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North Sails Chesapeake
Greg Fisher
Greg@od.northsails.com
Phone 410 280-3617
Fax 410 626-8445

North Sails East
Brian Hayes
Brian@od.northsails.com
Phone 203 877-7627
Fax 203 877-6942

North Sails Midwest
Skip Dieball
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The Email address for regatta notices and regatta results to be published in Scots n’ Water is info@fssa.com. Updates on the web pages will occur between the first and fifteenth of the month. Visit the site frequently! Please save all articles submitted for publication in the ASCII Text Format.

SCOTS n’ WATER - Registered Trademark. Publication No. ISSN 0194-5637. Published bi-monthly by FSSA at 1 Windsor Cove, Suite 305, Columbia, South Carolina 29223. Volume XL No. 6 Subscription is $8 a year included in annual membership dues. Periodical postage paid at Columbia, SC 29201.

Publication Mail Dates: Issue #1, January 15; Issue #2 March 15; Issue #3, May 15; Issue #4, July 15; Issue #5, September 15; Issue #6, December 15.

Ad Rates: Call Christina Hicks at (800) 445-8629.

Postmaster: Please send change of address to Scots n’ Water, FSSA, 1 Windsor Cove, Suite 305, Columbia, South Carolina 29223.

EDITOR: Kay Summerfield, 705 Ocean Avenue, Beachwood, NJ 08722, (732) 286-4890, slokay@earthlink.net

LAYOUT DESIGN: Nancy H. Cooper. ADVERTISING: Christina Hicks (800) 445-8629.

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The FSSA wants to thank Don Smith and his able team for the fabulous time we all had at the North Americans in July. From those post racing socials and regatta management, it was evident that the entire event underwent months of planning. The race committee made every effort to do its job well in the usual Lake Norman fashion, and the onshore activities raised the bar, that’s for sure. Thank you all at Fleet 48!

We had the opportunity to attend the National Championship of the Thistle Class recently in which the subject of VHF radios on board came up for a vote. This has been discussed more recently by a number of classes, and is something we Scot sailors should think about as well. The current by-laws do not allow for this, as do most others. There is an upside and a downside to this issue, but for safety sake, it is all positive. Waterproof VHF radios have become less costly, more portable, and more durable, making them more practical to have aboard small boats.

In hearing the discussion that took place, there are other possibilities that would make racing more fun. For instance, the race committee could announce early starters and solve the hailing issue, which doesn’t work well the way we do it now. Someone is going to be prejudiced with hailing; it’s just a question of whom. A downside to this is the ever-present possibility of outside assistance given to a competitor. On radios with scanners, and most have the capability; the race committee actions can be monitored more closely by sailors.

Classes are looking at this more seriously every year. Those who do are on the leading edge and are trying to sort this out. In addition, it’s my feeling that soon the Racing Rules of Sailing will allow it, and if so, we need to be ready.

It has come to our attention recently that a foreign copy of the Flying Scot® is finding its way into the US by an importer. In the promotional material, the seller is using the name Flying Scot®. We must all remember that the name Flying Scot® is a registered trademark, and we must make every effort to protect this name for our builder. Whenever we use that name in our regatta announcements, sailing instructions, or any other documentation, we should be using the “®” symbol after the name. In “MS Word” you can insert it with the “alt-cntrl r” keys. Let’s be sure we make a genuine effort to protect the name, and our investment.

If you haven’t downloaded a copy of the new Constitution and By-laws, make an effort to do so now. At the Annual Meeting held at Lake Norman, we passed a large number of revisions to both sections of the By-laws and Constitution. If you don’t have access to the web site call FSSA Headquarters and ask Courtney Cantrell for a copy. We have created new membership categories, eligibility rules, nominating committee composition, charter restrictions and much more. Get up to date and carry that book with you. Larry Taggart will be writing an article for us detailing many of the changes in a future issue.

Fleet Captain! You are the lifeblood of this organization and many of you get saddled with that job not knowing what is the real duty of that position. Charles Buffington has volunteered to take the generic version of the Fleet Captains Manual developed by the US SAILING’s One Design Class Council and modified it to more specifically meet the needs of the Flying Scot® Class. Thank you, Charles. The first draft looks great and will solve the mystery for many if put to use.

Here is something to think about. We had the largest Senior Division in NAC history at Lake Norman. There were approximately 22 Seniors starting with the Challenger Division. Should we have a separate start for the Senior fleet? Should the Silver Pipers Regatta become the National Senior Championship? Fleet Captains, talk to your fleet. District Governors, talk to your Fleet Captains, and bring your feedback to the Midwinters Meeting.
Letter from the Editor
by Kay Summerfield

As you will see attending the NAC’s is not all sailing. There are a lot of landside activities such as trivia questions nightly and a scavenger hunt as well as the following:

Breaking the record

There was a previous record of a beer keg and 30 people on a Flying Scot. Charlie Fowler was kind enough to let us use his boat to try to break the record. Well, WE DID! We broke the record by having a beer keg and 40 people on his boat. Of course I was advised that we could have gotten about 10 more on board but yours truly was the first to chicken out when the last person boarding jumped on and I saw water coming over the side.

Talent show

I was pleasantly surprised to find out how many talented sailors we have. There were dancers, a bagpiper, pillow dancers, a juggler, and who could forget the cowgirl singing “Cow Paddy”

Charlie Fowler look-alike contest

The contestants in the Charlie Fowler look-alike contest had a lot of fun coming up with costumes and props. There were 5 contestants vying for the title. The big question being—Who is Charlie trying to look like?

Looking forward to seeing you at the Midwinter’s March 27 to April 2, 2004.

Photos by Jim Kransberger. For more photos go to www.southeastsportsphotos.com

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Charlie’s Tips
by Charlie Fowler, FS 5126

Tuning Up: Rigging Failures
This year there have been a few shroud failures. They are not very often due to broken wires, but because of the swedged ends. Check the pressed on balls for cracks. A good clue is signs of rust. The rust is an indication that the ball may have a crack and not be pressed tightly into the wire anymore. When the swedge fails, the wire pulls through most of the time. The fittings on the deck at the ends of the shrouds are normally the culprits. Water runs down into the swedge and rusts expands the fitting to form a crack. Before you start sailing this year, check your rigging. You might be happy you did.

Trailering Tips
The next time your boat is off the trailer, give it an inspection.
• Check your wheel bearing seals on the inside, which is hard to do when the boat is on the trailer. Is there any splattered grease? The wheel bearing is leaking.
• Check the springs. You can tell if they are rusting too badly.
• Do the rollers roll easily?
• Pull of the boards. Make sure they are still attached.
You can generally make your own decisions as to the road-worthiness of your trailer. If you think there is a problem, get a second opinion. Make any needed repairs.
So now that you are sure of the trailer, you can hit the road!
P.S. I lust after the aluminum trailers that Flying Scot is selling.

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September 2002 marked the culmination of a 27-year desire to own a Flying Scot. This was the purchase of my third sailboat, but the first adventure in Internet facilitated buying. Flying Scot covet started in 1975, when a newly married, newly minted engineer started club racing at Deep Creek. As attractive as sailing a Scot was, the family budget dictated a Jet-14. It was acquired the old fashioned way. Fleet captain Bill Lovett made some telephone calls and found a boat via the “one design” net.

A job transfer and the joys of parenting created a 16-year hiatus in sailing until a National Guard buddy needed a crew, introduced Cave Run Lake, and rekindled the racing bug. Shopping for the second sailboat included a trip to the Scot factory, but the teenage crew wanted a small cruiser for spend-the-nights, on-board potty, and other comforts. Following the conventional wisdom of buying locally, a Hunter 22 was found through Mrs. Hook the owner of the local boat storage yard and “yacht” broker. The Hunter has had four owners and never traveled further than five miles from Cave Run Lake. After six years of enjoyment, the crew, a.k.a. daughters, went to college and it was time for a Scot.

Although the 1st mate required the Hunter’s sale and buyer’s check clearing prior to shopping, my first approach was to buy locally. Mrs. Hook’s advice was that there were some nice boats on the Internet. Next stop was Deep Creek and another factory visit. Harry Carpenter offered some excellent advice and tips on accessing used boats. Thus began “Emporium Internet” and its world of possibilities. Two evenings of surfing fleet web sites and e-mails developed A and B lists. The FSSA maintains an excellent spreadsheet of boats for sale available upon request. My A-list consisted of: boats within a four-hour drive, five to 10-years old, and approximately half the new list price with racing rigs preferred. B-list boats were: within a day’s drive, older, pricing closer to spousal predilection, and any rig. Two more days of e-mailing ruled out many boats and saw two attractive boats sold before a weekend visit could be arranged.

By chance we combined my spouse’s National Guard duties at Ft Drum and a quick vacation and a 30-year old boat was on the way. Concerns over age and condition were dispelled when we discovered that the boat had been kept in a barn between seasons. The hull looked factory new and all bits pieces and parts were present. Price was negotiated and with a handshake, we owned Flying Scot 2194 to be picked up Saturday of Labor Day weekend. While my wife soldiered, I shopped for new tires, wheel bearing grease, etc.

That Saturday we drove from Quebec City back to Syracuse, spent five hours frantically repacking the wheel bearings, replacing a wheel bearing and visiting the local U-haul to replace wiring harness. After resting over night, we almost made it to the Pennsylvania border when the left wheel bearing disintegrated. With the help of the friendly New York Welcome Center, we found a local wrecker company willing to transport FS-2194 to Charleston, WV. It arrived 24-hours later and for the freight we could have purchased a new boat trailer. Since Charleston Marine had a full bin of axle stubs, we’re not the first to spin a bearing. The boat spent the winter on the carport, moved to Cave Run Lake this spring, and was successfully raced April 19th.

Some reflections on purchasing a Flying Scot. It is a pleasure to purchase a one-design in current production with an active class association. The association provides leads, class design standards and structure. The factory sells new and reconditioned boats, provides technical assistance most importantly how the rig it, and is a quick source of parts.

The Internet speeds up boat buying; the adventure from initiation to hand-
So you think that our annual North American Championship is just to determine who the best Flying Scot racer is? To determine who will win the Gordon K. Douglass Trophy? Well, if you think this you’d be right … at least partially. It is true that our NAC attracts the top Scot racers in the country. But did you know that there are many other categories of racing achievement awarded at the NAC, as well as intangible rewards? These awards and rewards help recognize the family aspect of the Flying Scot Class.

You may already be familiar with some of the rewards: an opportunity to race against the best Flying Scot sailors and perhaps qualify for the Championship Division; renew old friendships and make new ones; enjoy the social events; learn more about rigging and tuning your boat to be more competitive; and, have an opportunity to participate in the governance of the FSSA at the Annual Meeting.

But do you know that there is a trophy for the top husband/wife (or wife/husband) team? Or another trophy for the best family sailed boat? Do you really know all of the trophies that can be won? There are many others. These have been established over the years in recognition of the fact that while there can only be one North American Champion, we certainly can and should recognize other achievements. This is the first of a series of articles on the various trophies that are presented in conjunction with the NAC. The first is the obvious one, but look in future editions of Scots n’ Water to learn more about the categories of competition in which YOU CAN BE THE BEST.

The Gordon K. Douglass Trophy is presented annually to the winner of the Championship Division who earns the title of Flying Scot North American Champion. This trophy is in memory of Flying Scot designer, builder and many times North American Champion Sandy Douglass. Sandy designed the Flying Scot in 1957 after his other successful designs, the Highlander and the Thistle, did not seem to offer comfortable family sailing. New Flying Scots have been in constant production since 1957. The Flying Scot Sailing Association (FSSA) started almost immediately after Sandy designed the boat. Many of the guidelines that Sandy and the founders started with are still in effect. His strong direction and goals have made the class move very slowly toward change and “improvements.” In 1998, the Flying Scot was awarded the high honor of being included in the American Sailing Hall of Fame.

Inverness
Continued From Page 7

shake was two weeks. It allows you to quickly identify leads and balance desires with the pocket book. The sellers’ sophistication varied from “I have a boat for sale” to digital pictures and detailed descriptions. If you think a boat is a cherry, others will too. My first two choices were sold within two days being posted for sale. Remember your geography – how far do you want to drive to inspect a boat and trailer it home?

The Scot is a “trailer sailor,” so remember that the boat’s condition is only part of the package. Allow time to survey the boat and prepare it and the trailer for movement. Plan on replacing the wheel bearings. Make sure the lights work and meet current standards, the tie downs are adequate, and the trailer is mechanically sound. A holiday weekend is not a good time to find parts.

Before you buy, check out how you will insure the boat as insurance underwriters are tightening their requirements. With the Hunter, my agency just transferred the policy from the seller. With FS-2194 the underwriter requested a marine survey. There is one marine surveyor in West Virginia and he does tug boats. Luckily the underwriter was satisfied with photographs and a statement of condition from Charleston Marine. With the help of the Internet, Flying Scot 2194 is back on the water. She may be mature, but she is as competitive as any boat in her fleet.
With children, the first time you do something new it better be good or the experience is “boring” and never to be done again. Fortunately, the first regatta that my daughters and I chose to participate in was the 10th Annual Glow in the Dark Regatta. As most sailors, the only component of a sailing regatta that really matters to kids is having fun. The all encompassing, not solely the sailing part but the trip down, the food, the overnight, the people they meet, and the friends that they bring with them. I can still remember Gerry and Sunshine’s amusement with my declaration that we were ready to compete in the Glow regatta with our crew of seven – my two daughters, who each brought a friend and since they were bringing friends, I brought a couple myself.

While I can’t say that our performance in our first regatta was particularly good, it certainly didn’t bother the crew. The key was crew organization. Kids like to participate. Each daughter and friend had a specific role, line, or duty on the boat starting out with the beverage server position (beverage service certainly adds fun to my sailing experience) and promoting up to foredeck. Like all sailors, kids like to have a sense of responsibility and recognition that goes with a definite duty. No matter how large or small, their contribution should be made important. The Glow helped by having a number of different fleets in each regatta. Each fleet started at different times, so that typically we would have boats in and around us even if they were a tad behind our fleet. To kids, it’s not the quality of competition; it’s the fun and excitement of being on the water and “in the boats”. Loud voices, yelling, or highly competitive maneuvering certainly doesn’t increase the fun of a crew with kids. Lots of food before, during and after the regatta definitely fires up the crew. Of course, the Glow is second to none in this crucial area.

To this day, the majority of our sailing regatta stories typically involve the drive to and from the regatta. For kids “the trip” is probably more important than the sailing. Since my resources were limited, I purchased a 1984 Ram van for $600. The van can seat 14 passengers or with the removal of the back seat, can seat 8 passengers with a nice sleeping area. It has been almost 10 years - the van still runs, although it spends a considerable time parked in a field between excursions. An old worn out vehicle serves the purpose of making the trip fun. It doesn’t help to stress the crew out on the way to the regatta by having and enforcing vehicle rules. You need to arrive at the regatta in a party spirit.

As my kids grew older and became teenagers, the addition of friends became a natural necessity. Living arrangements on regattas had to be organized such that the teenagers were in one tent or room and any adults in another. In addition, my daughters soon became more interested in having male friends on the crew rather than just their girlfriends. To accommodate the new crew demographics, I asked long-time friends and sailors (who race a J30), Jack and Cissy Yoes, to join us in a few Flying Scot regattas. Jack and Cissy had two sons that sailed and were similar in ages to my daughters. In addition, Jack sails to win in his J30.

I was proud that my 1977 boat still sailed well with its original equipment - sails, lines, and gear. Jack made it clear that if he was going to be part of a five-person crew on a Flying Scot it wasn’t going to be with the original equipment. The old sails were upgraded. The lines were replaced. The cracked centerboard, which nicely ballooned on down-wind legs, was replaced. The removal of drag parasites entered our vocabulary.

The 2000 regatta was one of my favorites. A couple of the crew had never been to the ocean before. They informed Jack that oysters were similar to chicken, which resulted in four days of oysters, shrimp, and all the seafood that Jack could find and cook. The sailing was fantastic. On the return, the University of Wisconsin Men’s basketball team was in the NCAA finals in Indianapolis, right on the way back from Panama City. I had all the teenagers inform their parents that we were no longer coming back on Friday night but that we were coming back on Sunday after watching the NCAA finals. We were the only Badger tailgaters with a boat and a Badger flag on a Flying Scot mast in the RCA dome parking lot.

At the Midwinters this year my crew started to shrink. My oldest daughter is in college and couldn’t make the trip. My youngest daughter was bringing friends but felt that they would have a much better time partying in Panama Beach then sailing in the regatta (but they didn’t want to miss the trip). Jack was gone on business. Fortunately, I

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**Midwinter**

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was able to recruit a new crew – my girlfriend Susan, her 8-year-old daughter Mikki, and my two nephews 10-year-old Kyle and 12-year-old Charlie. Susan has a desire to sail competitively. Mikki had sailed with me previously as a beverage-server-in-training and was ready to make the move to master beverage-server. Kyle hadn’t been sailing but was enthusiastically willing to become Susan’s foredeck assistant. Charlie had sailed with me in the Midwest regatta in Lake Delavan – it was a drifter regatta but he certainly learned how to go to the bathroom on the boat and was ready to move from master beverage-server to crew. Everyone knew their lines, their responsibilities, and proper placement of beverages and food.

The crew and boat were ready for the 2003 Midwinters. The trip down was uneventful. We arrived on Monday to superb Florida sailing weather and ready to race. In most of the races we were in the boats at the marks and at the finish. Beverage service and crew performance was optimal. Unfortunately, van performance was less than optimal-brake and fuel pump problems caused a van breakdown. With the help of a club member who owned a car store and the teenagers (while they partied at night in Panama Beach, they were available in the later part of the day for van maintenance) the van was repaired without missing a race. On day three the wind had increased while we sailed to the start line and the crew spirits were wet. Rather then put a wet end to a fantastic regatta we decided to retire early, only stopping at the gybe mark of the championship fleet to watch some excellent sail handling.

The story could end, instead it gets better. Typically we always attend regatta award ceremonies. I have matching crew shirts for the event and the crew gets to meet the best Flying Scot sailors. The Midwinter is especially good since they serve a wonderful meal at the ceremony. While we didn’t have food fights at our table (it was close), the crew was rewarded by winning the Alan Douglas trophy for best sportsman performance at the regatta. The crew was pleased and excited—a great send off for the trip back. Hopefully, this will provide encouragement for the crew to return to next year’s regatta.

The various crews may or may not be coming back for another year of sailing but we never would have gotten started without the help of Gerry and Sunshine at those first Glows. All my crewmembers appreciated the fun and spirit the Glow in the Dark regattas brought to sailing (there are more than a few Glow magnets and memorabilia in Stoughton High School lockers). My various crew thanks Gerry, Sunshine and all the other Flying Scot sailors and clubs that have helped make regattas fun for the whole family.

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How the TIGHT RIG Came About

by Graham Hall, FS 4945

In the fall of 1997 I was offered a Thistle to sail in a local regatta. Someone thought I might be interested in switching classes—silly them! But I had raced Thistles years ago and so I thought it might be fun. NOT! I was very sore afterwards and I didn’t do well.

But the interesting thing I learned is how tight the Thistles set up their rigs. They use the trailer winch and a high field lever to spring the stays bowstring tight. I got to thinking how strange it was for the same designer—Sandy—to have two boats rigged so differently. So I decided to do some experimentation on the Scot. I Rube Goldberged a way to tighten the rig using my 12:1 vang purchase using a separate line up through the deck at the bow. This worked well and I could adjust the tightness between races. I got a Loos tension gauge like all the Thistles, and I found I could top 400 pounds on the head stay if I wanted too. (Watch out—the mast column starts to buckle at this point.)

A normal loose rig jib proved to be plenty slow, however, because of the sag cut in the luff. When you tighten and therefore straighten the luff wire, and remove the sag, the sail becomes distorted. Additionally, the sail rotates toward the bow and the leech follows—reducing overlap—also slow.

I called my sail maker, Greg Fisher at North. We discussed the problems and he agreed to design and cut a sail with a straight luff and a larger leech roach. He left the loose rig curve penciled in on the luff so that we could re-cut the sail later if necessary.

The Irish Rover was on her way to a couple of regattas in the Florida district, so we tried out the new jib for the first time on a little lake outside Orlando. I came off the line near the leeward end in light air and I suddenly realized I had a lot of power up front. The bow was pulled down and we had a noticeable lee helm. I had trouble pointing with the fleet especially if I streamed that windward telltale. But we were going very fast. I felt I had to come up to keep with the fleet, which was lifting out on my hip. So I gave up on a bit of speed and matched the angle of the boys behind my left shoulder. The jib collapsed back about 3 inches and I couldn’t look at it. But I kept the bow up where I felt she belongs—or at least where it used to belong. I waited for the inevitable slowing, the loss of speed that signals pinching. Oh boy, I thought—this dog ain’t going to hunt....

But our speed was good. The Rover was knitting through the chop toward the far shore like she was the log flume ride at Disney World. We tacked and motored over the Sunshine boys into first around the mark. Still had lee helm—still carried a big luff in the jib—but we were fast.

Then I experimented with the mast rake. I felt I could lay the stick back and balance out the helm. Maybe have my cake and eat it too. But we developed the slows off the breeze, and she never felt well all around. And all the while I was drilling holes in my chain plates to vary the rake and get it right. This is not necessary: so don’t do like I did. I’ve had to fill my holes and now I’ve gone with the raking tang kit developed by my buddy Dave Batchelor down at Layline. They explain everything. Eventually I settled back to the standard rake (close to 28’4”) after about a year of experimentation.

The big roach available on a tight rig jib is very sensitive to trim. Because I often sail with inexperienced crew, I felt I had to be able to see the leech of the jib from the helm position, to be able to instruct the crew on the proper trim,

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most importantly up to near the batten, I laid out a maxi-window for the main, and again Greg obliged, and at the 1998 Midwinter championships, my crew and I could view the entire vertical shape of the leech from the weather rail. An added bonus is the stationary position of the leeward shroud because of the tight rig. The angle, position, and closeness of the jib leech to shroud are now a wonderful tool for exact and repeatable trim. A must for a new crew!

The finishes of the Irish Rover at the Midwinter’s were as good as she ever had, and we felt we were just as fast, if not faster than we had ever been against the top competition.

The next year I ordered another jib with an even bigger roach. I described to Greg the Biggest Available Mother of All roaches he could make—the BAMA ROACH jib! We took this one to the NAC’s in Carlyle in 1998 and came in second, equaling out best finish in this event. 1998 was a tight rig year for he Irish Rover, as she placed first in 10 out of 12 events. (Now, the BAMA ROACH is extinct, as they have instituted and upper girth measurement on the job—if you have one from the early days it is, however, still a legal “grandfather.”)

A couple of unforeseen benefits to the tight rig became obvious. First is how pleasant the boat is to sail in light and sloppy conditions—like a 4th of July motorboat weekend on the lake. Instead of banging all over the place, the mast and sails stay quiet, and the crew does not have to push on the boom. The natural rocking action of the waves transfers to the rig and I think you can get forward pressure.

Second, the view through the BAMA window downwind is exciting. For the first time I could see the leech of the spinnaker, and the triple slot with the jib up. This helps you reaching and running speed as you and your crew fine-tune the trim. You can even drop the jib in the very light stuff without altering rake.

2003 will be an exciting year for Fleet 72 here at the New York Maritime College. Besides our annual Scot invitational, the Bronx North American Championships on May 10th, the college will be hosting the Collegiate Sloop Championships in Scots in November. This will mark the 30th anniversary of the Maritime Privateers winning this event, with Gary Jobson on the boat in 1973. Personally this is my 20th year in Scots, having “seen the light” in 1983. Hallelujah Brother! 🔥

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Keeping Fleet 16
SHIP SHAPE

Most boat owners have their hands full keeping just one boat in top condition. But Alan Minsterman, the long-time head of maintenance for Fleet 16 at the Detroit Yacht Club, must keep 13 Flying Scots ship-shape for a sailing season that runs from early April through the end of October. The Scot program at the DYC includes a novice class with some 50 to 60 students; a very active racing program; and pleasure sailing by DYC members and guests. In recent years Fleet 16 has also hosted major events like the Mallory Cup and the Sears Cub using our club boats.

Keeping the club’s Scot fleet afloat is a demanding role and strictly a labor of love, since Alan, like all DYC Flying Scot committee members, are volunteers. An automotive engineer by day, Alan lives parts of each summer on the cabin cruiser that he and his wife, Linda, berth just a short walk from the DYC’s Scot dock. Alan has twice been awarded the DYC’s Paul Lee Trophy for outstanding contributions to the Flying Scot program.

We started our interview by asking Alan how taking care of 13 club-owned boats differs from taking care of one boat.

It’s the magnitude. For one boat you’ll have one or two lines to do, then you multiply by 13. It is more cost effective to make some of our own equipment such as cranks, boom crutches, bow painters, stern lines with clips, etc. I use down time (off season, evenings, etc.) to batch job this kind of work. Normally I make 50 winch cranks at a time (normally we lose 20-30 per year), and as needed, 9 to 12 boom crutches, 10 to 20 stern lines, and every 3 years new bow painters for the all boats – it’s got to look nice.

What’s the busiest time of your season?
The busiest time of the season is actually preparing for the major regattas because we’re trying to get all the boats up to equal speed. Racing really stresses the boat. You’ll accumulate a lot of wear during the season, but it’s the racing that really takes them to the edge, and if anything’s going to break, that’s when they break. We do a lot of work trying to prevent that. If somebody’s going to lose a race, you don’t it to be because of maintenance.

Keeping Fleet 16 Ship Shape
by John Gallagher, FS 4945

by John Gallagher, FS 4945

Is there any work you have to farm out?
We haven’t been doing our fiberglass. There’s some art and craft to that. It also takes more time. Our time periods are normally a little bit everyday, because we’re all working and we all have other jobs to do. And we don’t get normally a lot of time at one time to do a project like that, so we farm that out. Other than that, we pretty much do everything ourselves.

And what breaks most often?
It runs in spurts. We used to have a lot of problems with the goosenecks and the booms, and we found out that people were standing on them to fix their topping lift and things like that. And once we started keeping them from doing that, that problem has gone away. We used to have a lot of loose gudgeons on the rudders, from sculling the boats. We try to discourage that. We do have some sheaves and a mechanism in the centerboard assembly that turns 360 degrees, and that wears pretty constant-ly and pretty evenly on all the boats.

How do you work with the club sailors who use these boats?
Just like an airline pilot will go out and check his plane, we try to tell people to do that with the boats. And actually you can get trained pretty quick to watch for things – frayed steel lines or loose screws. After awhile you notice that stuff, but you do have to condition yourself to watch for it, because a lot of the times it’s just, let’s get in the boat and go. So we try to train skippers and crew

How about launching the fleet in the spring and hauling the boats out in the fall?
Launch and haul-out of 13 boats is organized chaos. You go from one minute of hoping someone shows up to help to having twenty to thirty people showing up all at once, rushing to get it done quickly so they can go inside and get warm. It’s normally windy, wet and cold – sometimes snowing. Preparation and organization is key for a successful and quick event. Have tools and supplies prepared ahead of time, storage locations prepared, etc. Get everyone organized into little workgroups; anyone standing around is put to some task. Sometimes it’s like running around to keep all the plates spinning on the sticks. We number all the boats, boom, masts, rudders, tillers and centerboards to help keep things organized. There are

Alan Minsterman

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How do you work with the club sailors who use these boats?
Just like an airline pilot will go out and check his plane, we try to tell people to do that with the boats. And actually you can get trained pretty quick to watch for things – frayed steel lines or loose screws. After awhile you notice that stuff, but you do have to condition yourself to watch for it, because a lot of the times it’s just, let’s get in the boat and go. So we try to train skippers and crew

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**Ship Shape**

Continued From Page 13

to keep an eye on their equipment, looking for frays, burs, loose hardware and fittings, etc. It is in their best interest and having many eyes helps the job of maintenance. If they see something that needs attention, they write it down on the repair board. Some people don’t know how to take care of their boats, others may treat them as rental equipment – it’s not the same as if it were your own. You try to set examples and expectations the best you can. Since it is all volunteer work, we try to make it a social event as well as a work detail.

**What’s your annual budget for maintenance?**

About $2,500 to $3,000 a year for spare parts. Now, if we have a major regatta, we usually get some outside funding and then we pretty up the boats. We’ll spend extra money to put on fresh lines. We try to get the boats tweaked up all the same. We can spend another $5,000 to $6,000 on that. I think I spent $10,000 for the Mallory Cup, and that was additional money.

We try to have at least one of everything for the exception. And of course there are some documentation. If you try to keep track of 13 boats, it’s pretty difficult. We’ll normally go through all the boats, check out the scope of the work that needs to be done, and prioritize it. It adds up. Even on a small boat, we have about 100 items on there. Now some are pretty simple, but you have to be specific. You say check that block, well, what are you checking? You want to make sure that the springs work, that the rings aren’t deformed, the mounting screws. So the checklist helps force the discipline of what to really check.

**You’ve repaired Flying Scots now hundreds of times over the years. Is there anything about the design of the boat that you’d change?**

We talk to the manufacturer, Harry Carpenter, about some things. One of the things was the mounting of the blocks for the jib sheets. There didn’t used to be backed. They used to put the screws right into the fiberglass. So sometimes I’d have to cut away Styrofoam flotation to put a wooden block in there to get some backing for the screws. There’s always more to learn. These boats are about 45 years old in the design and they’re still making tweaks in the design. Harry just came up with a little thing called a boom vang fuse that we use, and it’s just a little piece of steel line in the vang assembly that breaks at 110 pounds of pressure. And ever since we’ve done that we haven’t bent or broken or snapped any booms, where we use to snap them or bend them once or twice a year.

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SPRING FUN in the Southern Sun

The southern experience for 2003 began with a trip to Fort Walton for the annual midwinter’s warm up. Upon arriving we were met by welcoming hosts, plenty of sunshine and winds in the 12-16 knot range. While there were not as many boats as the hosts had hoped for, the competition was good and the race committee was excellent. The races, per the request of past racers in this event, were relatively short. The result was five starts on Saturday and another two starts on Sunday. Additionally, the race committee deserves credit for doing a fine job in managing the races in winds that were consistent in speed but not always in direction. Ryan Malmgren from Wisconsin, who sailed consistently well throughout the seven races, won the regatta. Harry Carpenter earned second place, winning five of the races in the regatta. David Osler rounded out the medalists taking third place. Everyone enjoyed the event and the venue. I would strongly recommend this event to other sailors next year as the Fort Walton Yacht Club is determined to make the regatta a success.

The next step in the two-regatta tour brought us to St. Andrews Bay Yacht Club and the Midwinter Championships. The regatta was well attended, drawing 58 boats from all over the country. There were 31 boats in the championship fleet and 27 in the challenger division. Additionally, the weather was again excellent, although that opinion might be a bit different if it were provided by the skippers of some of the heavier boats in the competition. It was warm, sunny, and the winds were uncharacteristically light for the majority of the races. Kelly Gough, who won both races, won the first day of competition in the championship fleet. The courses required good boat speed, but also forced competitors to adjust to constant changes in wind velocity and in wind direction. Starling Gunn and Greta Mittman who both finished the day with a 2nd and a 3rd, placing them just ahead of race one winner Rick Banning and second race winner Ed Summerfield, headed the challenger fleet.

Day 2 brought even lighter winds. That factor coupled with significant, if occasionally brief, lifts and headers made many a racer comment that it seemed more like lake sailing than typical midwinter conditions. Marcus Eagan, who won both, including the third race by a large margin, controlled the championship races. Kelly Gough dropped to 2nd in the fourth race. The challenger fleet also had to figure out the inconsistent winds. Starling Gunn extended his lead winning both the 3rd and 4th races, with Ed Summerfield and Dick Schultz each placing 2nd in one of the races.

The 3rd and final day of racing began with the promise of more wind, and indeed there was. However, in addition to increased wind, not up to the winds of midwinter’s past but a dramatic increase from the first two days of racing, one had to be attentive to the shifts that frequently occurred. In the championship fleet Kelly and Marcus split the races, each finishing with one 1st and one 2nd. Scott Mauney, who produced consistent results throughout the regatta, solidified his grasp on 3rd place with two 3rd place finishes. The challenger fleet was won by Starling Gunn who battled through the wind to earn a 9th place finish in the gusty 5th race and a 2nd when the winds eased a bit in the final race. Those races, won by Ed Summerfield and Frank Richards, were quite a contrast to the conditions that had dominated the first four races. The race committee did a great job of keeping up with the changing conditions and deserves to be commended. The St.Andrews’ Bay Yacht club was an excellent host and the awards banquet dinner was outstanding. I strongly encourage everyone who can to come join the fun next year at both Fort Walton and Panama City, as everyone who attended, whether a medalist or not, leaves feeling that they are winners and that they have faced excellent competition while honing their skills for the summer.

by Bill Dunham, FS 2601
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The Mug Race
by Nancy Fowler, FS 5126

The Mug Race is a 40-mile race on the St. John’s River from Palatka to Jacksonville, Florida. It has been sponsored by the Palatka Yacht Club and the Rudder Club of Jacksonville for the last 50 years. Festivities begin with a seminar and supper at Palatka on Friday evening. Skippers and crews, leaving their boats ready for an early Saturday start, ride shuttle busses back to the Rudder Club. They will board the busses again in the predawn darkness to be on time for a staggered reverse order start. The slowest boats start first; Flying Scots have a PHRF rating of 112 for this event. The excitement comes at the finish when you know that you have beaten all the boats behind you.

Winds for the Mug Race can range from very light to pretty heavy, and the curves in the river provide plenty of variety for sail trimmers. It’s best also to have a current chart for navigation, as there are shallows to be avoided.

After the races, a crew of mini-trailers waits at the launching area to return boats on trailers to their parking spots. It is quite an efficient operation. Good food is served to the hungry in the clubhouse, where next morning breakfast and trophies are the order of the day. Katelyn’s account of her experience follows.

(Note: These girls range in age from about 14 to 10 years. I think Katelyn is the eldest. We were all very proud of the girls’ performance. There accomplishment is noteworthy and we congratulate them again. NWF)

The Race of the Year
by Katelyn Bobek, FS 5082

It was the morning of my first Mug Race and the “All Girl” challenge. Our crew consisted of Wendy Hoffman, Lauren Bobek, and me, Katelyn Bobek. Our boat was a late model Flying Scot loaned to us by Mr. Relle Lyman. We all knew the boat well from previous experience sailing. A week earlier we had brushed up on our spinnaker tactics with the help of John Hamilton. We were ready to rock and roll!!

Coming up to the starting line I was amazed at the number of boats there. With boats of all different sizes, it was a full time job avoiding collisions, staying on course and keeping momentum.

Bang! The gun sounded and our class began. At first the wind was light. The sun blazed and we attempted our first spinnaker set. We rounded the bend and was promising cat paws ahead of us. As we reached them, the wind started to build until we were high flying. Up on the high side hiking out was a real thrill. A very long thrill at that! After twelve hours on the water, we had great satisfaction in rounding that giant beer mug and waving to the cars on the bridge as we headed in. We docked and went into the clubhouse with a sense of accomplishment and hunger.

The next morning was the Award Breakfast, cooked by the Junior sailors. We were recognized as first “All Girl Crew” in the race and fourth in the Flying Scot class. Sometimes, when I look at the trophy, the memories flow as freely as the St. John’s River.

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Author’s note: Our great looking Web Site was redesigned by Hank Sykes, who was recently appointed to the position of FSSA Web Page Editor. This new position was created in recognition of the importance of our web site. Hanks’ efforts were recognized last year when he was awarded the FSSA Executive Secretary’s Trophy, for meritorious service to the Class. All of Hank’s work is on a volunteer basis. Hank, now retired, lives in New Haven, CT, with his wife of forty years Judy. They have two children and four grandchildren, and they all sail to some extent.

To better acquaint our membership with Hank and his efforts, I recently interviewed Hank. The following are my questions and his answers:

Q: Who did you work for and what did you do in the “real world”?
A: Other than the US Army, my only post-college employer was IBM. I joined Big Blue in 1965, and retired in 2001 after 35 plus years. First hired as a programmer, my jobs with IBM covered almost every gamut except sales. The last four years were spent working on the Olympics when IBM provided all the computer support. While involved with the Olympics, I had great experiences in Nagano, Japan, and Sydney, Australia, with several detours to Auckland for the 2000 America’s Cup.

Q: How long have you had a Scot?
A: Eighteen years.

Q: Where do you sail it?
A: Primarily the Cape Cod area these days, but often Long Island Sound.

Q: What is your favorite regatta?
A: Although there are numerous regattas I look forward to attending, the Saratoga Invitational in New York ranks high. As I missed Saratoga this year, I’d have to give a top nod for recent regattas to Lake Massapoag in Massachusetts.

Q: Have you ever been to MidWinters?
A: A timely question, as this past March I towed Toccata to Panama City for my first Mid-Winters. That was a terrific experience.

Q: How did you get involved in the FSSA web site?
A: When first involved I was doing web sites for IBM. The FSSA site was languishing a bit and I thought I could lend a hand. Since retiring, it has been a way to keep my brain from atrophying!

Q: You have spent a LOT of time on creating the new web site, all on a volunteer basis, for which we are all very grateful. What was your motivation?
A: I have met many of the fine people in the Flying Scot community. Keeping us vital and growing is well worth the effort. Having a solid presence on the Internet is a modern necessity, and one where I could make a difference.

Q: We can now renew FSSA membership on-line. What other new features do you anticipate in the next year or so?
A: The list could be long. With online membership underway, the next challenge is to revamp the web site forum. The forum is the most active part of the web site. There is a wealth of information posted through the questions and responses from potential, new and experienced Scot sailors. The forum topics range all over. A better organization of the forum will make the good information there more readily available.

Q: How closely do you work with the FSSA staff?
A: On the average, weekly. The principal person I interact with is Courtney Cantrell. She has become very savvy in web matters, and does most of the regular editing. Although she is not a staff member, Kay Summerfield, our new Scots n’ Water editor, and I communicate regularly.

Q: What thoughts would you like to share with the FSSA membership?
A: We are all in the FSSA together. I have been very impressed by the amount of time volunteered by our colleagues to make the FSSA vibrant. I suppose seeing others pitch in is a major reason I do the web work. I encourage all FSSA members to find their way to help keep the FSSA on the top.

Q: Thanks, Hank, for providing the answers to my questions. I believe that, compared to other one-design sailing web sites, ours is clearly superior in look and function. Thanks for all your efforts!
A: My pleasure!
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Calumet Sailing Association June 25-27, 2004
Crescent Sail Yacht Club
Lake St. Clair
Grosse Point Farms, MI
Contact Forest Rogers, (734) 954-0452 or FS5230@aol.com
Stuart AAA Cup Regatta September 11, 2004
North River Yacht Club
North River, VA
Contact Richard Dynes, (703) 681-5728 or RDynes@bellsouth.net
Wife Husband Championship June 25-27, 2004
Crescent Sail Yacht Club
Lake St. Clair
Grosse Point Farms, MI
Contact Forest Rogers, (734) 954-0452 or FS5230@aol.com
North American Championship July 17 - 24, 2004
Carlyle Sailing Association
Carlyle, IL
Contact Tom Pinkel, (618) 632-0712 or tspinkel@chartler.net,
Sandy Douglass Memorial Regatta July 31 & August 1, 2004
Deep Creek Yacht Club
Swanton, MD
Contact Frank Vandall, (404) 634-7192, fvandall@law.emory.edu or
go to www.dclsa.org.
Sail for the Grail September 18 & 19, 2004
Lake Arthur, Moraine State Park
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District Governors

CAPITOL DISTRICT
Chris Swensen
1811 Harwood Lane
Crofton, MD 21114
(410) 721-2505
cswensen11@comcast.net

CAROLINAS DISTRICT
Tom Lawton
102 E. Connolly Street
Black Mountain, NC 28711
(828) 669-5768
tlawton@mac.com

FLORIDA DISTRICT
Charles Fowler
3803 NW 25th Ave.
Miami, FL 33142
(305) 638-8885
fowlsail@gate.net

GREATER NY DISTRICT
Josh Goldman
4 Marine Avenue
Westport, CT 06880-6920
(203) 625-0768
jaglpr@aol.com

GULF DISTRICT
Larry Taggart
5809 Memphis Street
New Orleans, LA 70124
(504) 482-7358
taggline@usa.net

MICHIGAN-ONTARIO DISTRICT
Michael Ehnis
3155 Hudson Street
Dexter, MI 48130-1309
(734) 424-2042
michaelehnis@yahoo.com

MIDWESTERN DISTRICT
Tom Pinkel
3738 Boatmans Point
Belleville, IL 62221
(618) 632-0712
tspinkel@charter.net

NEW ENGLAND DISTRICT
Randy Williams
60 Rockaway Avenue
Marblehead, MA 01945
(781) 631-1965
rwilli4210@aol.com

NY LAKES DISTRICT
Ann Seidman
33 Huckleberry Lane
Ballston Lake, NY 12019
(518) 877-8731
pseidma1@nycap.rr.com

OHIO DISTRICT
Charles Buffington
490 Broadmoor Avenue
Pittsburgh, PA 15228
(412) 388-1666
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PACIFIC DISTRICT
Ken Nelson
3082 W. 15th Ave.
Kennewick, WA 99338
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James W. Calvert
1230 West Street
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TEXAS DISTRICT
Scott Mauney
9609 Brengate Drive
Dallas, TX 75238
(214) 341-8243
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