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Attention Web Surfers / 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 ASCII Text, Word or WordPerfect format.

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In my last letter, I asked for ideas as to how we might assist the sailors and yacht clubs along the Gulf Coast that were devastated by Hurricanes Katrina and Rita. While there has not been a lot of good news to report from an area that is struggling to rebuild, the spirits of the sailors and club members remains high. I have received reports that many of the hulls owned by the clubs survived - but not much else. In particular, there is a tremendous need for sails as well as boat hardware, spars and other sailing equipment. This includes not only gear for Flying Scots, but also Opti’s, Sunfish, and Lasers used in sailing camp. Many of us have unused sailing items in our garages and basements. How about donating your surplus sails and gear to the Gulf Coast yacht clubs so severely hurt by Katrina and Rita? There are a few ways to direct your donations:

1. Edie Sullivan of the Lake Norman Yacht Club has agreed to coordinate the collection and distribution of sails and equipment to the Gulf Coast clubs. Edie grew up along the Mississippi Gulf Coast, is a member of Pass Christian Yacht Club, and has many sailing contacts in the area. If you have items to donate, please call or email Edie for directions as to where they should be sent. Edie can be reached by phone at (704) 341-5673 or by email at ediesull@bellsouth.net.

2. Davis Island Yacht Club (DIYC) in Tampa, FL (www.diyc.org) has put together a Relief and Recovery effort to help build up two of the hardest hit areas of Mississippi that includes Bay Waveland YC and neighboring Pass Christian YC. DIYC has already delivered trailers full of household appliances and goods, sails for boats including Flying Scots, clothing and medicinal supplies. Their next trip is planned for early Spring. As there will be many sailors from around the country attending the Midwinters, it would be a great time to gather old sails, spars and hardware from your Fleet members and bring this equipment to the St. Petersburg YC where it will be picked up by DIYC. For further information about the DIYC Relief and Recovery effort, please contact Shannon Figley-Taylor, FS 4321, Fleet 168, at taylorsailors5@yahoo.com.

3. If you would like to make a monetary contribution, please consider the Gulf Yachting Association Foundation which was formed by the GYA clubs in 1993 as a means to support sailing on the Gulf Coast and amongst its member clubs. The primary emphasis is on juniors. Any funds received will be used to restore and replace damaged and destroyed equipment at the 15 clubs that sustained serious hurricane damage based on need and the total amount received. The foundation is a 501(c)3 organization which allows contributions to be considered charitable contributions for Federal Income tax purposes. Contributions may be sent to the Foundation Treasurer, Janet Miller-Schmidt, 2777 Lakeshore Drive, Mandeville, La 70448. For further information go to www.gya.org.

The weekend before Thanksgiving I had the opportunity to attend the U. S. Sailing One-Design Sailing Symposium held in Annapolis, MD. There was an impressive list of speakers including the familiar names of Joni Palmer, Greg Fisher, Brad Davis, Stuart Walker, Janet Baxter, John Burnham, Dave Dellenbaugh and Gary Jobson. Equally impressive was the list of attendees representing many Class Associations from all over the United States. A major portion of the Symposium was devoted to presenting ideas on how to build and energize our

Continued On Next Page
To the Editor:
I was delighted to read the article about Bill Tingle sailing FS 88 at age 88. Bill went on to win our Handicap Regatta at the end of the year! It was kind of hard to see Bill’s handsome face in the photos in the article, so here is a close-up.

Dan Goldberg
FS 4991

Notice:
The entry form for the Midwinters Regatta is available at www.fssa.com or www.spyc.org

To the Editor:
I was delighted to read the article about Bill Tingle sailing FS 88 at age 88. Bill went on to win our Handicap Regatta at the end of the year! It was kind of hard to see Bill’s handsome face in the photos in the article, so here is a close-up.

Dan Goldberg
FS 4991

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A record number of duly espoused couples competed in the 19th Annual Flying Scot Wife-Husband Regatta, hosted by Fleet 97 and West River Sailing Club in Galesville, Maryland, on June 25th and 26th. Boats started arriving and rigging early Friday afternoon, and registration was in full swing by the time Greg Fisher gave his always-informative boat-tuning talk to a rapt gathering in the parking lot. Folks began the social side of the weekend with burgers and dogs cooked on the big grill and eaten on the lawn overlooking the beautiful Chesapeake Bay.

On Saturday morning, forty-six Flying Scots sailed out to the Bay for two long races in 13 to 16 knots with lots of chop, heat, and humidity—in other words, classic Chesapeake conditions. The competitors divided themselves into two fleets, with thirty boats in the Championship Division and sixteen in the Challenger Division. All the sailors arrived back at the club thirsty, hungry, and ready to share their exploits. The evening of good company, fantastic Chesapeake-Bay-area food, and substantial quantities of liquid refreshment was followed by a second day of good sailing conditions, with slightly less wind and chop but just as much heat.

Allyson and David Neff took first place overall in the Championship Division, in close competition with Christine and Dan Neff (David’s brother) and veteran Wife-Husband champs Karen and Harry Carpenter. In addition to the Florence and Ted Glass Perpetual Trophy for 1st place, Allyson and Dave were awarded the Bob Penticoff Memorial Trophy for the best finish of first-time Wife-Husband competitors. Karen and Harry won the Eric and Mary Ammann Trophy for the best finish by a couple whose combined age equals or exceeds a certain number, which we really don’t need to mention here. Sharon and John Schwarting
walked away with 1st place in the Challenger Division with three bullets, to receive the Cal and Anita Hudson Perpetual Trophy. Other class notables competed, including JoAnn and Greg Fisher, frequent Silver Piper champions Eileen and Bill Ewing, Mary Ellen and class measurer Bob Neff (yes, another Neff!), and our own Capitol District “governess” and governor Terrie and Hans Noordanus.

In addition to seven trophies in the Championship Division and five trophies in the Challenger Division, special trophies were awarded to Libby and Chuck Howting for traveling the farthest with their boat, to Brenda and Mike Noone for being married the longest, and to Janet Nelson and Bob Strang for being married most recently. Allyson and Dave almost took that trophy, too, but Janet and Bob snuck off and got married just in time for the regatta.

Thanks to all the attendees and the many people who helped us pull this off. Until next time....
Step Aboard My Scot For An Easy Sail

by Gabor Karafiath, FS 3512

There are a few extras on my Scot that make racing and daysailing a lot easier. To start with, I have been eyeing those aluminum trailers that carry the Scot about a foot lower, so access to the boat on shore is much easier. But the cost is pretty steep, so I opted to mount a folding step onto my Tee Nee trailer, one on each side. They are homemade using heavy-duty door hinges through-bolted with 1/4-inch screws to a wooden cross member that is U-bolted to the frame. The total cost was less than $25. The wooden parts all came from one 6 inch wide, 8-ft.-long, pressure-treated board that is sold as 5/4 lumber with an actual 1 inch thickness. The steps are in front of the fender so that the trailer bow will not flip up when I step on it. Unfolded, the extra protrusion of the step makes getting into the boat much easier. The steps fold within the maximum width of the trailer, but, if I were to do this over, I would go beyond by about two inches on either side. In designing the final step length, you must pay attention to the clearance to the hull, as shown in the photos.

Two years ago I was racing at Sarasota when, for the first time in 25 years, I flipped the boat onto its side as a result of my falling out of the boat while attempting to hike. My wife and I got onto the centerboard in time to keep from going turtle, and we righted the boat. Getting back into the boat was another matter altogether, far more difficult than righting the boat. Eventually the crash-boat operator grabbed the back of my shorts and helped push me on board. Many thanks to him. Now we have a telescoping ladder on the transom, and the photos show that it is possible to mount the ladder even with access ports already on the transom. The ladder is mounted with an approximately 3/8-inch spacer between the mounts and the hull. I hope not to capsize again, but we have used the ladder for swimming.

Sarasota was windy that week, and I was glad to have my jiffy reef for solo day sailing. With the jiffy reef and no jib, the Scot mimics an oversize luxurious Laser. Pull the centerboard up one-third to halfway to balance the helm. The Scot will easily plane with the jiffy reef. The photo of the clew of my main shows the normalouthaul grommet and two others used for the jiffy reef. The reef line is led from the front of the boom to the lower grommet near the bolt rope and then to the upper grommet, and then it’s tied to the end of the boom.
cap. Tightening the reef line pulls the two grommets together and shortens sail. Aside from the jiffy reef points and grommets in the main, the only extra hardware for the jiffy reef is a Racelite vee jam cleat mounted on the underside of the boom about ten inches back from the gooseneck. The reef line is a piece of 1/4-inch Dacron braided line. The regular Cunningham line does double duty and secures the forward reef grommet and pulls it down to the gooseneck.

With these modifications, Scot sailing might be easier for you, too. ▲

Below: The normal outhaul grommet and two others used for the jiffy reef.

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Ronstan Fixed X-10 Tiller Extension…
40” fixed length black anodized aluminum fixed tube w/black ‘Hyperlon’ grip and rubber ball end. Urethane universal joint offers unlimited movement & unique fixed or snap-on/snap-off mount system. Complete w/bolts.

Ronstan Telescopic X-10 Tiller Extension…
29” to 48” telescopic, same as Fixed X-10 above w/twist-lock adjustment. ‘Hyperlon’ grip on outer tube & ball end on inner tube, and urethane universal joint. Complete w/bolts.

Spinnaker Pole…
15” diameter pole w/heavy duty Forespar end fittings designed to snap on without pulling the continuous wire trip.

Tapered Aluminum Spinnaker Pole…
Light weight RWO tapered pole and end fittings with trip lines and center eye attached.

Motor Bracket…
Two-part bracket that bolts to the transom. Stand-off part stays with the engine so that bracket has a low profile when engine is not installed. Yoke that bolts to the transom is painted cast aluminum & stand-off part is stainless steel w/hardwood board for engine clamps. Complete w/fasteners & template.

Bowl Flotation Bag Kit…
Reserve buoyancy to help keep bowl of a swamped Scot up and aid in rescue. Kit comes complete w/mounting blocks & hardware. Gelcoat and/or resin not included.

Web Lifting Bridle…
Lightweight polyester webbing is easy on the boat and sails. Rolls up for easy storage in locker. Complete w/stainless steel ring, bolt & shackle.

Jiffy Reefing Kit…
Hardware and line for single 36” reef reduces mainsail area by about 25%, but does not require removal of the bottom battens. (Modification to mainsail for reef grommets not incl.)

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100% Cotton Blue Denim Shirt. Long-sleeve w/button down collar & Flying Scot Logo. Sizes: S-XL
Classic Polo Shirt. 60% cotton/40% poly interlock knit w/pocket. Colors: White or Navy w/Flying Scot Sailboat. Sizes: S-XXL
Poplin Cap. The perfect summer cap. Colors: Red, Blue or Gray w/Flying Scot Sailboat. One Size Fits All
Brushed Cotton Cap. Khaki w/Flying Scot Sailboat. One Size Fits All
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Bring New Life to Your Old Flying Scot… with new Paint, Gelcoat & Hardware installed by the factory, or for the ultimate in refurbishment – trade it for a new one!

Fltlex Aluminum Trailer…
Lightweight extruded aluminum designed to keep boat low for easy access while rigging. Overall width is 7.5’ and features 4.80 x 12” tires. Can be picked up at the factory or knocked down and shipped by truck (assembly required).

Aquameter Sailor II Compass & Mount…
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.

Plastimo Contest Tactical Compass & Mount…
3 ½” card – read the horizontal surface for bearings. Read the vertical surface at the 45 degree lubber line, tack through 90 degrees and you will read the same number on the opposite tack’s lubber line. Mahogany mount is held in place by shock cord for easy installation.

Tacktick Micro Compass & Mount…
Enjoy the competitive advantage of having a digital heading display and essential start timer.

Stainless Steel Mast Sleeve…
Custom formed, welded and polished stainless steel to reinforce the base of the mast. Complete with screws.

Rudder Lift System…
Features custom stainless bracket for lift line and shock cord to pull blade down and hold it down. Great for weed prone or shallow areas. Complete with fasteners.

Swim Ladder…
Telescoping, stainless steel, two-step ladder that stows flat to the transom. Stainless grab rail through bolts to deck. Low profile to reduce mainsheet snags. Easiest way to get into the boat from the water. Complete with fasteners.

Mainsail Flotation…
For added security against turling or burying the mast in the bottom. No modification to the boat or sails is required for installation. Weight is approx. 2 lbs.
The First Annual Flying Scot Capitol District Team-Racing Regatta was held on October 30 at Lake of the Woods in central Virginia. Hans Noordanus, district governor and commodore of the host Lake of the Woods Sailing Club (LOWSC), extended a warm welcome to everyone at the outset and thanked Debbie Cycotte of Fishing Bay for her help in setting up this event. Teams from Fishing Bay Yacht Club (FBYC) Fleet 103 and Rappahannock River Yacht Club (RRYC) Fleet 185 joined LOWSC Fleet 160 in this inaugural event. The host club/fleet staffed the race committee and judging: Larry Huntsman as PRO, assisted by Ed Hoffman and Bob Doan; and Dwight Westholt as on-the-water judge, accompanied by his wife, Jean, as an added observer. Pairing assignments and team streamer colors for the double round-robin series of races were done by drawing.

No spinnakers were allowed. Working together in three-boat teams and racing against each other two teams at a time, the team-racing objective is to get the best team score to win a race. Using low-point scoring, the team with the lowest combined finishing positions/points wins that race. And the team with the most races won wins the regatta.

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An early morning fog rolled off to reveal a lack of wind. The wind that did show up was very fickle all day. During the course of the day, many people gathered on the shore to watch the racing. Surprisingly, there was even a blimp overhead for part of the day. A windward-leeward course was set, and the wind initially was southerly. FBYC and RRYC squared off in the first race, while LOWSC waited and watched. FBYC’s team of John Hubbard and Debbie Cycotte in FS 3339, Len and Barb Guenther in FS 5055, and Mike Schmidt and Noel Clinard in FS 5466 hovered at the RC-boat end of the starting line, while RRYC’s team of Jerry and Andrea Latell in FS 4499, Tom Richardson and Glenn Oxford in FS 2398, and Tripp Westbrook and Mosby West in FS 4830 positioned at the pin end until the three-minute starting sequence was initiated. Competitors were allowed to mingle at that point and did just that. This first race was a hard-fought contest, with Rappahannock River winning by one point.

The wind shifted around to the north for the second race, which paired Fishing Bay with the LOWSC team of Hans Noordanus and Eric Schrier in FS 4427, John Shaw and Dan McFarland in FS 4435, and Jimmy Lee and Nan Reid in FS 5276. This was another close race, with Fishing Bay winning by one point. The third race saw LOW win over Rappahannock River. Having completed the first round-robin, each team had won one race and lost one. The wind moved to southeasterly and was very weak. Fishing Bay won race 4 over Rappahannock River and race 5 over LOW. With a dying wind, RRYC withdrew from race 6 to complete the second round-robin.

After returning ashore, putting the boats away, and having lunch, Hans Noordanus announced that Fishing Bay YC was the winner. He further announced that this event will be hosted by LOW again next year and then rotated in following years. The regatta was a great deal of fun, and everyone seemed to really enjoy it.

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**Team Race Results**

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*Fishing Bay Wins Inaugural Capitol District Team-Racing Regatta* by Jimmy Lee, FS 5276

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Our First Flying Scot Regatta

by Thomas Richardson, FS 2398

In 2000, Rappahannock River Yacht Club (RRYC) members decided to purchase Flying Scots to serve as a focal point for one-design racing and family cruising. We currently have eleven Scots at the club and are still growing the fleet. The RRYC Flying Scot Annual Regatta was established so that Scots from around the area would come to RRYC each year to share the great racing area and the hospitality our club provides. We had eight Flying Scots participate—six local RRYC Scots and two Scots from Lake of the Woods Sailing Club (LOWSC) in Fredericksburg. It turned out to be a great first-time event.

RRYC is a 150-member yacht club founded in 1936. The club is located on Carters Creek off the Rappahannock River in the historic village of Irvington, Virginia. The Rappahannock River serves as our primary race area, with Carters Creek as an alternative if the conditions are unfavorable in the river.

Weather was outstanding for the two days: winds out of the west at 5 to 8 knots, scattered cumulus clouds, temperatures between 80 and 85, and waves 1 to 2 feet. Conditions were so favorable on Saturday, and everybody was having such a good time, that we decided to get five races in on the first day. After a great day on the water, the crews enjoyed a delicious barbecue dinner and libations while watching the sunset on Carters Creek.

Hans Noordanus with Richard Dynes in Flying Dutchman could not be beaten; they finished first in the five races on Saturday and the two races on Sunday. The Latells in Feral Cat came in second and Frank Birdsall with Ryan Jayne in Spitkit II came in third. Final standings are below; for complete race results go to RRYC’s Web site at http://www.rryc.org.

There were many volunteers who made the weekend a success. However, I want to specifically commend Susan Richardson, who organized all the food for the weekend (including lunch delivered on the water Saturday), and Sam Marshall, who was tapped at the last minute to run race committee and did an exceptional job.

We are already planning for next year’s annual regatta (tentatively scheduled for May 20 & 21) and hope to have even more Scots join us for a weekend of great racing and RRYC hospitality.

Final Standings
1. Hans Noordanus / Richard Dynes
   FS 4427
2. Jerry Latell / Andrea Latell FS 4899
3. Frank Birdsall / Ryan Jayne FS 5449
4. Arabella Denvir / Seldon Tompkins
   FS 2103
5. Trip Westbrook / Mike Kloph FS 4830
6. Dan McFarland / Eric Schrier FS 4435
7. Tom Richardson / Greg Shivers FS 2398
8. Tom Norris / Dan Clark FS 4603
**NOTICE OF RACE**

1. **Rules:** The regatta will be governed by the current rules as defined in *The Racing Rules of Sailing (RRS)*.

2. **Eligibility:** The regatta is open to Active, Life, Junior, Club, and Family Members. The FSSA Constitution defines each category. Entrants may select either the Championship or Challenger Division, except that any past North American or Midwinter Championship Division or Challenger Division winner shall sail in the Championship Division.

3. **Registration:** Eligible yachts may enter by mail using the form available on www.spyc.org, or at the regatta site beginning Sunday, March 5 at 1600. Registration, including selecting either the Championship or Challenger Division, must be completed by Monday, March 6 at 1200. Sailing Instructions will be available at registration.

4. **Measurement:** Sails may be selectively measured and all boats may be checked for required safety equipment. Other measurements may be made at the discretion of the Measurement Committee.

5. **Fees:** The entry fee is $190 per boat. This includes: the Sunday reception (hosted by FSSA), dinners for two people on Tuesday and Thursday, all racing, trophies and the Florida sales tax. Current US SAILING members may deduct $25 from the entry fee (include your membership number on the entry form). Entries received and paid by February 17 may deduct $25 from the entry fee. Thus the early entry fee for a US SAILING member is $140.

   Additional dinner tickets, tickets for the Wednesday Tiki Bar cookout, and regatta shirts may be ordered on the entry form, and will also be available for purchase at registration (at higher cost). Shirts ordered on site will be shipped to the purchaser after the event.

6. **Schedule:** Note that the SPYC is closed on Monday. “SPSC” is the St. Petersburg Sailing Center.

   **Sunday, March 5**
   
   1500-1700  FSSA Executive Committee meeting at SPYC Men’s Card Room (2nd floor)
   
   1600-2000  Registration at SPYC Ballroom (2nd floor)
   
   1800-2000  FSSA Reception at SPYC Ballroom (2nd floor)

   **Monday, March 6**
   
   0800-0930  FSSA Board of Governors at SPYC Regatta Room (1st floor, NE corner)
   
   0900-1200  Registration at SPSC (2nd floor)
   
   1000-1200  Rules, Flags & Horns Clinic at SPYC classroom
   
   1300  Competitors’ Meeting at SPSC
   
   1430  Warning signal for first race

   **Tuesday, March 7**
   
   1100  First Warning signal; two races scheduled
   
   1900  Buffet dinner at SPYC Ballroom

   **Wednesday, March 8**
   
   1100  First Warning signal; two races scheduled
   
   1900  Cookout at SPYC Tiki Hut (additional cost)

   **Thursday, March 9**
   
   1100  First Warning signal; one race scheduled
   
   1500  No warning signal after this time
   
   1900  Awards dinner at SPYC Ballroom

   Up to three races a day may be run on Tuesday, Wednesday, and Thursday.

7. **Venue:** Launching and hauling will be at the SPSC on Demens Landing, one block SE of the SPYC. No vehicle parking is permitted at the SPSC. Racing will be in Tampa Bay, East of the St. Petersburg Municipal Pier.

8. **Courses:** Courses are illustrated on pages 117-119 of the US SAILING RRS.

9. **Scoring:** No race scores will be excluded from a boat’s series score. Six races are scheduled, of which one is required to be completed to constitute a championship.

10. **Trophies:** Trophies will be awarded to the skippers and crew of the first five boats in each division. Additional trophies provided by FSSA include:

   - Championship Division 1st: Mary Meno Perpetual Trophy
   - Challenger Division 1st: Brenda Pollack Perpetual Trophy
   - Sportsmanship (voted on by the sailors): Allan M. Douglas Trophy

11. **Disclaimer of Liability:** Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. Neither the organizing authority nor the host organization will accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.
The Second Annual Atlantic Coast Championship (ACC) Regatta was hosted by the Fishing Bay Yacht Club (FBYC) in Deltaville, Virginia, the weekend of September 24 and 25. For those of you who haven’t been there, FBYC is an outstanding sailing spot on the Chesapeake Bay. The yacht club is located on both sides of a peninsula, which allows a great deal of flexibility in setting courses and race management. A new two-story clubhouse was finished in 2001 and provides much enjoyment to all who visit this lovely area.

There were 35 boats, with sailors from New Jersey, Maryland, Virginia, and North Carolina competing in the two-day series. Among the sailors attending were FSSA president Glen Shaffer from New Jersey and FSSA commodore Bill Ross from North Carolina. Many of the visitors were guests in the homes of Flying Scot sailors from FBYC and from the nearby Rappahannock River Yacht Club (RRYC). This gave the visitors some Southern hospitality and a better introduction to this area.

Near-perfect conditions—both on the water and off—made for a very memorable weekend. On Saturday, there were three exciting races in winds up to 20 knots. Sunday’s two races saw about 10 to 12 knots, for a calmer pace.

In the twenty-three-boat Championship Division, David and Allyson Neff from the Selby Bay Sailing Center in Maryland continued in their winning ways to take top honors for their second ACC title, the Capitol District Atlantic Coast Championship.
Championship, and the newly established Capitol District Traveling Trophy. John Luard and Jim Worth from the Monmouth Boat Club in New Jersey finished in second overall after winning both of Sunday’s races.

The district governors claimed the next two spots. Carolina governor Tom Lawton and Trish Scardina from the Lake Norman Yacht Club in North Carolina edged out Capitol District governor Hans Noordanus and Richard Dynes from Lake of the Woods in Virginia by one point, for third and fourth places.

Top FBYC Flying Scot was John Hubbard, in fifth overall. John had his 9-year-old son (and upcoming young sailor), Ellis, and Mike Miller crewing.

In the twelve-boat Challenger fleet, Frank Birdsall and Ryan Jayne from RRYC won the series. Three Fishing Bay boats followed, with Phil Webb and Owen Davidson in second, Mike Karn and Jay Buhl one point behind in third, and Ric and Sharon Bauer in fourth. Another RRYC boat, Tom Richardson and Glen Oxford, took fifth.

Many thanks to PRO Brooks Zerkel and his very capable race committee team for providing great race management. Head judge Burton Howell from Savannah, Georgia, and his group are also to be commended for all their good work.

Another highlight of the regatta was the outstanding food. Chef Alain Vincey and Chef Fred Jones provided an awesome dinner on Saturday Night that will long be remembered. Chef Julia McNeill did an equally fabulous job with breakfast both days.

There were some special treats for the competitors. Bagpiper Dave Hershier provided wonderful Scottish tunes for Saturday evening’s entertainment. Tom Martin, of the Legend Brewery in Richmond, came with some of his special, large-size-bottle beer that was quickly consumed by the thirsty sailors. Pictures taken that day out on the race course were shown on a laptop computer.

All of these moments, both racing and shore-side activities, were captured in some great photography by talented FBYC sailor Jon Deutsch. Please check out the photos and complete race results on the FBYC home page at www.fbyc.net, go to 2005 One-Design, then to Sept. 24-25 Flying Scot Atlantic Coast Championships.

I would like to thank the many people who worked so hard to make this event a success AND all the competitors who came and made this such a FUN regatta! New friends were made and old ones renewed for lifelong friendships in the Flying Scot class. 

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**CAPITOL DISTRICT**

Scots ‘n’ Water | Volume 50 | Number 1 | 2006 15
Let's face it. The road is hot, hard, full of nasty hazards, wet, dirty, and unforgiving. How nice it would be to easily slide into a nice, cozy, form-fitting comfort zone, custom-fit to protect from all that harsh reality, allowing you to relax. Maybe you should try a trailer tramp.

Regardless of whatever pleasant images this may bring up, I am not commenting on the sexual proclivities or socioeconomic status of a potential partner or significant other for you. This is NOT about YOU! This is about your boat.

This is about protecting that gorgeous new and/or lovingly and laboriously faired and polished gel coat from the waterline down, your only interface with our chosen navigational medium, the water. This surface, the bottom of your boat, is what supports and guides you through and over the water, allowing you to move swiftly along your way and simultaneously supplying nearly all of the drag preventing you from going faster. While the basic shape is fixed in the mold at Harry’s place in Maryland, the detail of the surface texture and microscopic condition determine as much or more about your speed as the sails do. Sails can be replaced, but the quality of the bottom is very constant—or, more likely, very slowly deteriorating—so it pays to pay attention to it.

Frank Bethwaite, the marvelously knowledgeable designer of the Tasar and other boats and the author of books on going really fast on the water, has done full-scale drag testing on small boats and hull forms under development. One of his more interesting results is that, between two otherwise identical dinghies, the one that had been trailered 160 miles over dry roads had 2% greater drag than its identical twin, in spite of no obvious dirt or damage. The message is that clean bottoms can and will go faster than dirty ones. This is why a number of firms sell—and many hot sailors in various classes (including ours) buy and use—full bottom covers, to keep pristine boat bottoms clean and fair. Where boats are launched by means of hoists, this is not particularly difficult to manage, but ramp-launched boats present a very different challenge when wrestling a bottom cover on and off. Getting our 800-pound gorillas to raise up on one cheek to scoop fabric in or out can be at least difficult, if not downright dangerous.

I live about two hours from my usual sailing waters, and I wanted to protect the bottom gel coat from the flying sand, bouncing rocks, hot-patch asphalt, road-kill entrails, air conditioner condensate, oily film, and, in this area, coal truck detritus that is routinely thrown at the boat at speeds in excess of 70 mph. I set out to find a way to provide reasonably thorough protection, without a great deal of expense and without the hassles of a full bottom cover.

My Scot is on a Trailex aluminum trailer, and I have a skirted cover that protects everything very well, except for the most critical part, the bottom. I reasoned that a protective surface in the plane of the underside of the trailer frame would do a lot in the way of protection. Extensions up along the topsides of the boat to join with the cover skirt would be a further enhancement. I did not want to physically modify the trailer structure (especially on my first attempt), and I wanted to be able to remove the protective barrier for periodic on-trailer maintenance and cleaning of the bottom, so a hard material like plywood was ruled out. Some sort of fabric seemed appropriate, but it needed to drain and ventilate very well and be substantial enough to provide protection.

I first tried, without success, to find swimming pool cover fabric. Then I found an excellent alternative in catamaran trampoline material, available through Sailrite Kits in Churubusco, Indiana (www.sailrite.com). This material is made of weather- and UV-resistant black polypropylene in a stiff mesh with very small openings. A strong stream of water directed at it from a garden hose is almost totally diverted and the material is stiff
enough to not flap loosely in the wind. After a few test pieces and experiments with various materials and methods, it was clear that the fastening method of choice for fabric-to-fabric and fabric-to-trailer joints would be 2"-wide, “industrial strength” Velcro, available in 20' boxes at discount stores. Except for the continuous lengths between the fabric and the cover skirt, most Velcro fastenings were done with 6"- to 12"-long pieces that make for very secure joints. All sewing was done on a ‘50s Kenmore home sewing machine that was zigzag capable but much happier doing straight stitches, all using Sailrite’s V-69 sail-making thread. In addition to the seams, all the Velcro was stitched down. The self-adhesive backing on the Velcro was not enough to work alone on the fabric, beyond the initial positioning. It does stick very well to cleaned areas of the aluminum trailer and other non-porous surfaces, but it needed backup mechanical fasteners at the treated-wood blocking I added to the bottom of the 2 x 6 walkway. This kept the fabric in the plane of the underside of the trailer, and I was careful to leave a gap in the blocking over the axle, in case of large axle movements.

In order to extend the fabric protection above the trailer, I built a framework of 11/4" plastic pipe that provides extensions, outriggers, and terminations for the fabric independent of the trailer frame. The plastic pipe was selected because it is cheap, readily available, and easily worked. The 11/4” size was strong enough for the application, and it can be cut with a $9 tool that resembles a ratcheting pruning shear, making clean cuts very rapidly. The pipe frame is arranged to avoid any interference with the launching/retrieving of the boat. It provides fabric support around the axle’s spring mounts and is the structural support for the curved 1” plastic pipes that ride about 4” outside the boat just above the waterline, all the way back to the boarding step behind the wheels (see photos). The plastic pipe frame then extends back (on the bottom only) to just ahead of the rear cross-member of the trailer, so the boat bottom is shielded to within about 4 feet of the stern. The pipe frame is secured to the trailer with—you guessed it!—Velcro straps. The pipe frame is assembled on the trailer, passing over and under various trailer parts, so it cannot be removed without being partially dismantled.

The fabric is arranged in four sections. The two large ones that cover the majority of the bottom are made with the 72” fabric width running lengthwise on the trailer. They cross the bottom and then continue up and over the pipe frame along the sides of the boat. The fabric then continues and is Velcroed (a new verb!) to the sides of the cover skirt. There is a small, flat piece that fills in the aft section of the trailer bottom, and a fourth assembly of small pieces that are tailored to fit around the bow of the boat. If need be, the entire fabric bottom cover can be removed from the trailer in a matter of minutes, with or without the boat being on

Continued On Next Page

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**Trailer Tramp**

Continued From Page 17

board. With the boat off the trailer, the finished assembly looks...well...like a dish-shaped trampoline! It is not, however, sturdy enough to act as one, and you must still stay on the trailer rails and 2 x 6 walkway when launching and retrieving the boat.

Before this system was fully completed with the closure flaps to the cover skirt, the first functional road test was a 400-mile round-trip that was good for determining where additional Velcro was required. In spite of running through several very intense rain showers at interstate speeds, the obvious residue of pond scum from that sailing venue was still on the bottom of the boat when I got home, illustrating just how well the bottom was being shielded.

The system, as built, used approximately 60 feet of 1 1/4” plastic pipe and a large number of fittings, about 30 feet of 1” plastic pipe, about 8.5 yards of 72”-wide trampoline fabric, a 4-oz. cone (350 yards) of sail-making thread, and about 100 feet of Velcro. Obviously the design of the system and the material quantities would be very different for a different type of trailer, and I have ideas that would simplify the construction and eliminate the more difficult parts of the pipe frame that I will be happy to share with interested readers.*

The cost (not counting my time) is still somewhat below that of a traditional bottom cover, and the ease of use is phenomenal. On a typical sailing day, once the Velcro connection to the skirt is released and the cover is removed, it is “business as usual” to rig and launch the boat. Retrieval is just as straightforward, with the Velcro connections made at the last moment just before departure for home. How nice it is to easily slide [the boat] into this nice, cozy, form-fitting comfort zone, custom-fit to protect from all that harsh reality, allowing me to relax....

---

*For additional ideas contact Bob Summerfeldt at 824 Evergreen Rd, Fraziers Bottom WV 25082 rjsaia4296@aol.com - Cell: (540)915-8333

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- Flat covers also available

**Options**
- UV proof Goretex thread
- Drawstring/shockcord in hem
- Sail # installation
- Custom multi-color panels/trim

**Prices**

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**Rooke Sails**

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The fearless members consisted of Ross Long, ably assisted by Marty Sweterlitsch and Tom Shain; Ray and Kathy Trask, assisted by Steve Chenenko; David Huckle in HMS Royal Folly, assisted by Stephanie Bahr and David Smith; and David Landis in Malaise de Mer, assisted by Norma and an unknown crew member.

On October 1, 2005, members of Flying Scot Fleet 37 (Hoover Sailing Club, Westerville, OH) did their annual assault on the Lake Erie islands. After a successful navigation of Kelly’s Island last year, various members of the fleet now took on Put-in-Bay on South Bass Island, Ohio. The fearless members consisted of Ross Long (hereinafter known as “Lord and Commander”), ably assisted by Marty Sweterlitsch and Tom Shain; Ray and Kathy Trask (known as the “Explorers”), assisted by Steve Chenenko; David Huckle in HMS Royal Folly, assisted by Stephanie Bahr and David Smith; and David Landis in Malaise de Mer, assisted by Norma and an unknown crew member.

Launching went off without a hitch from Mazurik Ramp, located approximately one-half mile west of Lakeside, Ohio, on the Marblehead peninsula. Most of the boats enjoyed a lovely eight-plus-mile spinnaker run with the wind at approximately 10 knots out of the south. The Explorers chose to forego use of their spinnaker and headed closer to the shore of South Bass Island in order to better see Perry’s Memorial (although Perry’s Memorial is pretty hard to miss, since it is 352 feet tall).

In any event, all boats safely rounded the northeast point of South Bass, staying well clear of the rocky shoal that extends far beyond the point. However, all was not well on the Malaise de Mer, as one of the crew was now experiencing the reason behind the boat’s name. They eventually pulled into the harbor at Middle Bass (they actually had an auxiliary engine, so they could go down the narrow channel) and retired from the assault.

The remaining three boats headed into Put-in-Bay proper, led by Lord and Commander, who secured dockage at the state docks at the west end of the bay. HMS Royal Folly, skippered by Briton David Huckle, wasn’t so smooth. Commander Huckle, following in the Royal Navy tradition of encounters on Lake Erie, promptly ran aground on the rocks west of Gibraltar Island. (History buffs may remember that the Battle of Put-in-Bay was lost by the British when they ran two of their ships together.) In any event, HMS Royal Folly, with Commander Huckle at the helm, finally was freed from the rocks. However, Commander Huckle was intent on salvaging British honor by attempting to take out the American docks and as many American vessels as he could (including Lord and Commander’s) by ramming the docks. Fortunately, he was unsuccessful.

Second Invasion Of Put-in-Bay
by O. Ross Long, FS 3607

Continued On Next Page
ventured off to lunch at the Boardwalk, a local watering hole overlooking the bay.

Despite repeated reminders by Commander Long that lollygagging was not a good option because the wind might not hold forever, the members took their own sweet time in finishing lunch. Commander Long was finally able to organize a retreat from the bay, despite repeated protests from other crew members.

Demonstrating his usual good leadership, Commander Long led the way out of the bay and down the west side of the island for the long trip back to Marblehead. The Explorers soon followed and were now flying their spinnaker, despite the close-reaching conditions. Royal Folly, apparently experiencing mechanical problems because of the grounding, was considerably delayed in their departure, an event that would come back to haunt them.

Lord and Commander quickly rounded South Bass and was well on the way back night on the lake, hoping the wind would pick up. They had lights for the boat, warm clothes, water, and miscellaneous snack foods, so cannibalism was ruled out.

Lord and Commander finished paddling back to the ramp—turning down an offer for a tow at approximately 200 yards out, since the crew had too much pride to take a tow from anyone. Rumors of a potential mutiny, after the tow was rejected by the skipper, were entirely false.

However, the experience had a happy ending. Lord and Commander was in the parking lot derigging the boat when a SHOUT went out that HMS Royal Folly was now at the dock, having secured a tow, which took over an hour. Shortly thereafter a second SHOUT went out at the Explorers, who were now 50 yards off the entrance to the breakwater, as they, too, had secured a tow. There was great rejoicing, and members of the expedition solemnly swore to listen to Commander Long in the future. A fine meal was then had at Phil’s Restaurant in Port Clinton, Ohio. All’s well that ends well.
Moraine Sailing Club
Fleet 80 Annual Regatta
by Bob Zavos, FS 4601

Twenty-one Scots participated in Fleet 80’s annual Sail for the Grail Regatta at Moraine Sailing Club (MSC) in Pittsburgh on September 17 and 18, 2005. Local boats took 1st place in the Championship Division (Dan Goldberg & Joni Reis) and in the Challenger Division (Jon & Nancy Ingersoll). For Dan Goldberg, there was one more first. It was the first time he won his local club’s FS regatta after many years of trying. In the meantime, he had won four of the other eight Ohio District regattas. It was also the first time in at least a dozen years that MSC members had the majority of the trophies in Championship (3), as well as in the Challenger (2) Division.

Overall, the weekend went smoothly, but things were a little rough at the start of the first race. We had two general recalls for the Championship Division, followed by three individual boats over at the third start. Two of these heard their numbers called and returned to restart, but the third did not and wound up getting an OCS. This stands for on course side and scores like a DSQ (disqualified). It was particularly disheartening since this boat was the first to cross the finish line, and the skipper (Pat Glazier) initially thought he had won the race.

The second race started without incident, and Pat and Debbie Glazier took an early lead and never relinquished it. In the Challenger Division, Carl and Lois Suppo won their first major race, which helped earn them an overall 2nd-place trophy.

On Sunday the skies were sunny, but the wind made only a token early appearance. Race committee decided it was too light and variable for the traditional long, bridge-to-bridge race. We were lucky to complete one traditional course before the wind completely died. The last hundred yards were particularly tough, as boats were barely able to keep moving. After the race, many boats were towed back to the docks.

Sail For The Grail Results

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The championship of the Michigan-Ontario Districts continues as the private preserve of two rival Scot sailors, multiple-year champions Forest Rogers and Paul Lee. In the latest matchup, on the weekend of Aug. 6-7, Rogers won the Districts title, with Lee finishing second, giving each sailor five championships in the past ten years.

August winds were typically light and variable on Lake St. Clair near Detroit when 17 boats headed out to the race course for the regatta hosted by the Detroit Yacht Club. Rogers, the former FSSA district governor who sails out of the Crescent Sail Yacht Club in Grosse Pointe Farms, and Lee, from the Detroit Yacht Club, often face each other in weekly races. In this year’s Districts, Rogers got the jump early when winds were so light in the first race that a couple of boats never even crossed the starting line. Rogers won that first race, with Lee finishing in seventh place.

Winds picked up somewhat for the final two races of the day, and on shortened courses Rogers continued to dominate, winning each of the next two races while Lee took a third and a second. Also in the hunt going into the final day were Brian Hawkins of the Portage Yacht Club and Bill Brusilow of the DYC.

On Sunday, with winds still on the lighter side, the race committee opted to go for one longer triangle/windward/leeward course instead of two shorter races. The lead boats jockeyed for position around the marks, but Lee crossed the finish line first, with Hawkins second, Brusilow third, and Rogers taking a seventh. The final standings saw Rogers with 10 points and Lee with 13. In the small Challenger fleet, Bill Harmon of the DYC took first and Mark Pytell, sailing out of the Crescent Sail Yacht Club, finished second.

With four different Flying Scot fleets represented in the top five positions, competition remains alive and well in the Michigan-Ontario District.
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The Flying Scot® Sailing Association is not responsible for items purchased through the Caveat Emptor page.

FS 1379 – Customflex built in 1968. Boat, hull, rigging in good condition. $1800 obo. Located in Saratoga Lake, NY. Contact David Lockwood (518) 785-7729, lockwood_david@hotmail.com


FS 2343 – Douglass, 1973. Light gray hull with white deck, cockpit cover, 2 sets of sails, 1973 sterling trailer, 4HP, Evinrude motor, fresh water sailed. $3500. Located in Hawley, PA. Contact Ralph Miller (570) 226-0591, rjtmiller@hotmail.com


FS 2689 – Customflex, 1975. Light blue hull, white deck, two sets of numbered sails (J&M only), updated flotation, ‘95, blue boot tent cockpit cover, boom crutch, Red ‘Blue Moon’ on transom with red pinstriping, reinforced rear deck and rebuilt center board trunnion. Bunk trailer with keel rollers, No spinnaker. $1750. Located in Broadview Heights, OH. Contact Mike See (440) 546-9273, msdefamily@cox.net

FS 3421 – Douglass, 1979. Two sets (M&J) North Sails, didto one set Schurr Sails, 2 spinnakers, pole, lifting bridge, full boat cover, anchor +++++.Boat w/trailer $4500. Located in Pine Beach, NJ. Contact Robert Foster at (732) 349-0184, caravella150@hotmail.com


FS 3534 – Douglass built in 1982. Very fine condition, ivory hull and deck, red boot stripe. Dry sailed in fresh water only. One new set of sails, very competitive. Tranquility ladder and handle, 2 sets of spinnakers. Excellent galvanized trailer. $12000. Located in Madison, WI. Contact Bill Gillen (608) 222-6281, wigillen@charter.net


FS 3799 – Douglass, 1985. Includes original Seabed sail, spinnaker and rigging. Full cockpit cover; boat! 1st 2005 NERD $9500. Located in Minneapolis, MN. Contact Tim Rollman (612) 414-4353, tim@exceleng.net


FS 4136 – Douglass built in 1986. Good to very good condition. Ivory hull and deck, two sets Schurr sails and two spinnakers with full cover. Race ready and always dry sailed. Tee-Ne trailer w/spare and newer tires and bearing buddies. $4500. Located in Youngstown, OH. Contact Keith Rober (330) 758-5337.

FS 4225 – Douglass, 1986. Excellent condition. Schurr sails, always protected when not sailing. Boat, tent, with extension, Tee-Ne trailer, surfboard, photo album, and one of the owners has not been in some years, so am not sure of condition. $1500. Located in Lake Gaston, NC. Contact Bob Moorhead at (919) 929-3338 or rbm@intrex.net.


FS 4479 – Douglass, 1988. White with teal trim. One year old, with sails and two trailer covers, twice. One year old trailer. $9000. Located in Morehead City. Contact Joy Sinclair at (707) 787-7891, lockwood_david@hotmail.com

FS 4500 – Douglass, 1988. Good condition. Blue hull with white deck. Two sets of Schurr Sails with 2 spinnakers and poles. Boat cover and trailer. Fresh water sailed. Asking $5500. Located at 350 Walgreen Dr, RR 1, North Bokeelia, FL 33922-0001, USA. Contact Don Satava (440) 339-3987, dsatava@aol.com


FS 6191, gregory@barsh.com.


FS 800 – Douglass, 1986. Available for donation or give away, includes trailer. Good project boat. Located West Babylon, NY. Contact Dave Kennedy at (631) 661-0172, ndx99@yahoo.com.

FS 1546 – Customflex, 1970. Light blue hull, white deck. Pamco trailer. Main, jib, sails and Sailor’s Tailor cover $1900. Located in Dallas, TX. Contact David Boettger at (214) 235-7139, boettger1@yahoo.com.


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Of The Flying Scot® Sailing Association

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Jeff Greenwood
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Do Not Buy ANY Boat Cover Until You Study This Comparison Chart

<table>
<thead>
<tr>
<th>Sailors’ Tailor</th>
<th>Competitors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Typically lasting 7-10 years</td>
<td>Industry norm is 5 years</td>
</tr>
<tr>
<td>PTFE Teflon thread at NO UPCHARGE</td>
<td>Chemically stripped polyester thread lasts 2-3 years</td>
</tr>
<tr>
<td>Unique waterproof Vinylike double-coated Poly Army Duck</td>
<td>Uncoated, or laminated fabric that delaminates &amp; leaks</td>
</tr>
<tr>
<td>Flat-Felled seams double stitched through 4 layers</td>
<td>Single or chain stitched through 2 layers of cloth</td>
</tr>
<tr>
<td>Double-folded seams stitched through 3 layers</td>
<td>Turned-up hems stitched through 2 layers of cloth</td>
</tr>
<tr>
<td>Ample reinforcing over all stress points</td>
<td>Little or no reinforcing over wear spots</td>
</tr>
<tr>
<td>Stand-up flaps that snap around stays</td>
<td>Gaping cut-outs or velcro closures that are shot in a year</td>
</tr>
<tr>
<td>5/16” elastic shock cord in the hem AND tie downs</td>
<td>You secure somehow</td>
</tr>
<tr>
<td>Supplied hardware</td>
<td>A trip to the hardware store</td>
</tr>
</tbody>
</table>

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Skirted Mooring Cover above. We also make
“Mooring” without skirt, Trailering-Mooring, Mast,
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Comprehensive Website www.sailorstailor.com
The Schurr Sails design team has over 50 years combined experience in development of FAST, easy to set and trim, sails. Our record speaks for itself with numerous wins in present and past local, regional, and national events.

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Schurr Sails is proud to be part of the Flying Scot® Association. We guarantee to continue to provide each member with individual attention as our way of supporting its continual growth.

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Mainsails starting at $710 and Jibs at $300.

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We also have available a Tri-radial or Biradial Spinnaker for $510.

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