

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 53 NUMBER 2 2009

NOTICE OF RACE HUSBAND-WIFE CHAMPIONSHIP

THUNDERSTORMS AND TALES FROM TAMPA

WINTER ON THE HOOVER RESERVOIR

ANATOMY OF A GOOD START!

OLD WHAT'S HIS NAME!

NATIONAL ONE-DESIGN SYMPOSIUM

PRACTICE DOESN'T
ALWAYS MAKE YOU
PERFECT, BUT
**PERFECT
PRACTICE
MAKES YOU
BETTER!**

CAPITOL DISTRICT HIGHLIGHT





1st North Americans
1st Midwinters

FAST^{est}

Photo: Allan Terhune and his wife Katie dominating the 2008 North Americans using North's new **AP mainsail**, our **Snug Rig jib** and our **BR-1 Full Radial spinnaker**. In fact, North Flying Scot sails are the choice of the top teams in the circuit, including also the Midwinters winners. ***When performance matters, North is the only choice.***

Photo by Art Petrosemolo www.fsnaphotos.com



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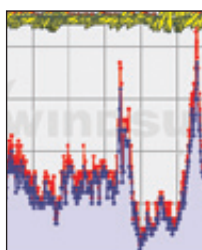
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Attention Web Surfers / E-mail Users: The FSSA Flying Scot Website has the latest information.

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. Visit the site frequently to view updated information! Please save all articles submitted for publication in ASCII Text, Word or WordPerfect format.

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*Denotes Executive Committee Members



From the President

by Barbara Griffin, FS 2259



Dear fellow sailors,

A new subject: The Rewards of Travel – For Seasoned Travelers and Would-be Travelers

For many years, Don and I sailed only on Deep Creek Lake. With three races every weekend and six separate competitions – the Memorial Day Regatta, July 4th Regatta, Invitational Regatta, Labor Day Regatta, June Series, and July/August Series – there was little incentive to travel. The waters were familiar and the competition challenging and congenial. It was comfortable.

I don't recall exactly how we got started traveling. Perhaps it was with encouragement of sailors from other fleets who came to our Invitational Regatta, or perhaps just curiosity. At first we traveled to nearby lakes in the Ohio District. As we met other sailors and gained confidence, we traveled beyond our district and headed tentatively to some national events. In our first go at the NAC, we did not make the cut but had a great time, ending up 2nd in the Challenger Division and winning the Masters trophy. We were hooked.

Reflecting on our experiences, there is a lot to learn from traveling. First, you learn to sail better. You learn new boat handling and rigging techniques. Lacking

familiarity with the area, you pay more attention to wind and geographical conditions. You are not intimidated by local knowledge or the local hot shots (because you don't know who they are). We actually do better on other lakes than we do on our own "comfortable" lake. Second, we have made many new friends. Some of our best friends today are those we have met racing at other venues. We not only see them at regattas but we have biked and cruised together. Sailors are a very special breed. Third, if you are involved in regatta organization at your club, traveling introduces you to new ways of doing things. You see different styles of race management, what might work for you and what might not, and you learn new ways to enhance your regatta through the social program. It is a broadening experience. Finally, traveling and making new friends encourages others to come to your Invitational Regatta. At one point, off-the-lake participation in our Invitational dropped to one or two boats, and those probably had a local connection. Then several of us from Fleet 6 started to travel, made friends in other fleets, and invited them to come to our Invitational. We now have 12 to 15 boats attending our regatta from off the lake. And providing accom-

modations for many of them in our homes deepens friendships.

The major problem with traveling is getting started. The first venture into the unknown can be a little scary. But, as a seasoned traveler, there is a lot that you can do to help others get started. First, you might encourage a fellow sailor to travel by making a specific date to attend a regatta together. Apply the "with me" principle. Rigging and unrigging is often a hang-up, so show the new travelers how easy it is. Help them get unrigged and ready to travel and then get re-rigged at your destination. When you arrive at the regatta, brief them on the local drill, hook them up with the local hosts, and introduce them to friends whom you have met over the years. The local people will generally take it from there. For those of you who have never traveled, or seldom race, it can be intimidating the first time. But you will find lots of people willing to help and, over time, your circle of friends will grow. Sailors are wonderful people, all sharing a very special common bond.

Helping others enjoy the sport we love is really what it's all about.

Recruit a new traveler today!

Happy sailing! ▲

THE FSSA CLASS FLAG



The FSSA now has available two color schemes for the FSSA Class Flag that can be used for Warning Signals. One flag is red with white lettering, the other is white with blue lettering. These are the same color schemes as numeral pennants #1 and #2 as defined in the Rule Book, "Race Signals". Red/White can be used as start #1 and White/ Blue for start #2, i.e. Championship Division and Challenger Division.

Price is \$25.00 plus \$6.00 S&H.

To order please call FSSA at...

(800) 445-8629

National One-Design Symposium

Bill Ross, FS 5820

In November we had the opportunity to attend US SAILING's One-Design Sailing Symposium hosted by the Atlanta Yacht Club and conducted by US SAILING. The weekend was packed with all sorts of information that can be useful to the classes and individuals as well. One thing that we brought home was an underlying theme that the classes should not be looking at each other as competition but rather should work together to promote the one-design sector of our sport. Following is a recap of the weekend's topics.

Photography

Are you a picture taker? There was an enlightening presentation on photography. We just don't know how to market sailing at the grass roots. So, publish ONLY pictures that make your class look EXCITING! We were shown wide-angle shots with lots of boats coming downwind. The spinnakers were pretty, but the photos showed more water than boats. Blah! There were shots of boats coming off a wave with crews hauling sheets and close-ups of skippers and crews with looks of terror! WOW! There was a 3- to 4-minute sequence of Snipes with close-in shots showing planing up waves, down waves, rounding marks in 20 knots, etc. At the end, everyone wanted to buy a Snipe! A Snipe! Whoever thought that could be an exciting boat???

Try this! Which picture to the right grabs you the most?

Safety - Use of Life Jackets (PFDs)

The Coast Guard is surveying launch sites around the country monitoring PFD use. The usage numbers are going down generally (though usage by sailors is ris-

ing). If overall usage of PFDs does not increase in the next year, we may well see a requirement mandating PFD use by everyone dock-to-dock in 2011.

There was lots of discussion about safety. Here are a few pointers on anchors and on safety in general:

1. Anchors – Make sure you have a good

anchor, not just the minimum the class allows. Most anchors that meet minimum requirements are not adequate when really needed.

2. Fitness – Fitness, fitness, and more fitness – this was emphasized over and over again.

Continued On Page 21





Solstice 2008: Selby Bay Sailing Center

Photos Courtesy of Gene Kendall and John Barnes

First Isn't the Only Winner!!

Patricia (Pat) Schermerhorn, FS 5507

Today is the Solstice 2008 and the sun has just touched the tropic of Cancer at $23\frac{1}{2}^{\circ}$ N, the longest day of the year! It's the first day of the Flying Scot Fleet 42 **15th Annual Summer Solstice Regatta**, held at Selby Bay Sailing Center, Edgewater, Maryland. Selby Bay Sailing Center is located at the mouth of the South River where it empties into the Chesapeake Bay (please visit our Web site <http://fs42.org/>). The day is warm and the winds are an 8- to 10-



2008 Solstice Winners (from left to right)--First Place: Mike and Amy Miller (Fishing Bay Yacht Club, VA); Third Place: Claudia Stepke and Hans Noordanus (Fleet 42); Second Place: Kathy and Phil Pegion (Fleet 42)

knot sea breeze from the southeast, typical of the northern Chesapeake on this, the first day of summer...perfect conditions! We have 22 boats on the starting line and a crack race committee team in place. In addition to our local Maryland sailors, we have travelers from as far away as North Carolina, Virginia, Pennsylvania, the District of Columbia, and New Jersey. I'm certain that this sounds very familiar! (Watch for the listing of our 2009 event scheduled for June 20th and 21st.)

We had two days of great racing, fantastic weather, a long summer evening, and wonderful camaraderie. In keeping with tradition, at the end of it all, a standing ovation was presented in recognition of the Meals Committee and trophies were awarded to the top three teams of the regatta.

But wait a minute...we said, *first isn't the only winner?* Yes, this year we decided to devise a concept to mimic the challenger division that is commonly part of larger regattas. However, rather than having two starts and boats with streamers on their mainsails, we de-

cided that we wanted one start for the whole pack with recognition of the two teams finishing at the middle of the fleet. The solution became a scoring overlay included as part of our standard regatta format of three races on Saturday, *a great party on Saturday night*, and two races on Sunday followed by lunch and awards.

Here are the Mid-Finish scoring parameters, as inserted into the sailing instructions.

1 - Skipper and crew must compete in all races held to qualify for the Mid-Finish awards.

2 - Qualifying for the Mid-Finish awards is for the sole purpose of awarding the Mid-Finish awards. The actual scored total will be the official result of the regatta, regardless of the status of each boat's Mid-Finish qualification.

3 - In the case of an even number of qualifying boats, awards will be given to the boat scoring just above the 50th percentile and to the boat placing immediately after that. Example: If 20 qualify, then 10th & 11th will receive awards.

4 - In the case of an odd number of

qualifying boats, awards will be given to the boat scoring just above the 50th percentile by using the even rule of rounding numbers and to the boat placing immediately after that. Example: If 15 qualify, then 8th & 9th will receive awards.

5 - A minimum of 5 entrants must qualify for presentation of the Mid-Finish awards.

The Mid-Fleet awards were very well received. Of the 22 boats that started on Saturday, 20 boats returned on Sunday. Based on the wording, this made for an interesting and surprising outcome.

The Mid-Fleet award system offered the spirit of a challenger division with minimal additional effort required of the designated race management team. For an event of this size, everyone started as part of the main event and brass traveled home with teams that finished in the top three and also with those teams that represent the up-and-coming faction. The outcome was a win-win, in addition to the winning spirit we all experience when we travel to regattas and support our sport. 🚢

Practice doesn't always make perfect, but Perfect Practice makes you better!

Allan Terhune, Jr., FS 5761

Sailors always ask, "What is the best way to get ready for the upcoming season, (or for the next championship) (or for a local cruise)?" and, almost always, the answer is practice! Seems easy enough, but the problem is that most people do not know how to practice or how to get the most out of their time on the water. Our time on the water is precious, so all of us want to get the most out of it, whether it is practicing, racing, or daysailing.

Many people go out on the water and just sail around and aimlessly "practice" things and expect to improve. In reality, most people are not really practicing. They are just sailing around aimlessly. While it is time on the water, it may not necessarily be the most productive time on the water. Below are a few things to remember and a few things to try when you go out in the spring to practice and get ready for the next sailing season.

1. Make sure you have goals for your practice. Don't just say you are going

to practice boat handling. Select specific and measurable things to practice and figure ways to do it. For example, work on tacks or jibing, starting techniques, man-overboard, anchoring, whatever you think you need to work on. You can do a few in one day, but not all at once.

2. If possible, get a coach. It doesn't have to be a professional; just someone in a motorboat willing to videotape you is good enough. We have tons of video of our practices. It is amazing how much you learn by watching yourself. Also, having someone from outside the boat watching you will give you another perspective to help the team.

3. Make sure practice is fun. It is not a race; there should be no yelling. It is about the team getting better and learning. If people are cold, go in; if people are tired, go in. The common goal is fun, and if it is not fun, it is not worth doing.

4. Switch jobs on the boat. Give everyone a chance to do every job. This will help

everyone, especially the skipper, to gain a perspective of what each person does and appreciate how hard each job really is. It is a good team-building exercise and is a lot of fun.

5. Work as hard as you can; push yourself. Practice like you race. Set short courses. Make sure you are hiking hard and working as hard as you can.

6. Don't be afraid to fail. This is what practice is for. Try new things. Push yourself and see what your limits are. If you tip over, so what? If you fall out of the boat, who cares? This is what practice time is for—to try new things in order to get better. It will not always work, but you never know if you don't try, and this is the time to do it.

Practice is the best way to get better in a short amount of time. If you sail one night per week, it is amazing how much you will improve and enjoy your sailing!

If you have any questions, please be sure to let me know (Allan Terhune, allan@od.northsails.com, 410-280-3617).

Happy sailing! 

OPEN SPACE

NOTICE OF RACE

2009 FLYING SCOT® WIFE-HUSBAND CHAMPIONSHIP

July 18 – 19, 2009 - Registration and welcome starting at 1600 on Friday, July 17
Hosted by Flying Scot Fleet 76, Massapoag Yacht Club, 66 Lakeview Street, Sharon, MA

1. **Rules:** This regatta will be governed by the rules as defined in the Racing Rules of Sailing (RRS) 2009-2012..
2. **Eligibility:** Per Article B-X-2 of the FSSA By-laws, the crew shall consist of only a skipper and spouse. The helmsperson can switch at any time during the event. At least one crew member shall be a 2009 member of FSSA in good standing. Applications for Membership in FSSA will be accepted at the regatta registration.
3. **Registration:** Registration, including those attending for meals only, shall be by mail using the forms on the FSSA.COM website or at the Regatta site beginning Friday, July 17 at 1600, and Saturday, July 18 between 0800 and 0930. Competitors must choose between 3 divisions - Championship, Challenger, and No Spinnaker Division. Final copies of the Sailing Instructions and the Notice of Race will be available at completion of Registration.
4. **Fees:** The early entry fee for registrations postmarked by July 1, 2009, is \$100, which includes the welcome party on Friday. Breakfast and lunch each day, and the cocktail party and dinner on Saturday night for skipper and crew. There is an additional \$5 per person cost for a lobster dinner. Details including cost of meals only are listed on the registration form, There is a \$10 per boat discount for US Sailing Members who register by July 1. The entry fee after that date is \$125, with no discounts applied.
5. **Schedule:** Three races are scheduled, weather permitting. The schedule of events is as follows:

TIME	JULY 17	JULY 18	JULY 19
1600-2000	REGISTRATION & LAUNCHING		
1700	WELCOMING PARTY		
0800-1000		BREAKFAST	BREAKFAST
0800-0930		REGISTRATION & LAUNCHING	
0930		SKIPPER'S MEETING	SKIPPER'S MEETING
1000		RACE 1 WARNING SIGNAL	WARNING SIGNAL
AFTER AM RACING		LUNCH	LUNCH
AFTER LUNCH		RACES CONTINUE TIME TBD	AWARDS
1700-1830		COCKTAIL PARTY	
1830-2030		BUFFET DINNER	

6. **Measurement:** All boats may be inspected for FSSA required safety equipment and sail compliance. Reminder: Effective 1/1/09 all Flying Scots shall be equipped with Bow Flotation and Transom Ports.
7. **Courses to be Sailed:** The courses to be sailed are illustrated in the regatta sailing instructions.
8. **Berthing:** Boats shall be kept on moorings, in dry-sailing spaces, or on the dock with stern anchors (overnight)
9. **VHS Radio Communication:** Boats may carry VHS radios, however crews shall neither make nor receive radio communication while racing. Emergency communications are an exception.
10. **Scoring:** The low-point scoring system is used. Three (3) races are scheduled, of which one (1) race must be completed to constitute a series. Each boat's score is the sum of all races, with no throwouts.
11. **Trophies:** Trophies will be awarded to the top 7 crews in the Championship Division, the top 5 crews in the Challenger Division and the top 3 crews in the non-Spinnaker Division. Perpetual trophies are:
 - Florence and Ted Glass Perpetual Trophy – awarded to the 1st Place Championship Division
 - Bob Penticoff Memorial Trophy – awarded to best finish by a first time Wife-Husband team
 - Cal and Anita Hudson Perpetual Trophy – awarded to the 1st place crew in the Challenger Division
 - Eric and Mary Amman Perpetual Trophy – awarded to best finish by a crew with combined ages of 100+
12. **Information:** Please see the attached registration form or contact Diane Kampf at dianekampf@charter.net or call her at 508-847-8401 for any further information.



The DIYC clubhouse as seen from the bay. Note the shoreline and basin entrance is made up of large broken chunks of concrete. The basin entrance is just to the left but not shown in the picture.

Thunderstorms and Tales from Tampa

by Fleet 168, Tampa, Florida

Flying Scot Fleet 168 sails out of Davis Island Yacht Club in Tampa, Florida. We had – or tried to have – a fleet race in August 2008, but before racing ever got going, a summer thunderstorm came through and squashed us pretty good. Our luck had been poor all summer; the last several races had been washouts for a variety of weather reasons. At the peak of the storm, the wind was up to 43 knots and the rain was heavy, but there was not much lightning. After we returned safely to the club, we shared a few beers and stories and talked about what we should have done differently. We then had the idea that maybe some other Scot sailors might

find our experience useful. The accounts that follow were submitted by several of the skippers who sailed that day.

Andy, FS 38

43.5 knots at 1532, or so says the anemometer at the club. Having left the dock at around 1500, team #38 has no reason to doubt it!

When I close my eyes and think of sailing, I fancy blue skies, fresh breezes, and sparkling water. I SWEAR, ONE OF THESE DAYS IT WILL HAPPEN!

Around 1330, most teams were setting up and rigging boats and got chased into the club by a stout boomer. The consensus was that it was good to get that one out of the way. The skies cleared up a bit, so it was back out to the boats and into the

water they go.

It wasn't very long, once out on the bay, 'til it became evident that another storm cell was forming from the northeast. The wind ramped up pretty quickly, and the conversation on #38 was if we could somehow skirt the storm. Nope, no fringes, it was solid from Bayshore (west) to the ship channel (east).

Everyone has his stories of tested seamanship and valor. Ours from old #38 was how awful the boat shakes with a flogging main and how the unsheeted main was trying to drag us over.

This is a test. There is a prize. *Match the quotes...*

1. "Any other centerboarder would have tipped over."

2. "Last ones in, we WON!"
3. "This is the last time Jeff will loan me his boat."
4. "Time for a new suit of sails. SHUCKS!"
5. "How does this halyard thingy work?"
6. "50-year-old chain plates, don't fail us now!"
7. "My green crew and I are outta here!"
8. "The police car on Bayshore has his lights on for us. How nice."
9. "Hike like he--, Dad!"

...with the boats:

- A. #5026 Paul Silvernail and Leslie Fisher
- B. #4321 Mark and Tom Taylor
- C. #812 Beau, Dede, and Ally
- D. #38 Andy and Lisa Hayward
- E. #4156 Dave Bell and Susan Cintron
- F. #4925 Dave and Kim Thinel
- G. #2007 Josh and his buddy
- H. #5477 Dean Bell and nephew Mike
- I. #504 Al Thompson and Cameron Salmon.

Everyone was eventually accounted for, and only a few sails were damaged. The weather remained gray and rainy for the rest of the afternoon, but this did little to dampen the spirits of the hearty bunch known as Fleet 168!

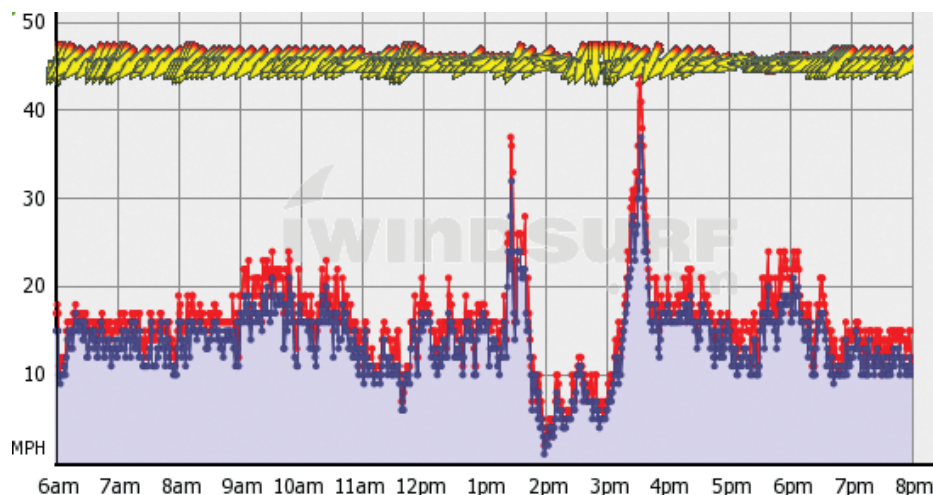
Thanks to all for the good eats, and to Lisa Hayward for her efforts with the cookunder.

Thanks to Henry Moore and Jay Tyson for their efforts on RC and the tow-in of the unnamed Scot with the red waterline.

Please review the class rules in regard to anchor requirements; this was a problem for some boats.

Al, FS 504

We were about halfway between the club and the committee boat when the wind really started to increase. We were using a new set of sails and our main concern was not to damage them, so we made the decision early to drop the sails; I believe we were the first boat to drop



The day's wind chart measured at the DIYC clubhouse. The first spike is from the cell which we rode out inside the clubhouse. The second spike was when we were out on the water, it peaked at 43.5 knots."

sails. I was trying to feather the main and still maintain headway while Cameron got the jib down, but we did not secure the jib and it tried to ride up the forestay when we started lowering the main. We cleated both jib sheets, centering the clew in front of the mast, and this helped. If this were to happen again, we would secure the jib with a line from the bow handle over the jib and back to the mast. Mark and Jeff both suggested using the spinnaker pole attached to the forestay, which might be a faster fix.

After the jib was secured we went back to the main, but it wouldn't come down until we got the boat head to wind, at which point the main was flogging violently. I think this is probably when the wind was the strongest. The flogging main shook the boom gooseneck loose from the mast (something else that needs fixin'), but fortunately it fell into the water instead of staying in the boat, which could have been a problem. We were able to stuff most of the main under the seat without damaging it. Having the boom off the mast let us stow the main completely below deck level, so there was no part of the main exposed to the wind.

We then dropped anchor, running the line through the bow handle and tying it around the mast. Even with 100' of line out, the anchor skipped along the bottom, but it did keep the bow into the wind. The anchor finally grabbed when the wind let up - I'd say somewhere in the high 20s. I think a chain on the anchor is a must for these conditions.

I forgot to mention that the first thing

Cameron did before lowering the sails was to put his life jacket on. He's a pretty smart guy!

I think we were fortunate that the course was set in the middle of the bay, which gave everyone a lot of latitude for maneuvering the boats; some sailed upwind, some reached, and one sailed downwind.

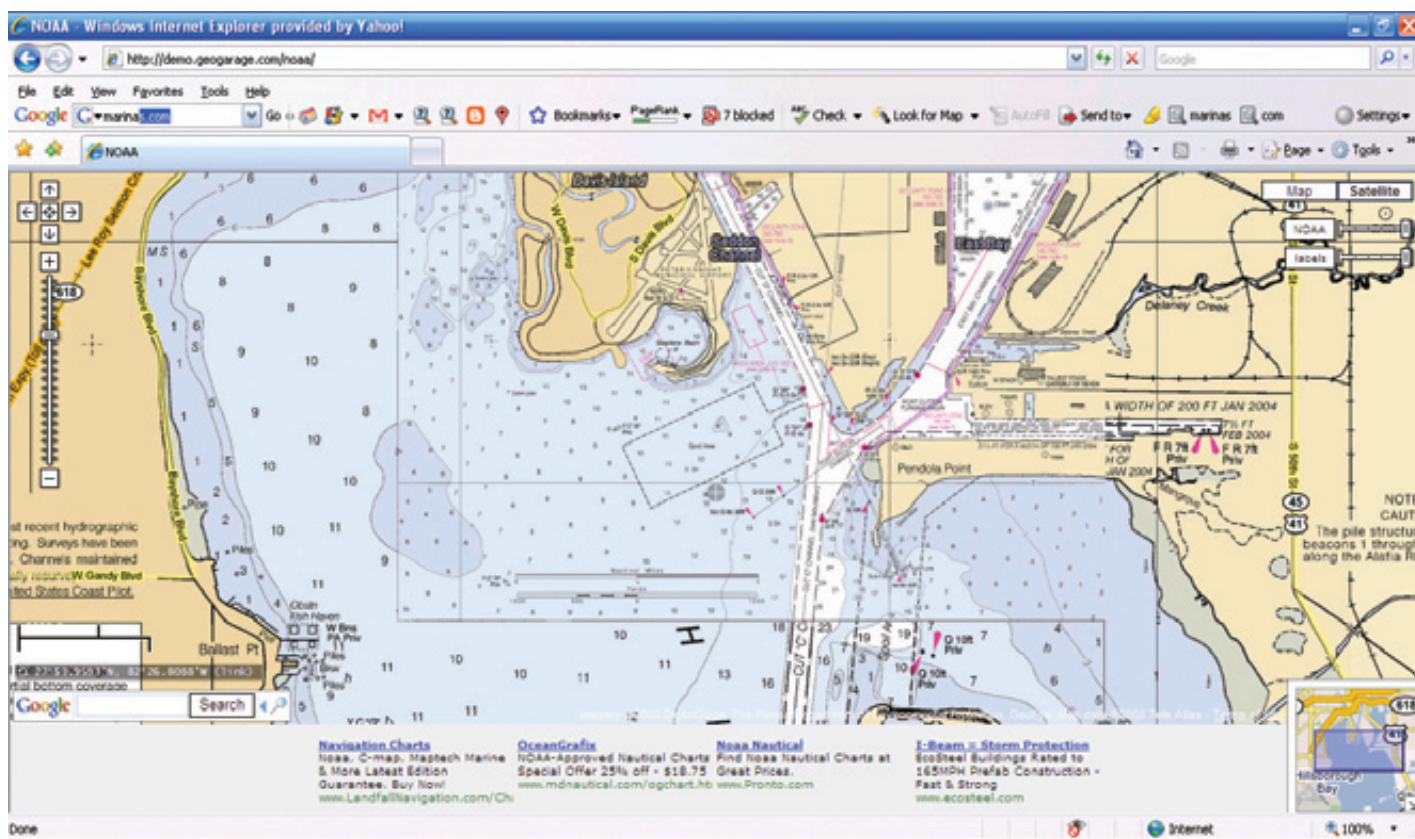
Having a game plan in place for these conditions is a great idea and I'm sure would be welcomed by other FS sailors.

Beau, FS 812

On Saturday, we decided to join the Scot fleet for some racing. Being a sailing family, my wife, Dede, my 13-year-old daughter, Ally, and I descended on the DIYC with a borrowed boat and hopes for some spirited racing. What we got was a lesson in safety, stupidity, and seamanship.

While rigging, we were chased into the clubhouse by a nasty squall. We watched a cruising boat struggling to handle the conditions that we later learned had included a gust in the mid 30s. I commented that I was really glad to be on shore and not on that cruiser. The squall blew through, and after multiple checks of the club's radar, we decided to try to squeeze some racing in, between the storms. This, in my humble opinion, was our first error in judgment. Dede is not fond of storm sailing and was hesitant from the start. We race a lot and often can be overheard saying, "We get 300+ great days of perfect sailing weather...why go out on a stormy day?!?" Well, we would

Continued On Next Page



A nautical chart of the sailing area and basin. The DIYC clubhouse sits on the very tip of the crescent shape land near the top of the chart. Orientation of the chart is due north at the top, the wind during the storm was from the Northeast. The sailing area is about 1 mile due south of the clubhouse which is where most boats were as the storm approached.

be just off the club and could come back in a hurry if things started to look bad. Wrong...miscalculation #2.

We left the club in a grey, 5- to 7-knot breeze, popped the kite, executed a couple of jibes, and looked over our shoulders. Downtown was looking a little dark. Dede was looking a little uncomfortable. We decided to douse and do a little upwind work. This would put us closer to the club in case the storm rolled closer. As we passed Dave and Kim Thinel, we informed them that we were thinking about heading back to the club. "That storm is going to miss us to the north," Dave assured us. We tacked to follow the Thinels, and that's when I noticed that the sky over the garbage pile (east) was also very dark! "We're heading for the barn," I shouted. Better safe than sorry.

As we beat to weather, the gusts started to build, and soon we were barely sheeting the main. The rain started, greatly reducing the visibility. Dede and I were discussing our best plan and decided to continue for the club. A healthy gust pulled us over pretty far, and I had to ease

the jib, too. Now we were flogging both the main and jib--sorry, Piggy--but we were still making good progress to weather. Imagine that--no wind in the sails but still sailing to weather. We tacked before the west jetty to get a better angle on our approach, then tacked again to follow another Scot through the cut and into the basin. At that point, I tried to lower the jib and achieved a beautiful rat's nest of wire halyard. I guess I was supposed to take the crank handle out. Ooops. With the jib at half-hoist and going neither up nor down, we started discussing our safety options. Oh, yeah, I forgot to mention, it was really blowing the dogs off the chains at this point, and Ally was starting to cry! We quickly decided to beach the boat on the east shoreline just inside the basin. Remembering all the hours Dave had spent on Pigpen's bottom and boards, we knew that we couldn't let a grain of sand touch either. Success! After a beach landing, we stripped the sails and tied off "A" dock to ride out the storm. Nice driving, Dede.

We've discussed our decisions at

length since Saturday, and we are happy with the results of our decisions. We have been sailing together a long time, and we communicate well. My greatest regret of the day is that we scared Ally. She learned a lesson of seamanship and calm thinking, but ultimately that lesson could have been avoided had we heeded our own motto and simply waited for one of those 300+ days I like to speak of. On a safety note, we all were wearing our pfd's (which we always do), we had an anchor with plenty of rode, and we had a paddle (which I broke). We also had a throwable, and Ally has a whistle on her pfd. Thankfully, Pigpen has a kick-up rudder, which made a beach landing possible. The boat held up well, and we never felt like we were out of control.

See you guys in the fall, after storm season!

Tom, FS 4321

Mark and I arrived late, towing the boat. It had just stopped raining hard, and everybody was getting ready to launch. We messed around for a while, and Mark

asked if I wanted to put on rain gear and help the race committee. I talked him into uncovering the boat, putting up the mast, and getting ready to sail. We were planning on attending the Flying Scot Masters, and I needed—and still need—practice.

Needless to say, we were the last ones into the water and the last to leave the dock. The boat was not completely rigged, so I took the helm as Mark worked on completing the rigging. We were running out toward the starting line with a good breeze. We were flying just the main. The jib was hanked to the forestay but on the deck. We jibed once on the way out as the breeze backed to the south. When Mark completed the rigging, he turned around to see how I was doing and saw the large rain-and-wind cell over my shoulder and behind the clubhouse. He said “Harden up, we are going in.”

I started to harden up on port tack, and Mark took over the helm. We sailed to windward under main alone, reaching slightly. Mark kept urging me to hike and stay on the high side. The wind was brisk, but the killer cell was approaching. We tacked, allowing a tight reach into the basin. We were hit by the 40-mph wind and stinging rain. The jib started climbing up the forestay. Mark told me to get the spinnaker pole at the next lull. I clipped the pole on the forestay and used it to push the jib back down. This got us back into the basin.

Mark said to try to attach the aft end of the pole to something so that we could tack. I could not find anything – the stay was too tight and I could not get the snap on the jib sheet. I brought in the pole and we tacked toward “A” dock. At “A” dock, we tacked again and lost control after the tack, because we were in irons with no way on. We backed and Mark got the boat moving again with high wind and lots of rain. We sailed on a tight reach on starboard to near the basin seawall and tacked back. Mark said that, if we did not clear “A” dock, we were going to take down the main and tie up to “A” dock. (I forgot to tell you. We could not find the regular painter of 1/4” line about 30’ long and had substituted a piece of string about 6’ long. So I was worried about the tying-up part of his thoughts.)

Luckily we cleared “A” and “B” docks and were sailing towards “C” dock at a high speed. Mark said to get ready to take the main down. Of course, I had

never taken the main down under normal conditions, much less emergency tip-over conditions with no glasses (they fell off earlier and were sunglasses but had my prescription). Mark reminded me to get the winch handle and that the lower winch controlled the main halyard. When he said “Go,” I got down to the mast, had trouble getting the handle in place, tightened the halyard to drop the pawl, loosened the halyard a couple of turns, and removed the handle. I had to pull the main down just before we hit the boats tied up to “C” dock.

Mark started zipping down toward the floating docks at full speed under bare poles. Of course, there was a powerboat tied up exactly where Mark wanted to round up to get the floating dock. Mark tried to round up behind the powerboat but could not get close enough to the dock for me to grab it. I should have had the spinnaker pole ready to use as a boat hook. We drifted sideways into the seawall but not too fast. The wind was easing. Mark held the boat off the seawall, while I scrambled forward and off the bow with the string painter. We pulled the boat up the dock to a cleat, so that it would trail at a good angle. Mark tidied up the sails so that they would not blow overboard, and we hopped up onto the land and went to look for the other boats.

One boat was tied to “A” dock, but only two more were in sight. I thought that there were seven boats out, including us. Mark thought that there were eight. It turns out that there were nine. The other boats were obscured by the still-heavy rain in the middle of the bay. Mark was getting ready to take the launch out to find the other boats, when they started to show up through the rain and the rain let up. The race committee was still on station. We were still looking for one boat when Mark thought that he saw a sail over by Bayshore Blvd. A nearby observer with binoculars confirmed the sail. It turned out to be Paul and Leslie.

It was an adventure. Sometime I will tell you about our adventure when we brought our 30’ sloop from the Great South Bay, past Coney Island, into New York Harbor, past the Statue of Liberty, and up the Hudson to Kingston. Anyhow, the party was great!!

Lesson learned: Listen to Mark and help the race committee when the weather looks too nasty.

Mark, FS 4321

To tell you the truth, when Dad and I pulled up and everyone was all excited about sailing between the storm cells, I thought all of you were NUTS! My initial thought was NO WAY, but Dad said he wanted to go. So we put the boat together and put it in.

As we were leaving the dock (last), the wind went from 6 to 12. Hmmmm. Dad was driving as I finished rigging the boat. I noticed we had significantly more wind than those of you at the RC.

OK, we pulled the trigger and bailed early. I noticed another storm lining up on the east shore, big and black.

What others may need to know: we sailed in Main Only. Sailing Main Only is not as easy as it sounds. The boat has a ton of helm and tends to stall. The thing to remember is KEEP THE BOAT MOVING, put the bow down, and keep it flat. If the boat stalls, let the main way out and turn the boat down; trim in slowly as the boat gathers speed. Tacking is a challenge; get the boat moving and turn hard, let the main out several feet to get the bow down before you trim. Trim in too early and the boat will stall or, worse, go into irons.

Another thing we did was use the spinnaker pole to hold down the jib.

We were actually in the basin when the 40+-knot puff hit, between the seawall and “A” dock. We managed to sail through it and to the floating dock. My thoughts as the puff hit: “Oh, cr-p, don’t pull a Pauly.” What’s a Pauly? You should ask him, or maybe Big Al.

DeanO, FS 5477

I don’t know what all the excitement is about. These boats were designed for a direct hit from an A-bomb!!

I am glad we all had the chance to practice our survival skills. This will help when we are at a regatta and the sh-t hits the fan.

NO BOAT DAMAGE to each other, with only minimal sail repairs needed. Some of us were looking for an excuse to order new sails, anyway.

Henry and Jay, we always look forward to having you out there with us. Thanks.

Thanks for trying to have a day of racing. This fleet is going to get one in soon.

See you all out there soon.

Continued On Page 15

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Plastimo Contest Tactical Compass & Mount...

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Paul and Leslie, FS 5026

Another great day for Scot sailing.

We'd like to thank Andy and Lisa for their ongoing organization. Big thanks to Jay and Henry for race committee and the tow in, as we are the unnamed boat with the red stripe.

We will be looking into a new anchor that will actually "hold" in 40+ knots of breeze, if anyone else is interested.

Dave, FS 4925 (usually FS 812)

We brought our friends Dede, Beau, and Ally to the club and were loaning them our boat to try it out. Jeff Linton had kindly offered up his boat for Kim and me to sail so we could get another boat on the water.

We waited out the first cell inside the clubhouse and kept an eye on the weather radar. It seemed that things were looking better, so we decided to head out. We ended up being one of the stragglers still on the dock, so I decided to save some time and use Jeff's sails instead of taking the time to get mine and switch them out. First mistake.

Out in the bay we notice the sky darkening back to the northeast, but I have a hunch that it will pass us to the north. We put on pfd's, just in case. Soon after, our friends (on my boat) decide to head back to the club; the sky to the east is also getting ugly. I'm a little undecided; returning to the club means heading toward the cell and the concrete-laden shoreline and basin entrance. Heading further south might mean some relief, or we could stay put in the middle of the bay and ride it out. We decide to head back

toward the club to help our friends, but I'm pretty sure we aren't going to get there soon enough. I decide to get the anchor out so it will be ready if we need it. We look around and find no anchor. Hmmm. Second mistake.

We continue toward the club, but I am worrying a lot about getting near the basin with the concrete jetties, seawall, and other objects that could really mess up Jeff's boat. The wind builds as we are beating on starboard tack toward the basin, but I mention to Kim that we may bail out and remain in open water if it gets worse. It does get worse. We are flogging the sails pretty good in the puffs, and when the rain starts, the visibility gets bad. That's it. I decide we are staying outside the basin, so we tack to port and head east. Now I wish I had dropped the sails; it's a balancing act between trying not to flog them too much and trying not to capsize. Not long after, I notice the leech of the main has torn, so I tell Kim we have to drop it. Dropping the main goes well, and the boat is almost sedate with only the jib up. Why didn't we do that before?

When the wind drops to mid 20s or so, we decide to play around to see how well we can go upwind with jib only. We need to go upwind to enter the basin and get over to the floating dock, and raising the ripped main is not an option. After a couple minutes of trial, I decide to enter the basin and it works out surprisingly well. The things to remember: keep the bow down, boat speed up, centerboard fully down, and back the jib a little on

the tacks.

What I would have done differently was make sure I had the anchor (which was sitting on another boat) so we could drop sails and stay put. Even so, I should have dropped the main sooner and stayed in safe, open water with just the jib. Needless to say, I should have taken the few extra minutes to change to my own sails before leaving the dock.

Two of the nine boats out that day were being borrowed by people without much Scot experience, if any. The other seven were sailed by their owners and, thankfully, there were no capsize and only minor damage to boats and sails. Three mains suffered similar damage--a tear along a batten pocket from the leech forward.

I suppose that there may be many reading this who are thinking; "You were idiots for leaving the dock." That may be true. However, if you have sailed in Tampa in the summer, you know that thunderstorms are frequent, as they are all along the Gulf Coast to Texas. It is very common to race when there are cells within sight but not directly affecting us. In fact, if we were to cancel racing whenever summer storms are nearby, we would rarely leave the dock. The decision to go or not is up to each person. This time we got caught. Hopefully, we will be better prepared next time.

PS: Answers to the test are:
1G, 2I, 3F, 4E, 5C, 6D, 7H, 8A, 9B
(I think Andy reneged on the prize!)

PPS: So, what's a "Pauly"? In Fleet 168, a "Pauly" is a capsize/turtle/swamp inside the basin. 🛶

OPEN SPACE

Winter on the Hoover Reservoir Columbus, Ohio

Ray Trask, FS 2297, Fleet 37

Up here in Columbus, Ohio, the winters do get cold, but for some of us the urge to sail does not stop. So a few of us more stubborn sailors decided to ask “the powers that be” if we could extend the sailing season by leaving four dock sections in the water after most of the docks were removed from the reservoir. Our request was granted several years back, so as we get into late November and December, we frostbiters start watching the weather very closely to gauge how long we can sail before the ice makes dock retrieval more challenging.

When we go sailing, we do so with safety in mind, with lots of warm layers (not always enough and sometimes too much) and by buddying up when conditions warrant it. Also, the Flying Scot is nearly perfect for frostbiting due to its stability and simple controls that allow you to recover in a hurry from a surprise puff. Top that off with experienced helmsman and crew, and you’re all set to go.

Our last sail this year (2008) was on the Friday after Thanksgiving. Jay Huling in Flying Scot 70 was joined by Chris Fogle and me. This was early for us, as last year we sailed on December 21st, the first day of winter. How did we know this was to be our last sail, you may ask? The water level was getting low and the bottom of the boat ramp was approaching the shoreline rapidly (turns out they are artificially lowering the water this year to kill off the zebra mussels).

Now Hoover is a fairly narrow reservoir about one-half mile wide and 9 miles long, running north to south. Unfortunately, our sailable area is limited to about 3.5 miles, due to the Sunbury Road bridge to the north and the County Line Road bridge to the south. In addition to the bridge chal-

lenge, the reservoir has the shifty winds typical of a small body of water. Hoover’s biggest redeeming quality is our year-round, 10-hp limit on motorboats, which makes for calm and peaceful sailing even in the lightest of winds.

For this particular sail, we started out with westerly winds in the 8- to 12-knot range. The sun was shining and the air temperature was in the scorching high-30s. Those of you who have never sailed at this time of year may not know it, but the winds are very steady, so when I say “westerly winds,” I mean “westerly winds.” Every fall/winter I marvel at how the warm, shifty winds turn cold but consistent. And that’s a good thing for a warmly dressed sailor.

So with westerly winds, we were able to sail up and down the reservoir by tacking only a few times and zigzagging in the north end to avoid some low spots. And when I say we sailed “up and down the reservoir,” I mean from the dam (yes, we sailed under the County Line Road bridge south to the dam) all the way up to the Sunbury Road bridge. For those of you who are now wondering if you’ve been paying attention in this article, I said earlier that the County Line Road bridge splits the sailable area of Hoover. While this is true most of the time, low water levels can change things.

Sailing under the County Line Road bridge in a Flying Scot is an experience. It starts with preparation. In the weeks preceding this winter sail, we would ease up to the bridge, look up that long mast, and try to judge how much lower the water needed to go before we could safely clear the bridge. One indicator (Jay noted from past experience, since he’s done it twice before) is seeing the water go beneath the cement piling crossbeams. When



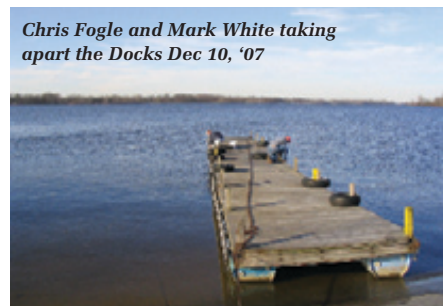
From left to right Mark White, Scott Trask, Jay Huling - Dec. 10, '07



Jay Huling, Mark White, Ray Trask, Dec 10 '07



Spray on the Deck and the water is all to ourselves - Priceless. Dec 10, '07



Chris Fogle and Mark White taking apart the Docks Dec 10, '07

that happens, it is time to start checking for clearance. This seemed to be a pretty good tell, but things were still close, so we took off Jay's mast wind indicator to buy us an extra six inches.

It was on this particular sail when we felt we had enough space (but weren't exactly sure) and we approached the bridge upwind. Jay, the boat owner, was on the tiller; Chris and I had paddles for reverse thrusting (just in case). We came in a bit faster than Jay was comfortable with, so Chris and I applied the reverse thrusters and Jay made the executive decision to go for it. As we went under, it was practically impossible to tell how much clearance we had. But after thirty feet of "slow-motion sailing," there was no damage to the mast or any part of the boat. I was, however, a bit concerned about Jay's heart (I say this in jest, as Jay is in way better shape than I). After we cleared it the first time, we decided it was worth doing again, so we did it twice more, right then and there. There was a fisherman on the

shore watching, and we asked him how close we had come; he said we had about six inches' leeway. That's close! Looking back, I think we felt like kids running in and out of a water sprinkler--a little scared but a lot excited.

Having cleared the bridge going south and never having sailed on this side before, we started checking out the new sites. We sailed past the Hoover Grille, over the East Walnut Road (now underwater, as the reservoir has since been filled), and took a tour of the dam, ending with rounding the southernmost buoy. We then proceeded north, back under the bridge, and sailed all the way up to the Sunbury Road bridge - without a tack!

Just southwest of the bridge, there was a thin layer of ice off to the side. Jay, confusing the Flying Scot with an icebreaker, decided to take a run through it. As we skirted into the ice, it turned out to be not so thin and took us by surprise. FS 70 was up for the task and plowed through and left our mark behind as we turned quickly

out of the ice. We sailed back to the club, took a potty break (don't ask where), then decided to make our last run to the normally uncharterable dam before calling it a year. After over two hours of sailing, we concluded that it was easily one of the best sails on Hoover we'd ever had.

Of course, all of this doesn't come without a bit of work. Leaving those docks in late means we have fewer helping hands to take them out. Around the middle of December, we had a mini version of Docks Out where Mark White (a sometime FS crewman), Chris, Jay, and I joined forces to remove the final sections. Some might think that was a lot of work for only four people, but it really only took forty minutes of extra work. Those forty minutes were well worth it. We got close to two months of extra sailing time, with better winds and solitude on the water (since no one else is brave or stupid enough to be out there), and there's always a new experience that comes with this bonus sailing time. Care to join us next year? ▲

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The Anatomy of a Good Start

Greg Fisher

All Flying Scot sailors appreciate the importance of a successful start. When combined with excellent boat speed, a good position off the line almost always leads to a good position at the finish as well.

Consistent starting comes from following a script or game plan that makes the whole starting procedure very mechanical. Armed with a *plan*, wherever you start on the line, whatever the breeze, your step-by-step approach (when combined with the proper timing) will make hitting the front-row start with speed much easier to consistently attain.

What determines a good start?

A good start simply means you've gotten off the line with good speed so that you are able to take advantage of the first shift.

It's cool to be able to blast off the line leading by a boat length or two and be able to "look back" at the fleet over your shoulder. However, if there's just one boat hanging on your weather hip and you can't tack on the first header as a result, the beautiful start is truly wasted.

Where do you start?

As we know, the race committee's goal is to set a line perpendicular to the wind so that, no matter where on the line the fleet starts, no one boat has an advantage. However, as we also know, the wind almost always shifts - usually at the last minute.

If the line is fairly short and/or favored by 5 degrees or less, then the advantage of starting *closer* to the favored end isn't nearly as great. However, if starting in a 50-boat fleet or on a line favoring one end by 15 to 20 degrees, then starting closer to the favored end becomes more advantageous. I emphasize *closer*, as it can be very risky to start right at the favored end;

there is almost always serious traffic, all trying to get off the line right at that spot. Instead, starting a third of the way up or down from the favored end is much less risky and can make it easier to get off the line.

Remember, it is the angle of the wind relative to the starting line that determines which end is favored. Unless the course to the first mark is way off square to the wind and badly skewed, the course to the first mark shouldn't have any effect as to where you should start.

While there are several different methods for checking which end is favored, unless I am sailing in a small fleet or on a small inland lake, I prefer to use the compass. If the line is short and the number of boats is small, heading into the wind and noting which end of the line the bow is pointing closer towards will tell which end is favored. However, on longer lines with more boats and in more extreme conditions (very light or very heavy winds), the compass is much more accurate. With this method, simply take a compass heading sailing down the line and compare it to your head-to-wind reading. If different from 90 degrees (which tells us if the line is square), not only do we know which end is favored but also by how much. In addition, once you have the line compass bearing, you can double-check which end is favored anywhere (and away from all the traffic on the line) by heading into the wind.

Your Approach

While many sailors develop a series of different approaches that they can draw on for starts in different conditions in different size fleets and for different positions on the line, I find it most beneficial to use just one approach for every start. Therefore, I know exactly how I'll set up, no matter where I want to be on the line. The only variable becomes the timing.

Of the different approaches to the start, it seems that the most common are the starboard luffing (where boats line up several lengths below the line several minutes before the start) and the port tack approach, which is my favorite.

With the port tack approach, you approach on port tack a boat length or two below the bulk of the fleet (most of whom will be luffing on starboard). Depending on the breeze, the waves, and the size of the fleet, the port tack "approacher" will look for and tack into a hole on the line sometime close to one minute before the gun. In some ways this approach may seem a bit gamey, since you are sailing on port tack towards a rather massive group of starboard tackers. However, remember that one of the goals of the starboard tack boats luffing on the line is to develop a hole to leeward. If this hole is big enough and left open, it can easily be taken by a port tacker. What if there isn't a nice hole at the spot where you want to tack? In that case, you probably wouldn't want to start in that developing pileup of boats anyway. Instead, sail on down the line a bit further until a more inviting hole opens up.

One of the keys to a successful port tack approach is the tack into the vacant hole. This tack should be slow and controlled so that, once around and onto starboard, your bow would be slightly ahead of the boat to weather. The speed after the tack should be slow, so that immediately you are in a position to become the leeward controlling boat. This is one of the major differences between the starboard and port tack approaches. During the port tack approach, you are *attacking* the starboard boat's position while they are trying to *defend*.

Obviously, the starboard tack boat will not just sit and wave you on into the hole they have been working hard to create. They should defend by bearing off towards you as you approach and eyeball

a tack into the hole below them. If the hole is small, or if the tack from port to starboard becomes rushed, the port tack-er most likely will become discouraged with that spot and sail on down the line. Remember that the starboard tack-er can't force the port tack-er into a foul. Once the port tack-er has completed his tack, the starboard tack boat must begin to assume the port tack-er has now become the leeward boat with rights.

However, the main point here is to choose the approach that suits you and your team best. Use it all the time and you'll eliminate a lot of variables.

Your Timing

So once we know how we'll approach the line, the remaining variable becomes the timing. Practice your timing in that 5 or 10 minutes before the start.

For example, when I set up with the port tack approach, I nearly always determine how long it takes to get from the leeward-end pin to my spot "of choice" on the line. I sail back and forth several times in order to determine just how long it takes and then add 10 seconds for the tack. Usually we try to complete our tack onto starboard by 55 or 60 seconds before the start. If we know it took 40 seconds to get to that spot, we leave the pin with 1:45 left before the start.

Maintain your position.

Once in position, it is important that you quickly take control of your hole and the boat to windward. This doesn't demand any sort of attack that requires the use of the rule book. This just requires that you maintain a position where your boat can block the windward boat from trimming in (and accelerating) before you do. Position your boat so your bow is just slightly ahead of the windward boat's bow and your course is just above close-hauled with your sails luffing. Maintain a boat's width or just slightly less between you and the weather boat. If the weather boat begins to trim and accelerate, then trim, head up, and slow him down. He'll have to head up to keep clear.

At the same time, you'll want to work hard to stay off the boat to leeward. Keep constant watch as to the leeward boat's position and speed. If they accelerate and sail higher towards you, react and do the same to maintain a safe distance...hopefully as much as 2 to 3 boat widths. This hole to leeward is key in allowing you to

sail slightly below close-hauled, in first gear, right off the line in order to accelerate after the gun.

Distance from the Line

Some sailors use a line sight to help them determine their position on the line. They sight an object on shore through either the leeward end of the line or the committee boat so they can gauge the distance off the line.

However, personally I find that, in the last 10 to 15 seconds, our placement relative to the line of boats around us is most important. We especially watch the two or three boats to windward of us and always try to maintain the same bow-out position we've held throughout the entire starting approach. If any boat above us trims and begins to accelerate, we must trim immediately and match its speed—no matter where they are on the line and regardless of the time before the gun. If these boats get the jump and end up on our wind after the gun, our start is a sure failure!

However, personally I find that, in the last 10 to 15 seconds, our placement relative to the line of boats around us is most important. We especially watch the two or three boats to windward of us and always try to maintain the same bow-out position we've held throughout the entire starting approach. If any boat above us trims and begins to accelerate, we must trim immediately and match its speed—no matter where they are on the line and regardless of the time before the gun.

One tip we have found helpful is how to slow the boat down when we find ourselves dangerously close to being over the

line before the gun. Our instinct tells us to turn down the line away from the line. However, we are burning up our valued hole to leeward. In fact, we are accelerating right into it! Instead, try heading up to near head-to-wind. The boat will slow down more quickly and we'll buy more time and save distance to the line. Most important, we're saving our hole to leeward and closing the distance to windward.

Your teammates call the shots!

Crew communication is paramount to a good start. We divide all the responsibilities on our boat so that, in the last 15 seconds, I am simply steering the boat when and where the crew indicates. The jib trimmer (if we're sailing with three) will keep track of the line and our position relative to the boats to weather. He has control of our final timing and will dictate exactly when to pull the trigger. The middle person not only keeps the time but also looks aft and to leeward for boats approaching late on port or behind and low on starboard. Our boat is anything but quiet in these last seconds, but this constant influx of information allows the driver to concentrate just on boat speed.

Boat Speed

Especially for the first minute after the start, boat speed is imperative. Fight the urge to point the boat as high as possible (no pinching!) until the boat has sailed through all the gears and is at top speed. In fact, trimming the sails too tight too quickly is a common mistake many of us make. If the sails are trimmed right to the close-hauled position before the boat has the time to sail through the gears, the boat will load up and almost slide sideways. Talk about burning up the hole to leeward!

Bail out when it's time!

Unfortunately it is inevitable that at some point we'll have that ugly, bad start. It is in this situation that the crew's input can mean the most. Quick thinking and input on the part of your teammates can help you find a way out and a new lane up to weather. It is key to be proactive and begin a new plan as soon as the old one has failed. Bail out!

Good luck and successful starting! ▲

Note: Greg can be reached at 410-212-4916 or Greg@od.northsails.com

Old What's His Name

Ed Summerfield, FS 4736

For many years, it was “That’s Fast Eddy and Kay, his wife.” Now it’s “Kay, the Editor of *Scots n’ Water*,... and her husband, ‘Old What’s His Name.’” I think Kay likes the change.

When it gets down to the deadline, Kay will come to me and ask me what I think about an article or picture. I put my two cents in, and I wait for the magazine to come out. I look in the magazine, then ask what happened to the picture I picked. Her response is, “I liked this one better” or “I didn’t have room.” THEN WHY ASK?

I also have the pleasure of knowing when she will be over budget with too

many pages. There are also problems when there are too few pages.

I did not know how much work I would have to do on the 50th Anniversary Edition of *Scots n’ Water*. After Kay gathered the articles that were sent to her for that issue and old articles she had found, and old and new photos were compiled, there were piles all over the floor of her office. She made her first cut and asked for my opinion. Then she had to do some more cutting, so she asked me if I liked this one or that one. After about eight months of her hard work—and me giving my opinion—the special edition was complete. I know she was proud of it, and

I was proud of her for doing a great job. Whew, am I glad that only comes around once! Hopefully we will be around for the 75th anniversary, but I will be relieved that someone else will be putting together that issue (at least, I hope).

One thing Kay always says is that she is happy she has the help of Marti Worthen, Nancy Cooper, Ray the printer, and Courtney and the staff at JEE. But most of all she is thankful for the sailors who write and submit articles and photos.

When others ask how I got my picture on the cover, I say that there are benefits from “Old What’s His Name” sleeping with the Editor. ▲

CAROLINAS DISTRICT

Carolinas District Regatta

Joe Brake, FS 2820

What a great Carolinas District regatta! I just want to thank everyone that made the trip to beautiful eastern North Carolina, and I hope everyone enjoyed the great sailing and great amenities at the Blackbeard Sailing Club. Dan Goldberg, Ken Gurganus, and the Blackbeard Sailing Club crew did an outstanding job putting on a total of four races. There were 19 Flying Scots hitting the line from all over the eastern seaboard, and some really tight and grueling racing. We had 10 to 15 knots on Saturday and 5 knots and under on Sunday. The overall regatta was won by Mike Miller from the Capitol District, and Team Brake was the top overall finisher for the Carolinas District. Here are the results.

Place	Captain	Boat	Points
1	Mike Miller/John Wake	2680	11
2	Joe/Roger Brake	2820	13
3	Len/Josh Guenther	5055	15
4	Hans Noordanus	5744	16
5	Tom Lawton /John Norton	3035	20
6	Starling Gunn/crew	1104	24
7	Brent Creelman/Mark Stevens	4056	30
8	Dave/Trisha Batchelor	5164	31
9	Larry/Starr Lewis	3933	36
10	Tom Hohler/crew	3883	39
11	Joe Price/Alan Backus	5092	42
12	Dick Schultz/Ben Laroque	1885	50
13	Charlie Buckner/crew	3430	51
14	Ray/Mark Merrill/crew	4322	56
15	The Hemphills	4043	56
16	The Heines	3801	63
17	Jack Griffin/Donnie	5818	64
18	Fran Louis/crew	3912	71
19	Steve Morris/crew	3500	73

3. Safety boats – Though coverage by safety boats is important, it is often nonexistent or minimal.
4. Radios – Carry a radio even if use of a radio during racing is not allowed. You can always use a radio in an emergency.
5. Man-overboard drills – Practice man-overboard drills with your crew as skipper.
6. PFDs – A PFD is of no use if stored in the bilge. An inflatable PFD does not count as a PFD on board if not worn.
7. Knives – Carry a good knife...or two!
8. Hypothermia – Many die before hypothermia sets in. The initial immersion in cold water “takes your breath away.” Many people ingest water into their lungs and panic when they can’t breathe a bit, and it is all over. First thing to do when someone falls into cold water is to tie them to the boat. Do not get into the water with them. The panic will get you, too!

Tips for Successful Regattas

1. Identify your customer and focus on the basics.
2. Race management – Make the effort to secure the best PRO possible. This is the primary source of gripes from your customer.
3. Pay attention to logistics of launch and retrieval. Let your guests pull boats

first. They have packing up to do for the ride home.

4. Think about having a speaker, round-table discussions, coaching, videos of the day.
5. For fun, plan a party with a theme.
6. Remember that the guy at the back of the pack needs to have good memories of the weekend, if you are going to get him back next year.

The Racing Rules of Sailing

The Racing Rules of Sailing for 2009-2012 is now in your hands. Have you looked at the new edition? There are major changes to rule 18 and a new rule 19. The old rule 18 has been broken into two rules, 18 and 19, for clarity. In rule 18, the words “about to round” are gone. That means that rule 18 goes into effect at the three-length zone. The two-length zone no longer applies. This will change the game a bit and certainly will make the gates wider. Rule 18.4 doesn’t apply at a gate. There are new words defined, like “zone,” “mark-room,” and “fetching”! Find them in the definitions of the RRS, pages 151-153.

The revised rule 87 says that “sailing instructions may change a class rule only when the class rules permit the change.” If not, you must get written permission from the class association, and the written permission must be posted on the official notice board. This has some broad implications for

the FSSA. Think about membership requirements in the class. You will now have to get permission from the FSSA to accept regatta entries from those who are not members.

Rule 17.2 in the old rules has been eliminated, because most people either ignored it or were not cognizant of it. Also, if you haven’t already noticed, the red and green signals in the back of the new book under “Race Signals” are reversed from what they are supposed to be. You can go to the US SAILING Web site and download a correction that will exactly fit over the error. Go to: http://www.ussailing.org/rules/documents/09-12_RaceSignals_flags_only_correction.pdf

If you have not attended one of the US SAILING One-Design Class Council (ODCC) symposiums, you owe it to yourself to give it a try – the National One-Design Sailing Symposium. There is lots of good information that will make all of us better citizens of the one-design sailing world.

This article only scratches the surface of the things we heard. By the way, my son Mike (Thistle class) [He’ll grow up!] was the AYC person who put the symposium together locally, along with Leigh Parks, Patty Lawrence, Tom Hubble, Dave Rosekrans, and the complete ODCC team. Classes present were Thistle, Lightning, MC Scow, San Juan 21, Y Flyer, Laser, J24, J22, Snipe, and Flying Scot (three of us). US SAILING does this for you! 🏆

Announcing: A New Fleet!

Fleet 196
Fleet Captain Bill Dobe
Massabesic Yacht Club
Lake Massabesic
Manchester,
New Hampshire

A Special Invitation From Osler Fleet 7

HI ALL: Fleet 7 would like to invite you to a one day regatta on Sat. June 20th. The skippers meeting will be at 10:00. We will be racing with Lasers and Ideal 18’s. It will be a little warmer for those of you who have been in the water. I will look into the portable hoist if I get enough boats. It is a double ramp facility. Its located in Old Greenwich which is off exit 5 of 95. Those that need exact directions please call my cell 203-561-1232. The price again this year will be \$45 with a \$5.00 off if you are a member of US sailing. Bagels and coffee in the AM and Pizza and beer in the PM.

Important!

Diane K, Ann S, Sharon B, and Melanie please send out a notice to your districts.

STARTING LINE

Calendar Of Monthly Events

Early Bird Regatta Cedar Point Yacht Club

Westport, CT

May 16 and 17, 2009

Flying Scot and Lightnings

For more info contact John Cooke:

203-792-7766

jcooke@trianglepackage.com

Hoover Sailing Club Columbus, OH

May 16 and 17, 2009

For more info contact

David Lonsdale:

dlonsdale3895@wowway.com

Leukemia Cup Carlyle Sailing Association Carlyle, IL

May 23 and 24, 2009

For more info www.csa-sailing.org

or Jim Harris, 314-966-8404

jamesbharris@att.net

Egyptian Cup Carlyle Sailing Association Carlyle, IL

May 30 and 31, 2009

For more info www.csa-sailing.org

or Jim Harris, 314-966-8404

jamesbharris@att.net

Jeff Lines Memorial Regatta Toms River Yacht Club

Toms River, NJ

May 30 and 31, 2009

For more info contact Joe Thorpe:

thorpej@aptea.com

Full Moon Monmouth Boat Club

Red Bank, NJ

June 6, 2009

For more info contact Thom Lee

fleet157@gmail.com

Mayor's Cup Regatta Lake Townsend Yacht Club

Greensboro, NC

June 6 and 7, 2009

For more info: Valerie Nieman

valnieman@yahoo.com

336-908-3976

NJYRA Championship Regatta Hunterdon Sailing Club Spruce Run Reservoir

Clinton, NJ

June 7, 2009

For more info: David Stockwell

dmstockwell@verizon.net

Founders Regatta Old Greenwich Yacht Club June 20, 2009

For more info: Dave Osler

ddosler1@aol.com

Berlin Yacht Club North Benton, OH

June 20 and 21, 2009

For more info: Jim Diffley

jmdiffley@sbcglobal.net

MAYRA Regatta Avalon Yacht Club

Stone Harbor, NJ

June 27, 2009

For more info: Linda Nicholson

LinBNich@hotmail.com

2009 Midwestern District Championships

Delavan Lake Yacht Club

Delavan, WI

July 10-12, 2009

For more info: Frank Gerry

630-466-1161

f.gerry@mchsi.com

1st Leg of LI FS Championship Series

Westhampton Yacht Squadron

Westhampton, NY

July 11, 2009

For more info: Ed Surgan

eddgann@aol.com

YCSH Commodores Regatta Yacht Club of Stone Harbor

Stone Harbor, NJ

July 11, 2009

For more info: Linda Nicholson

LinBNich@hotmail.com

2009 Eastern Women's Regatta Deep Creek Yacht Club

Deep Creek, MD

July 11 and 12, 2009

Also, the same weekend will be a JUNIOR FLYING SCOT REGATTA for kids 18 and under. Contact: Geri Meehan at gfmeehan@gmail.com or 301-387-3469 starting May 15.

DYC 50th Anniversary Golden Jubilee Regatta and Michigan Ontario 2009 District Championship Detroit Yacht Club Detroit, MI

July 18 and 19, 2009

For more info: dycflyingscots@

gmail.com

2009 Wife-Husband Regatta Massapoag Yacht Club Fleet 76 Sharon, MA

July 18 and 19, 2009

Welcoming party is the evening of

July 17 PM

For info: Diane Kampf

dkampf@charter.net

508-847-8401

MAYRA Regatta Stone Harbor Yacht Club Stone Harbor, NJ

July 25, 2009

For more info: Linda Nicholson

LinBNich@hotmail.com

Sandy Douglass Deep Creek

Deep Creek, MD

July 25 and 26, 2009

For more info: Roger Levin

roglevin@aol.com

US SAILING Area B Semi-finals for the Adams and Mallory Cup Sprite Island Yacht Club Westport, CT

July 26, 2009

For more info: Bob Counihan

RJCounihan@nyseg.com

Sprague Memorial Regatta 2nd Leg of LI FS Championship Series - Moriches Yacht Club Center Moriches, NY

August 1, 2009

For more info: Ralph Coffill

Rcoffill@msn.com

2009 North American Championship Ephraim Yacht Club

Ephraim, WI

August 1 - 7, 2009

For more info: www.eyc.org

Saratoga Invitational Regatta Saratoga Lake Sailing Club Saratoga, NY

August 8 and 9, 2009

For more info: Ann Seidman

pseidma1@nycap.rr.com

2009 Master's Championship Sandusky Sailing Club Sandusky, OH

August 22 and 23, 2009

New England Regional District Duxbury Yacht Club Duxbury, MA

August 22 and 23, 2009

For more info: Dave Corey

dcorey@hms.harvard.edu

NorthEast Regional Championship (NERD)

Duxbury Yacht Club

Duxbury, MA

August 22 and 23, 2009

For more info: John Clark

john@cutterassociates.com

or David Corey

dcorey@hms.harvard.edu

Greater NY Districts / Douglass/Orr Invitational Regatta

Sprite Island Yacht Club

Westport, CT

August 29 and 30, 2009

For more info: Peter Feick

Psfeicksr@optonline.net

Crystal Ball Flying Scot Invitational Regatta

Hosted by Fleet 41

Crystal Sailing Club

Crystal, MI

September 12 and 13, 2009

For more info: Steve Last

lasts@sbcglobal.net

989-832-5706

Harvest Moon Atwood Lake Yacht Club

Dellroy, OH

September 12 and 13, 2009

For more info: Joseph Cline

jckczoar@roadrunner.com

**Massapoag Yacht Club 60th
Annual Regatta
Massapoag Yacht Club Fleet 76
Sharon, MA**

September 12 and 13, 2009

Welcoming party is the evening of
September 11

For info: Diane Kampf
dianekampf@charter.net
508-847-8401

**Scots on the Rocks
Lake Murray Sailing Club
Chapin, SC near Columbia
September 12 and 13, 2009**

For more info: Bob Walrath
803-932-0706
rwalrath1@sc.rr.com

**Horricks Palmer Regatta and
3rd and Final Leg of LI FS
Championship Series
Sayville Yacht Club
Blue Point, NY**

September 19 and 20, 2009

For more info: PJ Patin
pjpatin@nyc.rr.com

**Ohio Districts at
Sail for the Grail
Moraine Sailing Club
Lake Arthur, PA**

September 19 and 20, 2009

For more info: Wolf Goethert
wbg@sei.cmu.edu

**Whale of a Sail
Carlyle Sailing Association
Carlyle, IL**

September 19 and 20, 2009

For more info: www.csa-sailing.org
or Jim Harris 314-966-8404
jamesbharris@att.net

**Patty Applegate Memorial Regatta
Toms River Yacht Club
Toms River, NJ
September 26, 2009**

For more info: Joe Thorpe
thorpej@aptea.com

**2009 Atlantic Coast Championship
Carolina Sailing Club
Edenton, NC**

September 26 and 27, 2009

Additional information to come.

**CPYC Fall Classic-Flying Scots,
Thistles & Lightning's
Cedar Point Yacht Club
Westport, CT**

September 26 and 27, 2009

For more info: John Cooke
Jcooke@trianglepackage.com or
visit www.cedarpointyc.org

**Cave Run Sailing Association
Moorhead, KY
October 3 and 4, 2009**

For more info: David Davison
davidd2047@aol.com

**Pig Roast
Cowan Lake
Wilmington, OH**

October 10 and 11, 2009

For more info: John C. Larsen
skipperjohn@fuse.net

**Flying Scot Open House Regatta
Hosted by Fleet 23
Corinthian Sailing Club
Dallas, TX**

October 16 - 18, 2009

(racing on October 17 and 18, 2009)
For more info: flyingscotfleet@
cscsailing.org

**Wurstfest Regatta
Lake Canyon Yacht Club
Canyon Lake, TX
October 31 - November 1, 2009**

For more info: Bill McVey
bmcvey@gvvc.com

Check www.fssa.com for the latest listings!

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FS 648 - Custom Flex built in 1965. Rigged for Soco sailing-sea worthy footing for mast needs repair, trailer included (Gator), Sails not included. **\$1800** Located in Bay City, MI. Contact: Gail Bitler, 989-895-0909, gbitler@formandfunctionBC.com

FS 2045 - Douglass built in 1972. White deck, light blue hull with yellow stripe. Hull is in good condition. Deck is in an "ok" condition. Running and standing rigging are updated; new tiller, blocks and lines. Comes with top and bottom cover, main, jib, spinnaker, miscellaneous sail bags, lines and trailer. **\$3500**. Located in Lake of the Woods, VA. Contact: Hans Noordanus, 540-846-1605, hans.noordanus@lowsc.org

FS 2346 - Customflex built in 1973. Good condition. 2 sets of sails. Schurr sails for racing. Spinnaker and pole. Trailer. **\$3500** Located in Sarasota, FL. Contact: Scott Wilson, 941-350-4375, swwilson3@hotmail.com

FS 2349 - Customflex built in 1973. Excellent condition. New trailer. Two sets of sails. New paint hull/deck. New rub rail. New Jib Halyard/Centerboard Pendant/Mainsheet. Boomtent. Motor mount. Garage kept. **\$4250**. Located in Port Tobacco, MD. Contact: Lee Hastings, 301-934-1525, lhastings1@comcast.net

FS 2567 - Customflex built in 1974. Good condition, trailer, white hull, red pin stripe, white deck. New rudder head, boom two years old, re-conditioned sails with reef point, lifting bridle, motor mount. Paddles. **\$3200**. Located in Zionsville, IN. Contact: Mike Crowell, 317-409-3860, mcro1235@aol.com

FS 3098 - Customflex built in 1978. White, natural bottom. Two sets of sails, spinnaker, trailer, needs some updating for racing. Priced below the formulas of 1.3 times the boat number **\$2200**. Located in Warren, OH. Contact: Jerry Donohoe, 330-856-7470, jerdnh@aol.com

FS 4046 - Douglass built in 1985. Good condition, only lake sailed. TeeNee trailer with new tires. Older sails and spinnaker. Many extras: mast top flotation device, Master Helper, anchor. **\$3000**. Located at Candlewood Lake, CT. Contact: Eric Rosenberg, 860-659-1541, erosemd@cox.net

FS 4342 - Douglass built in 1987. Tri-Nee trailer. White deck, red waterline. Original Schurr main and jib sails. Recreationally sailed only at Green Lake. Dry garage winter storage. Red mooring cover. Shore station available. **\$5000**. Located in Green Lake, WI. Contact: Kris Ronnow, 708-366-9904

FS 5358 - Flying Scot built in 2000.1 Trailex trailer, North main and jib. 1997 8 hp Erinrude motor, Sailor's Tailor mooring cover and cockpit cover. **Call for price**. Located in New York, NY. Contact: Joy Hudecz, 718-625-2299, jhudecz@aol.com

FS 5409 - Flying Scot built in 2001. Racing package, white navy trim, no bottom paint, very light use in excellent condition, with extras. **\$9500**. Located in Ipswich, MA. Contact: D. Whitney, 978-462-7703, dwhitney@generallinen_uniform.com

FS 5532 - Flying Scot built in 2004. Family package, grey hull deck, black bottom. Excellent condition. Trailer, outboard bracket, jiffy reef, rudder lift cockpit cover, anchor, lifting bridle, aluminum paddle. Lightly used. **\$11,000**. Located in Westhampton, NY. Contact: Beecher Halsey, 631-288-3825, halsey3@optonline.net

FS 5501 - Flying Scot built in 2002. Racing packet rigged, white with red trim, dry sailed. Options: Plastimo 101 compass, Trailex trailer, North Sails, lifting bridle, swim ladder and rail, anchor, bow inflation bag, light paddle, three covers, Master Helper II, rudder blade lift, motor mount, etc. **\$12,995**. Located in Greensboro, NC. Contact: Gerald Donnelly, 336-282-3453, gdonnelly@triad.rr.com

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Ample reinforcing over all stress points	Little or no reinforcing over wear spots
Stand-up flaps that snap around stays	Gaping cut-outs or velcro closures that are shot in a year
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Supplied hardware	A trip to the hardware store



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NEW MEMBERS

Carolinas District

Boat # 4051 / Fleet # 126

Robert Willis
4402 Southport Rd
Greensboro, NC 27410

Boat # 5859 / Fleet # 0

Robert L. Stallings, III
4905 Trentwoods Drive
New Bern, NC 28562

Boat # 4361 / Fleet # 158

Chris Rudek
215 Walnut Grove Cir
Irmo, SC 29063

Dixie Lakes District

Boat # 4207 / Fleet # 0

Grand Lagoon Yacht Club
PO Box 34350
Pensacola, FL 32507

Boat # 5634 / Fleet # 118

Eduardo Cordero
553 Fairview St
Ozark, AL 36360

Florida District

Boat # 5675 / Fleet # 0

John MacDonald
26045 Luzon Ct
Punta Gorda, FL 33983

Greater New York District

Boat # 5716 / Fleet # 157

Nicholas Vene
40 McCampbell Rd
Holmdel, NJ 07733

Boat # 4444 / Fleet # 163

Craig Tourtellott
31 Hilltop Drive
Green Lane, PA 18054

Boat # 0570 / Fleet # 163

Jim Thompson
1607 Franklynn Drive
Furlong, PA 18925

Boat # 4961 / Fleet # 163

Michael Scharf
1020 Highland Ave
Bethlehem, PA 18018

Gulf District

Boat # 5842 / Fleet # 0

Chibley Johnson
800 Camp Yonah Road
Clarksville, GA 30523

Boat # B008 / Fleet # 0

Robert Schmidt
2777 Lakeshore Dr
Mandeville, LA 70448

Boat # 5646 / Fleet # 0

Current Skipper #5646
PO Box 341
Pass Christian, MS 39571

Boat # 5664 / Fleet # 0

Current Skipper #5664
PO Box 341
Pass Christian, MS 39571

Boat # A011 / Fleet # 0

Fred Griffin
922 Fox Rd
Knoxville, TN 37922

Boat # 5648 / Fleet # 0

Current Skipper #5648
PO Box 341
Pass Christian, MS 39571

Michigan-Ontario District

Boat # D559 / Fleet # 0

Sean & Kelli Murphy
200 River Place Dr., Unit 38
Detroit, MI 48207

Midwestern District

Boat # 5868 / Fleet # 44

Craig Rawlins
7510 Clarewood Lane
Gurnee, IL 60031

New England District

Boat # 1984 / Fleet # 196

Pierre Letourneau
21 Old Sawmill Road
Bedford, NH 03110

Boat # 0211 / Fleet # 196

Dick Stewart
184 Pulpit Road
Bedford, NH 03110

Boat # 0690 / Fleet # 196

Bill Dobe
154 Pinewood Rd
Allenstown, NH 03275

Boat # 2432 / Fleet # 196

Ronald Adams
10 Rockforest Drive
Hooksett, NH 03106

Boat # A009 / Fleet # 0

Douglas M. Roth
PO Box 702
Union, ME 04862

New York Lakes District

Boat # 1366 / Fleet # 35

Sam Hazen
5362 Summer Haven Road
Mayville, NY 14757

Southwest District

Boat # 1323 / Fleet # 23

David Skinner
5735 Vanderbilt Ave
Dallas, TX 75206

Boat # 5844 / Fleet # 0

Current Skipper #5844
4527 N. Lindhurst Avenue
Dallas, TX 75229

Boat # 5845 / Fleet # 191

R. Keith Green
7920 Lakehurst Drive
Oklahoma City, OK 73120

Boat # 2387 / Fleet # 191

Darren Williams
2612 Cedar Oak Dr
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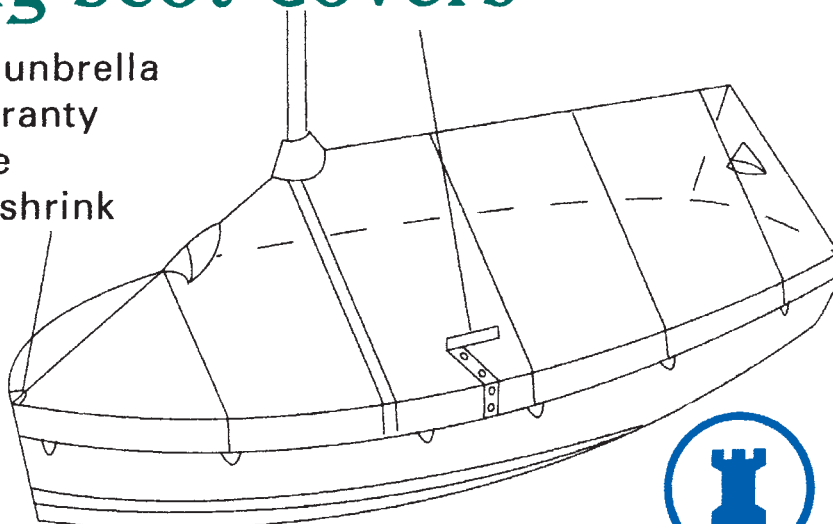
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- New England Districts - 2
- Ephraim Regatta (31 boats) - 1
- 58th Massapoag Regatta - 1
- Glow II Regatta - 1,2
- Fall 48 (28 boats) - 1
- Florida District Championship #3, Rudder Club (29 boats) - 1,3
- Saratoga Invitational Regatta (43 boats) - 1,2
- New England Regional Districts - 1

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