluted sea breeze that came in from the southeast. The first race started in the light breeze, which had shifted a bit to the north. This was true Navesink weather, light, shifty, sometimes patchy, and always unpredictable. In the end, it was a two-boat battle between Al Terhune from Toms River and Bill Ewing, hometown favorite. In a near photo finish, Al Terhune, in a Scot named "Yellow Snow" won the first race. Dave Osler, one of a number of sailors who sailed in all ten Full Moon regattas, arrived late after having to replace a belt during his drive down from Connecticut.

While the wind was trying to decide what to do, the fleet sailed in for a lunch of submarine sandwiches, potato salad, apples, chips and homemade desserts, which received raves throughout the day. The war stories were told and after refueling, the sailors sailed out again to do battle.



Principal Race Officer and US Sailing Senior Judge, Sandy Huntsman was being dealt a very poor hand by Mother Nature today. After setting line, resetting weather marks, and watching the wind foil many attempts to start, the second race got underway. Although the air was generally light throughout the day, there were exceptions. Steve Berglund, sailing his beautiful new Scot #5359, was caught in a Navesink dervish and stuck the head of his mainsail in the mud. Dennis Jansma sailing the oldest Scot #967, had his forestay come undone and Fleet #157 co-captains, Larry and Eileen Nociolo, told of almost capsizing. The river was being particularly difficult today.

Continued on page 18

Continued from page 17

With the time limit closing in, the fleet was sent in. The boats were quickly put on trailers via the three hoists and packed up. Nearly everyone came up to enjoy some refreshments and take part in the door prizes provided by this year's sponsors. Annapolis Performance Sailing, Colie Sails, Harken, Layline, North Sails, Omega Sails, Quantum Sail Design Group, Sailing Magazine, Selby Bay Sailing Center, and Schurr Sails all generously donated items this year.

Al Terhune prevailed with a bullet in the second race and was first overall in A fleet. Bill Ewing, with a second place in A fleet, became the North Jersey Yacht Racing Association Flying Scot class champion. Gary Nackman, sailing his first regatta, took line honors in B fleet! Winning skippers and crew received sweatshirts, which incorporated the t-shirt design. Trophies went five deep in A fleet and two deep in B fleet. Thanks go out to all the Monmouth Boat Club members who helped put on this regatta and to all the Scot sailors who came to match wits with the Navesink River on June 9th, 2001..

A FLEET					
Place	Skipper	Boat#	1	2	Total
1	Alan Terhune	4224	1	1	2
2	Bill Ewing	5246	2	4	6
3	Kris Smith	4901	5	3	8
4	Dan Vought	4048	4	8	12
5	Joe Thorpe	4104	11	2	13
6	Dan Neff	2929	7	7	14
7	Skip Bugbee	4284	6	11	17

B FLEET					
Place	Skipper	Boat#	1	2	Total
1	Gary Nackman	4478	1	1	2
2	John Hird	4713	3	2	5
3	Bill Comella	4081	2	4	6
4	Dave Osler	5217	DNS	3	11
5	Tom Bean	5013	6	5	11
6	Denis Jansma	952	4	DNF	12
7	Dennis Schmaltz	4360	5	DNS	13

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**MIDWEST DISTRICT REGATTA
JUNE 15 - 17, 2001
EPHRAIM YACHT CLUB, FLEET 44
EPHRAIM, WI**

by George Carey



For an early June weekend in northern Wisconsin, it could not have been more perfect. Great wind and sunshine greeted 24 sailors from all parts of the midwest. Friday evening saw Tim DeVries, of Madison, WI, emerge as the best single-handed skipper. The Championship races held Saturday and Sunday saw a good range of wind and a great test of skills. The Regatta was held in conjunction with the Ephraim Fyr Bal Festival. Good fun and camaraderie was had by all. Results follow.

Results

Place	Boat#	Skipper	Crew
1	4771	Paul Newton	Mike Faugust
2	5015	Frank Gerry	Marianne Gerry
3	433	Steve Sauter	Andrew Sargeant
4	1202	Tim DeVries	Sabin Peterson
5	3076	Thomas Pinkel	Dana Patton
6	3951	Bob Schneider	Deb Russell
7	4570	Larry Leistiko	Kurt Holmquist
8	3852	Tony Minitti	Holly Hanselman
9	5182	Bill Vogler	
10	3882	Felicia Bamer	Cindy Barkman
11	4296	Jim Harris	Betty Stockhoff
12	3404	Jack McClurkin	

**15TH ANNUAL INVITATIONAL REGATTA AND
NEW YORK LAKES DISTRICT CHAMPIONSHIPS
AUGUST 11 AND 12, 2001
SARATOGA LAKE SAILING CLUB, NY**

by Ann Seidman, Fleet 161 Secretary, New York Lakes District Governor

There was one start each race with 37 boats. We had four races over two days which weather experts predicted as light and variable. Winds were fickle but we did get in two long races each day. Yvonne Barringer was instrumental in gathering the Thistle Fleet to assist on the water and land to make the Scot Regatta the success it was. Thursday night prior to the regatta, mother nature provided a lightning storm with strong gusty winds which knocked out power until 1am Saturday morning. We relied on ice chests to keep the food cold and I was able to cook with propane in the kitchen to prepare meatball subs. We lit candles, used the port-a-john and basically improvised while Niagara-Mohawk worked on restoring power to Mannings Cove. When we did get power it was business as usual. Jim Benson helped the sailors unload and used the tractor to maneuver boats. Emmett McCarthy worked the hoist to get boats in the water. Shirley Waterfield and The Podesva's worked wonders in the kitchen including french toast one morning and blueberry pancakes the next. Many thanks to the other Scot helpers and to those who provided housing to our out of town guests. Sailors came from Canada, FL.,OH.,NJ., CT., MA., and of course NY to sail and enjoy our wonderful lake.

Saturday night festivities included a beer tasting at the Club from the Mendocino Brewery, Saratoga. Dinner of chicken and steak was grilled to perfection and everyone enjoyed getting some of the door prizes offered over the weekend including a handheld VHF donated by Emmett McCarthy and West Marine, won by Graham Hall, key chains, drink cozies, and Scot Regatta hand cream developed by Marjorie Newman of Sharon, MA., representing one of eight boats from Lake Massapoag. The races went off well with 13 boats competing for the District trophy. Peter Whiting and Eric Simone from Owasco Lake, NY were 1st in the District and The Seidman's 2nd. Mark Fleckenstein and John Bailey from Skaneateles were 3rd and Chris and Jean Rotonno from Oswego, NY 4th. 5th place was won by Nigel and Andrea Peacock, Pontussic Lake, MA. Interestingly, five finishes went to five different clubs!

In the open Josh Goldman and Ira Cohen took home top honors followed by, Bill and Eileen Ewing, Graham Hall and Adam Blackwell, Ralph and Christine Coffill and Kris Smith with Bob Scot round out the top five finishers. Complete results will be listed on the web sites at <http://www.sailsaratoga.org/> and <http://www.fssa.com/>.

By the way, the trophy's were red and blue duffle bags with an embroidery logo of the event, tastefully designed and matched the shirts that were available. The bags were given to skipper and crew, 5 deep in each division.

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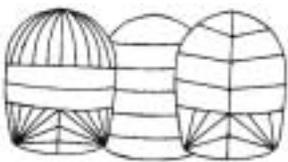
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Fall 48

November 9 & 10, 2001
Lake Norman Yacht Club
Charlotte, NC

For more information contact Larry Vitez at (704) 442-1850 or email larryvitez@consolidatedadvisors.com.

Jubilee Regatta and GYA FS Championship

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Mid-Winters

March 17 - 22, 2002
St. Andrews Bay Yacht Club
Panama City, FL

More information to come.

2002 Wife Husband Championship Regatta

June 14 - 16, 2002
Delavan Lake Yacht Club
Delavan, WI

For more information contact co-chairs: Frank Gerry at (630) 466-1161, fgerry@mc.net or Jack McClurkin at (847) 991-8092,

JMcclurkin@aol.com. Visit the Delavan Lake Yacht Club website at www.dlyc.com.

Sandy Douglass Memorial Regatta

July 27 & 28, 2002
Deep Creek Lake
Maryland

For more information, contact Ed Peters at (301) 797-7824 or barmusic01@hotmail.com.

Flying Scot Canadian Championship and Michigan/Ontario Districts

August, 2002
Stony Lake Yacht Club
Stony Lake, Ontario

Date to be announced, check website. For more information on the FSCC, please contact Douglas T. Smith at dtmsmith@sympatico.ca, (734) 876-8559. For more information on Michigan/Ontario Districts, contact Forest Rogers at forest@vibro-dynamics.com, (734) 954-0452.

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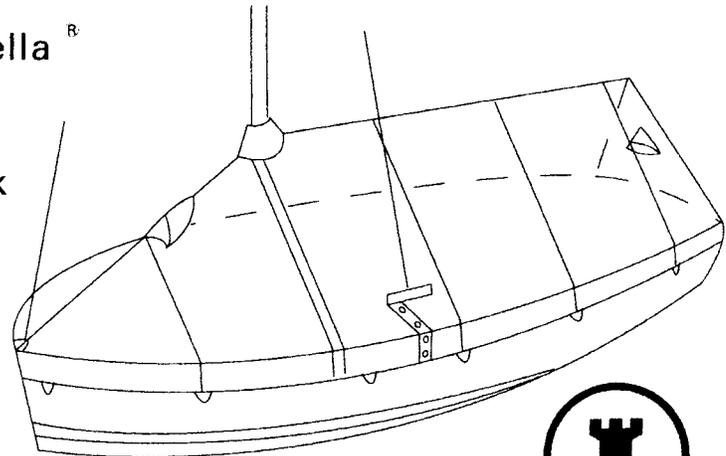
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Full-sided	\$483	\$498	\$522

Flying Scot New Members

Fleet #	Boat #	Name	Address	City, State & Zip
Capitol District				
	5414	Paul Douglass	10 Stanyon Rd	York, PA 17403
	2398	Jerry and Andrea Latell	PO Box 718	Irvington, VA 22480
	4165	Ray Pollard	3703 Commodore Point Cr	Midlothian, VA 23175
139	5328	Tod, Candace, Jessica, Kenneth Brenner	429 Haverhill Rd	Lancaster, PA 17601
Carolinas District				
	3091	Joseph Brake	195 Shell Landing Rd	Beaufort, NC 28516
	4842	Karin Glander	2604 East Fairway Rd	Morehead City, NC 28557
	A986	Phillip A Hartman	PO Box 429	Skyland, NC 28776
	4335	Charles F. Rouse Jr.	532 Marlowe Rd	Raleigh, NC 27609.7020
48	4162	Dennis F. Leffler	3220 Wamath Dr.	Charlotte, NC 28210
Greater NY District				
	5410	Jerome W Paun	8 Old Plains Rd	Williamantic, CT 06226
	0609	Donald A. Succombe, Jr.	2 Cat Brier Lane	Mystic, CT 06355
24	3799	Don Engdahl	3 Amber Drive	New Fairfield, CT 06812
162	A986	Claude Campbell	75 Swimming River Rd	Tinton Falls, NJ 07724
Gulf District				
	A980	Tom Fischer	116 Jerico Way	Richmond Hill, GA 31324
	5409	Phil King	7210 Birch Bark Dr	Fairview, TN 37062
	4851	Donald B Sweeney, Jr.	2301 Country Club Pl	Birmingham, AL 35223
Pacific District				
40	3997	Donald Craig	281 Los Angeles Blvd	San Anselmo, CA 94960-1608
40	A988	Timothy McGowan	501 Sunny Brook	Mill Valley, CA 94941-3729
40	1303	John Phelan	430 Sequoia Ave	Redwood City, CA 94061
40	3497	Alan Niven & Wendy Berger	PO Box 469	Pt Arena, CA 95468
100	1864	J.V. Ramsdell	4312 Laurel Dr.	West Richland, WA 99353
100	5407	J.V. Ramsdell	4312 Laurel Dr.	West Richland, WA 99353
Prairie District				
	2282	Richard, Jana & Susan Berryhill	6800 South Q Court	Fort Smith, AR 72903
	4021	Dan Brinkworth	33376 Mill Tailing Rd	Whitewater, CO 81527
	A988	Barbara Belanger	1606 Central Ave SE Ste 101	Albuquerque, NM 87106
Texas District				
67	5165	Jeff Foerster	237 Argo Avenue	San Antonio, TX 78209
New Members this report 26				

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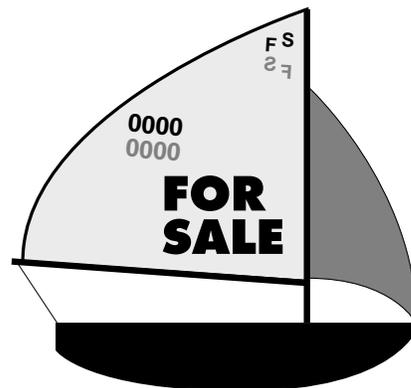
FS 1663 – Douglass dry sailed classic. Blue with contrasting blue hull and accent stripe. Good condition. Two sets of sails, one spinnaker. Detachable motor mount, new MinnKota trolling motor, battery, trailer. New full "Sailor's Tailor" mooring cover. Kept on Lake Norman, NC. \$3000 obo. Contact Russell Lookadoo at (704) 366-8442, rwlookadoo@email.com.

FS 4182 – Douglass built, white deck & hull, excellent condition, race ready, dry sailed. Midwest Sailing spinnaker rigging, new spinnaker, compass, Ronstan tiller extension. Sailor Tailor full cover, plus cockpit cover, lifting bridle, galvanized trailer. Located in Corona, CA. \$3,800.00 Contact Mark Henderson at 909-735-5190

FS 4182 – Silver, race rigged. Two sets of sails, thru-the-deck spinnaker, sheets and downhaul. Trailex aluminum trailer, new skirted boat cover, motor bracket, rudder raiser, mast raiser, boarding step. Located in Galesville,

MD. \$7500. Trailering cover, bottom cover, motor and speedometer separately available. Contact William Sanjour at (703) 528-0225 or email, wsanjour@lincs.net

FS 5218 – White deck, gray hull, green trim, mahogany centerboard cap. Schurr sails and spinnaker, roll-up sailbags, motor mount, galvanized trailer with spare wheel. Dry sailed, stored inside. Like new condition. Located in Port Townsend, WA. \$9400. Contact Phil Meany at (360) 385-7363 or email to meany501@olympus.net.



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