

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

Dear Sir
 I have the honor to acknowledge the receipt of your letter of the 10th inst. in relation to the above named matter. I have the honor to inform you that the same has been forwarded to the proper authorities for their consideration. I am, Sir, very respectfully,
 Yours,
 J. W. Smith

[illegible]

Dominant.



N. Americans

2011	....	1 st
2010	....	1 st
2009	....	1 st
2008	....	1 st

Midwinters

2011	....	1 st
2010	....	1 st
2009	....	1 st
2008	....	1 st

Heidi and Kelly Gough powered up at the 2011 NACs. Photo Kate Sharp.



One Design

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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.



The FSSA is on Facebook and 419 people have joined so far. Visit Facebook and search "Flying Scot Sailing" and join the group for the latest sailing news.

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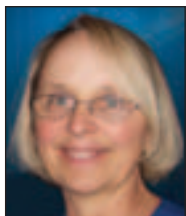
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From the President

Diane Kampf, FS 5857



Dear fellow sailors,

As I finish my first year as president of the Flying Scot Sailing Association, I am pleased with our class and how we are doing, but I am a bit concerned about keeping our fleets going as well as growing. Some fleets are continuing to thrive and grow, while others are dropping off. Our membership is down a bit this year, and I am hoping we can bring the level back up to previous years' levels. I have tried to reach out to many of you myself, but there are things that all of us can do to help with Fleet maintenance and growth. Please feel free to contact me at any time, if you have questions or need help with any Association issue. My personal email address is dianekampf@charter.net, and I make every attempt to respond to all inquiries that come my way. If you don't hear from me right away, write again; I may not have received your note. And reach out to Membership Chair Mike Noone (mjnoone@aol.com), because he always has great ideas to share about being a member of FSSA.

Fleet Captains—Check in with your Fleet members regularly to see if they are getting what they need from the boat, from the Fleet, from the class, and from the Association. Schedule Fleet meetings or events and invite as many Fleet members and potential Fleet members as you can. Write a newsletter to your Fleet members and remind them about *Scots n' Water*, our fssa.com Web site, the District Governors, FSSA officers, and our management com-

pany, JEE, as resources available to them. The newsletter does not have to be terribly formal; it can include information about your Fleet and activities, as well as information about your club. Think about getting a group together to go somewhere besides your own club—take a field trip to another area, another lake, or another city. If your Fleet races, encourage your members to travel to other fleets' races and regattas. Encourage Fleet members to join FSSA to keep the class strong, keep the value of the boat high, and keep the one-design intact.

District Governors—Check in with your Fleet Captains to see how their fleets are doing, and encourage them to check in with their members. Ask them if there is anything you can do to help or anything the Association can do to help. Invite them to the District Championships and/or ask them to host one. Encourage them to hold local events, both social and racing, and to involve their Fleet members. Remind them about members who have dropped off the roster, and see if there is anything that can be done to bring people back in. Encourage them to add content to the Web site under your District, including regatta schedules, regatta results, and stories of general interest to the members. Encourage them to write articles for *Scots n' Water* on any subject related to Flying Scot sailing—not just about racing but about how to make the boat go faster, how to rig the boat, or just about some fun event you have held or

are planning; all articles are welcome.

Members at Large—If someone at your club is thinking about buying a boat, let them know how much you enjoy your Scot and take them out with you. If you race, take out potential members as crew, or just take them for a pleasure sail so they can see how much fun it is to sail on a Scot. Talk to them about how you got started sailing or racing your Scot and why you have stayed with it for as long as you have.

Officers—All FSSA officers have a duty to ensure that we keep in touch with our members and address their concerns. We all strive to do that, but we can always do better.

If you, your Fleet, or your District has a particular concern, please make sure to reach out to any FSSA officer(s) with anything you think we should know. Don't assume we know about it. We can only address your concerns if we know about them, so tell us. I can promise you that every issue that is brought to our attention gets discussed. I can't promise that you will get the answer you want, but I can promise you an answer. If your District or Fleet has concerns, let us know so we can help get a resolution.

I hope these ideas are helpful and that you can employ some of them to encourage Fleet maintenance and growth and help us continue many more years of a strong class, great friends, and some of the best sailors anywhere.

Thanks for a great year! ▲



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

From the Editor

Kay Summerfield



WELCOME: New Fleet 200! Fleet Captain: M. Andrew Sees, Pymatuning Yacht Club, Jamestown, PA, Ohio District

New Chief Measurer's Ruling

At the Midwinters at Southern Yacht Club in New Orleans, Chief Measurer's Ruling (CMR) 86 was approved.

Approved CMR for Tiller Minimum Weight - Based on the first Article in the Specifications (attached for information*), the committee has decided that a minimum weight for the tiller would be prudent. Currently the tiller design is covered in Article S-II paragraph 7: "**TILLER DESIGN** is optional. A hiking stick is permitted." Some skippers have fabricated tillers to make them lighter, thus removing

weight from the aft end of the boat, which can have a "perceived" positive impact on performance. While not permitted by Article S-I, the current wording for the tiller design requirement is problematic. Hence the following CMR, which was submitted to and approved by the Board of Governors, is offered for clarification.

CMR 86

All tillers not constructed from wood shall weigh a minimum of at least 5 pounds including the hiking stick. If weight needs to be added to meet this requirement, it

shall be securely fastened to the tiller shaft just forward of the rudder head. The material of the weight is optional.

*ARTICLE S-I-INTENT

It is intended that there shall be no significant change in hull, rudder, centerboard, and spars from the original design as prepared by Gordon K. Douglass and no lightening of existing parts. The Association reserves the right to declare ineligible any boat which does not conform to the spirit as well as the letter of all rules and specifications. ▲

MIDWESTERN DISTRICT

Scot Sailing Buddies on *Grateful Red*—and at the Full Moon Regatta Series on Lake Kegonsa

Ken Johnson, FS 2981

Kristine and I sailed on the *Grateful Red* (www.gratefulred.us) in Les Voiles de St. Barth Regatta in April 2012 in the Caribbean. Last November I sailed the *Grateful Red* in the Atlantic Rally for Cruisers (ARC 2011) from Las Palmas in the Canary Islands (Spain) to Saint Lucia in the eastern Caribbean. Twenty years (maybe 30 years) of racing and sailing my Flying Scot has built my *Grateful Red* crew, and the crew always includes a couple of my Flying Scot sailing buddies. All *Grateful Red* parties include a couple of Flying Scot stories—Ephraim, Top of the Lake, Midwinters in Panama Beach, Nationals, camping at Lake Carlyle, the 50th in Deltaville with my nephew Charlie Johnson as crew, and the daughters' favorite, the Glow.

My daughters (Niki and Liza) were the Flying Scot crew of the 90s; both still

sail with me, and Niki (age 30) still races with me (she was part of the Copa del Rey crew in Majorca, Spain, in 2010). In the 2000s my Flying Scot crew was my nephews Charlie and Kyle. Last season the *Grateful Red* sailed and raced the Med; my foredeck for the ten-week season was Charlie. Charlie (age 21), girlfriend Kristy, and brother Kyle (age 19) were the *Grateful Red* crew for our Saint-Lucia-to-Grenada sail in May. We sailed the Grenadines for a couple weeks with a crew of 20-year-olds—it can't get much better—and Flying Scot stories were told to the new girlfriend every night. Kristine and I will be at the Ephraim regatta this year; my crew will be Cole and Hayley (cousins, each age 9)—crew for the 2010s!

Hope to see some Scots at the exciting, new, first-annual Full Moon Regatta Series on Wisconsin's Lake Kegonsa, my home

waters! Lake Kegonsa is located 15 minutes southeast of Madison (WI) or 80 miles northwest of Chicago (IL). The Pleasant Springs boat landing is approximately a ten-minute drive from the County N exit on I-90 between Janesville and Madison (south on County N, right on Circle Drive).

The Lake Kegonsa Sailing Club in Stoughton will host a series of races starting approximately at sunset on the full-moon evenings in July (Tuesday, July 3) and August (Wednesday, August 1, and the Blue Moon regatta finale on Friday, August 31). The races are expected to begin with a start line off the Lake Kegonsa shoreline near Springers of Lake Kegonsa. (Springers has outside viewing and two large docks.) The fleet of boats will sail from the Springers location to two or three sailing marks on the lake. The PRO will be

Continued On Page 12

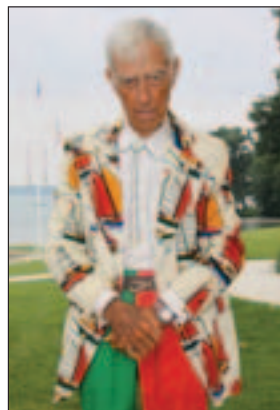
Doolittle: A Very Ironic Name

Bill Pfund, FS 5193 with contributions by Forest Rogers, FS 5855

The success of any nonprofit organization depends on the hard work of dedicated volunteers who are passionate about the mission of the organization. This is certainly true for the Flying Scot Sailing Association (FSSA), which is blessed with a host of volunteers who serve in various capacities on the local, regional, and national levels. Some FSSA volunteers like me have served the association for only a short time. Others have served much longer, but few have served the Flying Scot community (and sailing in general) longer than Max Doolittle.

Max and his late wife, Mary, began serving the FSSA more than 50 years ago when they brought the first Flying Scot to Gull Lake in Richland, Michigan, in 1960 and started Fleet 15. Mary served as the corresponding secretary for the class in the early 70s, guiding the FSSA out of the red and on its way. She was officially introduced to the FSSA membership in a *Scots n' Water* cover story in May of 1970 (a reprint of the story follows this article). Together, Max and Mary attended numerous Midwinter Championships and NAC regattas before “retiring” from the national scene and turning their attention to the local sailing community. Mary passed away in 2007, but Max remains a fixture of the Gull Lake Yacht Club, and, at the age of 85, he shows no signs of slowing down.

Max is clearly happiest when he's on the water. Unfortunately for him, he lives year-round in Kalamazoo, Michigan, where the sailing season is far too short by anyone's standards. During the summer months, Max can be found on board his Flying Scot 4755—named *It'll Do Until*



Then—seven days a week, weather permitting. You can easily identify him on the water, even from a distance, because of the distinctive red main and jib that have become Max Doolittle “trademarks.” Likewise, he's easily identified on shore due to his unique “port and starboard” wardrobe, which includes slacks with one red leg and one green leg and a pair of Crocs™ brand shoes that consists of one red shoe and one green shoe. Incidentally, he has often quipped that he has another pair just like them at home (for the opposite feet).

Max has been involved in teaching sailing and promoting the sport both formally and informally for more than 35 years, and he is still an integral part of the GLYC junior and adult sailing programs. He is still an active racer, too. And although his traveling days are behind him, he rarely misses a race at GLYC. Back on shore, Max will often use “reverse embellishment” when discussing his finishing position. For example,



I can recall him boasting about a fifth-place finish on more than one occasion (in a fleet of four boats). You see, for Max, racing is no longer about winning. It's about sharing with others his enthusiasm for sailing, and that usually means that he has kids or novices on board as crew. Come to think of it, I honestly don't remember ever seeing Max racing without at least one young person on

board. And speaking of sharing his passion, Max also loves to give free advice. He has often provided me with helpful gems of wisdom by saying something like “Now remember, Bill, the start of the race is important...but the finish is even more important.” Or, “Remember to keep the pointy end in front and the stick thingy pointing up.” Often this type of advice is provided while on the water with the help of a cheerleader-style megaphone. Who else do you know that carries one of those on board?

Many Flying Scot sailors owe their involvement in the class to the Doolittles. For example, Forest Rogers says that

"Max is 100% responsible for getting the Rogerses actively involved in racing Flying Scots." It all started for them with FS 92, which they purchased used in 1979. Forest says, "We knew there was a fleet of Flying Scots located at Gull Lake, so we hitched the trailer on and dumped the boat in at the north end of the lake just to go for a cruise. Later in the day, a sailboat with red sails started our way. This was our first encounter with Max and Mary but not the last. The skipper came alongside and yelled, 'Come race with us!' He had a green deck shoe on the right foot and a red one on the left foot and we were thinking maybe he had a problem remembering port/starboard. That day we ended up at the Gull Lake Yacht Club, and the rest is history." (The Rogers family has since owned more than half a dozen Flying Scots.) Forest continued by saying, "In my 33 years of racing a Flying Scot across 14 states and Canada, I have not met a person that has more energy and enthusiasm for life and for helping others in the sport of sailing than Max."

Recently, I had the privilege of taking Max to dinner, and during our time together that night I came to realize that Max is a walking history book with respect to the FSSA. He can easily recall many firsthand interactions with Sandy Douglass, and he has numerous pictures and volumes of printed materials from the early days of the class. He has entrusted me with the task of scanning and copying many of his artifacts so they can be shared with others and maintained for historical purposes. Max and Mary have clearly been a big part of class history, and their names will continue to be associated with the class for many, many years to come in the form of the Max and Mary Doolittle perpetual trophy that is awarded to the winner of the Challenger Division at each NAC regatta, and by way of the Mary Doolittle Queen of Scots memorial regatta held at GLYC every August. In 2012, the regatta will be held on August 11-12. I invite you to come to GLYC in Richland, Michigan, to meet Max, to enjoy racing on one of the finest inland lakes in Michigan, and to honor Mary's memory. 🌊



The following is the story about Mary Doolittle, referenced above, that originally appeared in Scots n' Water in May of 1970.

Introducing Mary J. Doolittle
FSSA CORRESPONDING SECRETARY
by Lib Hanna

Meeting Mary Doolittle for the first time is a happy experience. Her enthusiasm and interest in people and the world in general are very evident from the minute she enters the picture. She is a tall attractive brunette with a contagious smile and warm brown eyes. Her husband, Max, shares her interest in hobbies, work, and love of life. The Doolittles have a nine year old son, Mark, whose blond hair and brown eyes reflect both of his parents.

Mary Doolittle was born in Kalamazoo, Michigan, where she has lived all her life. She says Max taught her to sail fifteen years ago, although he had been a sailor for some years before that. They started Fleet #15 on Gull Lake, Michigan in 1960 and to date have been the owners of 3 Scots. When she stated that they had sold 26 Scots in the 10 years they have been dealers, it became obvious they are dedicated Scot sailors. Their Fleet numbers 16 Scots and Mary admits that several Season Championships were awarded the Doolittle team, but she adds smilingly, they are usually too busy teaching new sailors the ropes to take their racing very seriously. This statement is the key to Mary's own philosophy. Her own personal life is geared to a desire to help wherever and whomever she can. She says that she has always "found it easy to do my best in all things, because I dearly

love the Lord, and try to be a practicing Christian." She believes to the word a certain quotation from the Bible that says "Whatsoever you do, do with thine whole heart." She applies this rule of life in all her work, her family life, in the athletic field and in the business world. Her recreation includes things that she really enjoys, and she believes that with so many things to do in this world, it is her privilege to choose those she enjoys the most of all - and then give them her all.

Mary's interest in athletics is a keen one. From the age of thirteen, when softball claimed her as a pitcher, she has continued in the field of sports. Later she coached this sport in the Girls' Team in the Baptist church, with Max keeping stride with her as the Captain of the Church Men's Team. Bowling and golf are also two of her loves. She admits to being a Certified Bowling Instructor. Her golfing career includes being Club Champion in the Nine Hole Division for 3 years and First Flight Champion several times in the Eighteen Hole Division, but she says, regretfully, that she never did qualify for the Championship Flight in their Club.

Volunteer work comes easy for anyone with Mary's eagerness to be of service. She has been President, Secretary and Treasurer of several organizations. The Baptist Church has always benefited by her being a resident of Kalamazoo, judging from the many years she has given to them, teaching Sunday School, playing the piano and organ and singing in the choir. In the business world, Mary's experience will enable her to bring some exceptional abilities to her work as our Secretary. She was employed by the Michigan Bell Telephone Co. for 6 years, as an Operator, then Instructor and then Payroll Clerk. Following this she accepted a promotion and a transfer to the American Telephone and Telegraph Co. for 4 years doing General Secretarial work until - to quote, "I resigned nine years ago to enjoy motherhood."

Mary is a born organizer, and after talking with her along those lines, we could not imagine anyone into whose hands the duties of the Association's secretarial

Continued On Page 19

Greater NY District Championship October 2011

Linda Nicholson, FS 5791, *Shoobie*

She's a Grand Old Dame from South Jersey, but she's also a shy newcomer when it comes to the Flying Scot class. "She" is the Yacht Club of Stone Harbor down in the southernmost corner of New Jersey. In October

she had her coming-out party as the host of the Greater New York District Championship. Those of you who attended were not disappointed!

It was just six years ago that the Flying Scots began racing in our Great Sound, and they are still gaining strength as a

popular and versatile double-handed boat suited to New Jersey's tidal waters and coastal sea breezes. Our neighbor club on Seven Mile Beach Island, Avalon Yacht Club, will be initiating a Scot fleet this summer.

Here are some NY District highlights:

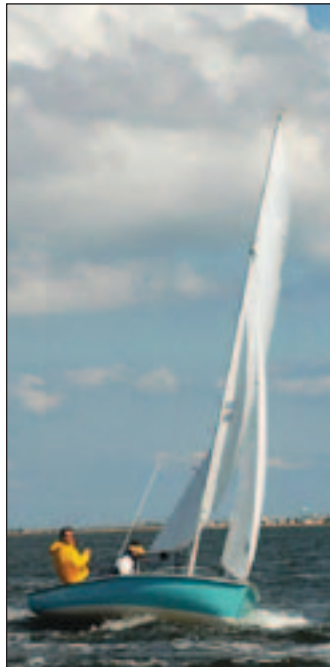


1. We wanted you to know you had arrived at the right place. As Stone Harbor is a summer resort, we had the club parking lot and clubhouse to ourselves in October!



2. Rise and shine on Saturday morning! Racing was a leisurely 11:30 start, but the fleet was getting ready early to test out the waters.

3. Bill Clarke of Stone Harbor showing the way out to the Great Sound: "out the dog's leg, across the flats, behind the island, and you're there."



4. A brisk fall day awaited us – blue skies with a few whitecaps.



5. Perfect picture-taking day!

6. Sunday morning brought dark skies that made us pull on our jackets. Warm air and water temperatures prevailed, and sailors were undaunted by the occasional sprinkles.



8. It was a tight fleet in almost every race, with plenty of chances to pass or be passed.



7. Check out John Luard's winning light touch.



9. Come on down and sail with us again sometime soon!



Championship Class

1	5563	John Luard & Keith Petrosemolo	Monmouth Boat Club
2	5508	Peter Sayia & Russ Lines	Toms River
3	5618	David Lambie & Erin Lambie	Lavallette Yacht Club
4	5096	Steve Mehl & Jake Mehl	Marsh Creek
5	5791	Linda Nicholson, Ann Binet & Melanie Dunham	YCSH
6	4329	Sam Thomas & Gene Mopsik	YCSH
7	5102	Rob Cohen & Linda Cohen	Cedar Point YC
8	1954	Randy Blough & Debbie Blough	Nockamixon Sail Club
9	5846	Phillip Berger & David Rech	Nockamixon Sail Club

Challenger Class

1	315	Roy Childers & Tom Hanlon	Lavallette Yacht Club
2	5010	Michael Mandell & Samuel Mandell	Nockamixon Sail Club
3	5019	Bill Clark & Ray Demmert	YCSH
4	4086	Phillip Sheetz & Thomas McGrath	Nockamixon Sail Club
5	5716	Bruce Cattanaach & Jackie Cattanaach	Monmouth Boat Club
6	1176	Dave Mohr & Linda Tozier	Avalon YC
7	3551	David Peterson & Kristin Peterson	Hunterton Sailing Club
8	5047	Ted Ramsey & Cis Ramsey	YCSH

Flying Scot as a Club-owned Boat

Al Rees

Many sailing clubs own sailboats for members' use. Among the one-design boats owned by clubs are Optimists, Sunfish, 420s, Flying Scots, and Fish class sloops. Currently 88 Flying Scots are registered in the Flying Scot Sailing Association as club-owned boats. Perhaps clubs own as many Scots which are not registered in the FSSA.

Over 40 years ago, the Gulf Yachting Association selected the Flying Scot as the one-design boat for GYA interclub competition. The Scot replaced the Fish class sloop, which for about 40 years had served well the needs of the GYA and its individual member clubs. For additional info about this Gulf Coast gaff-rigged keelboat, go to http://en.wikipedia.org/wiki/Fish_class_sloop.

The requirement for Flying Scot ownership is specified in the GYA Bylaws at www.gya.org:

ARTICLE III – MEMBERSHIP

SECTION 1: YACHT CLUBS AND SAILING CLUBS

(1) General Membership. Organizations in this classification shall meet the requirements described in Paragraph A above and in addition shall have a clubhouse with adequate facilities, shall own a Flying Scot Class Sloop for the purposes of participation in GYA Capdevielle Series interclub competition (compliance with this requirement may be delayed until acceptance), and shall be a member of the United States Sailing Association (compliance with this requirement may be delayed until acceptance). General Members shall have the right of full participation in GYA affairs as provided by these bylaws.

That requirement allows participation

in the Capdevielle series, which is open only to teams of GYA sailors sailing in club-owned Flying Scots. Sixteen regattas constitute this annual series of races hosted by various GYA member clubs. The series is highlighted by the annual Sir Thomas Lipton Challenge Regatta scheduled for Labor Day weekend at the club winning the event the preceding year.

More than half of the GYA's 33 General Members clubs compete annually in the Capdevielle series. Several clubs have competed in all 16 regattas of the series. This popularity warrants the GYA requiring each member club to own at least one Flying Scot; Southern YC owns 12!

Because GYA clubs own Flying Scots, they allow activities not mentioned in the GYA Bylaws. These activities, which might have been unintended, include casual sailing and also training at various levels of sailing competency. Other activities, e.g., club boat maintenance, will not be discussed.

Although training certainly includes upper levels of competence, valuable recruitment activities for many clubs include sailing lessons. In many ways they are perfect in a Flying Scot because of designed safety and toughness. Those qualities give rise to a term of endearment, the Flying Stout. A more tender or fragile boat is probably less well suited for training new sailors.

Casual sailing is a very important activity for some sailors, especially those who eschew racing. Here again, stoutness is valued. If conditions are ideal, some non-racing sailors might want to hoist the spinnaker. That's a "can do" in a Scot, as is sailing into shallow water to picnic on a secluded beach. In these non-racing activities, club-owned Flying Scots excel.

Many of us think we have excelled at

interclub competition. In part this is true because of the large number of Flying Scots on the Gulf Coast. The clubs own about 100 Scots, and there's a similar number of privately owned Scots. That strength in numbers provides a critical mass for successful one-design sailing.

A comment about "critical mass" is in order. One-design sailing is the standard for national and international sailboat racing, e.g., the Olympics. What number of boats, what critical mass, is needed for enduring one-design racing? In a single race it might be three or five; for an annual series of regattas sailed by non-professionals from Houston to St. Petersburg, it's probably several hundred. That's the approximate number of privately owned Scots plus club-owned Flying Scots in the GYA.

Its Capdevielle series is second to no other one-design activity in numbers of boats and races on the Gulf Coast. That promotes open-class Flying Scots in many Gulf Coast regattas. One-design sailing that you can count on depends on that critical mass of boats in an area.

When the GYA selected the Scot as its boat for interclub, one-design competition, there were about 1500 Flying Scots. Consequently, used boats were immediately available to GYA clubs. A few months ago, Flying Scot number 6000 was commissioned. Member clubs have benefitted from the continuing presence of a high-quality boat builder for parts and repair advice to keep older boats serviceable and, less frequently, for brand-new boats. The workmanship of Flying Scot® Inc. is impressive.

The decision in the late 1960s to make the Flying Scot the GYA boat was [and remains, in the opinion of many] a good one. 🦋

Rolling Over the Scot

Dave “Sailordave” Batchelor, FS 5164, *Batchelor Party Too*



forward edge of the centerboard trunk is at the back of the trailer. Install the second cradle. The boat can rock from side to side, so have someone stabilize it as you drive the trailer until the boat is sitting entirely on the cradle. Be sure the boat does not strike the trailer. This is generally not a problem.)

It's pretty easy to roll the boat with the line up the mast. At age 71, I can roll the boat without assistance. The secret is a ratchet block attached to something solid about a boat length abeam of the Scot. Start fairly close to the block and wrap or tie the line around your waist. Grab the line between the block and the mast and pull down while holding the other end tight. Pulling on the middle of the line span

I used to dread having to off-load my Scot and roll it over to work on the bottom. I would often make a mess of my yard as the boat and trailer gouged the grass. Now, thanks to an idea I got from Scott Cesar (FS 2171), I only have to dread the work part. With a couple of carpeted four-by-fours at least 10 feet long plus four concrete blocks, you can make a cradle for the boat to slide onto very easily. I suggest designating someone in your fleet to purchase and share these resources.

Before rolling the boat, take loose items out. Scott reports having small items trapped behind the foam, never to be seen again.

Start the process by raising the mast. Attach a line to the spinnaker halyard and hoist to the block at the top. Select an area where the boat can be rolled onto its side without hitting anything. Attach the stern of the Scot to something that won't move, and drive ahead slowly until the aft end of the centerboard trunk is at the back of



the trailer. Slide the first cradle into place. NOTE: Align the cradle so that the boat is at one end, so that the boat has room to sit on the cradle when rolled onto its side. Continue to drive forward until the

gives you a lot of mechanical advantage, and the ratchet helps you keep the line you have gained. Repeat until the boat is rolled. Sandy Douglass used to advocate

Continued On Next Page



this for pulling in the jib. As Sandy pulled on the middle of the line cleated on the windward side, Mary was ready to take up the slack when Sandy released. He called it "sweating the line."

Once the boat is on its side, tie the mast to a heavy object to keep her over. It's easier to work on both sides of the bottom without standing on your head, and the boat is easier to keep clean. And now you're ready for the hard part—fixing whatever needs fixing.

Now allow the boat to right itself—while you remain in complete control using the ratchet block. Once the boat is upright, back the trailer (not attached



to the car) up to the bow, attach the winch, and crank the Scot back onto the trailer. When the trailer nears the forward cradle, you need to put weight on the trailer tongue and have someone slide the forward cradle out. The front of the boat is now supported by the trailer, and the back is on the cradle. Continue cranking the boat forward. Normally the boat's weight will transfer totally onto the trailer by the time it clears the cradle. If not, add some more weight by sitting on the tongue until the boat is in place on the trailer. Hopefully you are at the lake and can launch your boat and enjoy the fruits of your labor. 🚤

MIDWESTERN *Sailing Buddies – From 5*

Jack Yoes, a Flying Scot buddy who sailed across the ocean both ways with me on the *Grateful Red*; he manages the Houston Yacht Club Special Olympics sailing team, which, of course, sails Flying Scots.

The regatta series is open to one-design sailboats equal to or less than twenty feet in length, with separate race starts expected for Flying Scots and MC Scows. Food will be provided to the sailing competitors at Springers before the first two races, and there will be a Blue Moon party after the final event. Advanced registration for the regatta series or for an individual Full Moon Regatta can be done by contacting Ken at ken@kegonsa.com.

For more information about the Lake Kegonsa Sailing Club and the 2012 season, please visit www.lksc.org. 🚤

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 Midwest Districts – 1st, 2nd, 3rd, 4th, 5th
 New England Districts – 1st
 Ohio Districts – 2nd, 3rd
 Buckeye Regatta – 1st, 2nd, 3rd, 4th, 5th
 Ephraim Regatta – 1st, 2nd, 3rd, 4th, 5th
 Deep Creek Sandy Douglas – 2nd
 Egyptian Cup - Whale – 1st, 2nd, 3rd, 4th, 5th
 Fishing Bay Annual – 1st



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Spinnaker Trim: Full or Fast?

Dave “Sailordave” Batchelor, FS 5164

On today’s windward/leeward courses, it’s pretty easy to keep the spinnaker full. But is it fast? There are two primary objectives when trimming the spinnaker. Keep the air flowing *across* the spinnaker similar to the jib *and* project as much of the spinnaker from behind the main as possible (see *Figures 1 and 2*).

To work the way the sailmaker designed it, the spinnaker clews should be an equal distance off the water and the center seam parallel with the mast. Then keep air flowing across the spinnaker starting at the luff, which provides lift. We refer to this as “attached flow,” just like on a jib or an airplane wing. When the sheet is over-trimmed or the pole is too far forward, this air flow is stalled and turbulent on the leeward side and there is less lift (see *Figure 3*). The telltales on a jib show us when we are in the groove with attached flow, with both sides streaming aft. The luff of the

spinnaker is very sensitive, so we use it to judge when we are in the groove. You cannot know precisely, since telltales don’t work on a spinnaker. Instead we have to infer that from the actions of the luff of the spinnaker. By alternating between a slight curl and a slight trim to stop the curl, we get a good indication when the trim is correct. Hence the suggestion is often made that we sail with a slight curl. Some people even try to sail with a slight curl as a way to insure there is air flowing across the sail. I used to tell my wife, Ann (my crew for 20 years), to rock me to sleep with the sound of the old-style ratchets as she trimmed the sheet in, then out. My daughter Tricia has heard me tell the story so many times that she does it automatically. This technique works on all angles downwind.

It’s not as obvious when it’s over-trimmed, as the spinnaker stays full and looks great. But it’s not fast, and the goal is fast. If the pole is too far forward,

it becomes difficult, if not impossible, to have attached flow, and no curl will develop. Also the sail is not projected out into the air flow from behind the main and sail area is lost. Easy to keep full, but slow (see *Figure 3*).

Just as it’s necessary to frequently test for a curl with the sheet, it’s also important to keep testing the position of the pole with the guy. This is not done as frequently, but it’s still very important. Start pulling the pole aft in increments and test your ability to get a curl indicating correct attached flow. The farther aft the pole moves, the less the sheet has to be eased to get a curl, making trim more sensitive, but you know you are projecting the maximum sail area. So keep moving the pole aft and testing the luff for a curl. It’s more difficult to keep the spinnaker flying than with a more relaxed pole-forward/no-curl technique, but it’s faster. This is competition, and this is a full-court press. ▲



Figure 1.

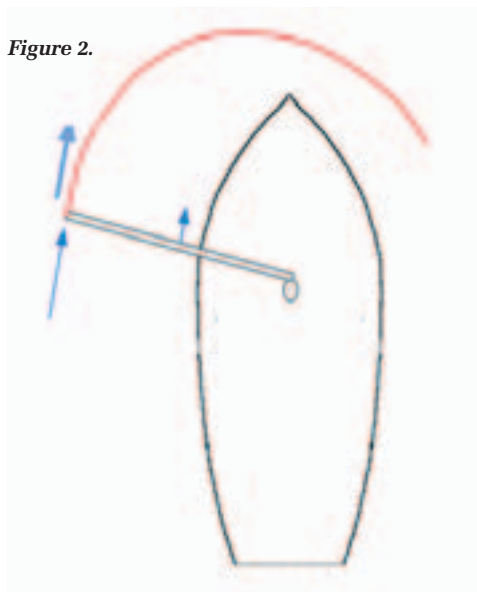


Figure 2.

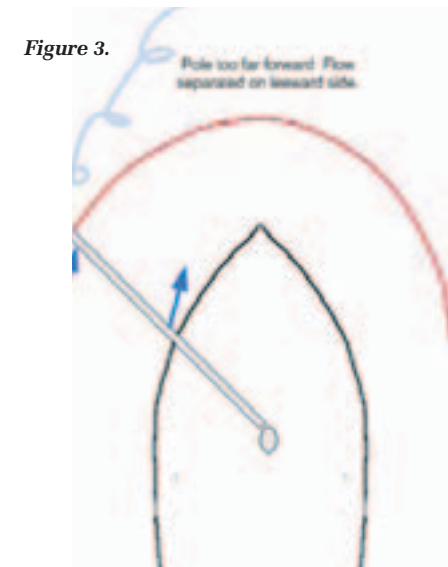


Figure 3.

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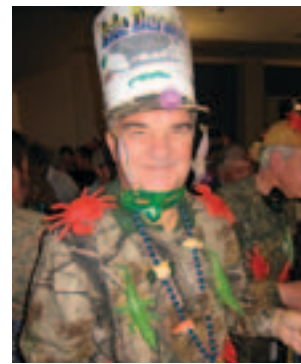
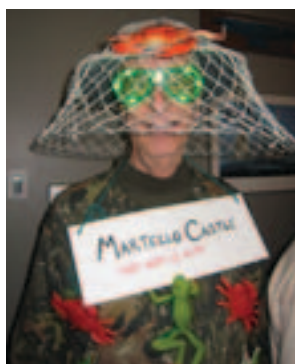
Having a Ball, Southern Style

Craig W. Maumus

Any Scot sailor who has made it down to New Orleans and the Southern Yacht Club for a regatta knows the city is famous for its Mardi Gras, held each year in late winter. Carnival clubs throughout the city put on private balls and public parades with the purpose of “passing a good time” before the start of the penitential Lenten season. And, as good traditionalists, SYC puts on its own ball each year entitled *Bards of the Bilges*.

Unlike the other Carnival organizations that present debutantes in a formal, regal setting, *Bards* takes a tongue-in-cheek approach to the festivities with a rowdy casualness that any sailor could enjoy. Like its formal cousins, the yacht club has a royal court with a king (called “Neptune”) and a queen chosen from a group of maids who are escorted by dukes (of sorts)--who carry large oars as their symbol of nobility. In keeping with the club’s nautical heritage, Neptune arrives on his royal barge, which otherwise functions as the club’s race committee boat.

As is typical of other Carnival balls, there is a theme around which the club’s male members create costumes. (The female members and spouses, however, dress in formal ball attire.) Each member carries out the theme of the ball as he sees fit, but some members choose to do a group theme, which is the case for our Flying Scot fleet. Most of us have been sailing together in our own or in the club’s Scots for many years, and during race season we have weekly Friday night beer can races, after which we gather together at a large table in the club’s dining room for dinner. Over the past few years this bonding has resulted



in a number of us masking together and calling ourselves the *Mystic Krewe of Flying Scots*.

Each year’s ball at the club has a different theme. Two years ago when SYC last hosted the Midwinters, the theme was “Caesar/Neptune Returns to Rebuild SYC,” or something to that effect. The loosely conceived concept was that Neptune, who has the power to become whomever he wants, was angry with the Army Corps of Engineers and decided to return as Julius Caesar to build a new palatial clubhouse to replace the one lost during Hurricane Katrina. Mystic Krewe members focused on the word “return” and hit upon the idea of “Many Other Returns.” Members costumed up as “Return to the Buffet Line,” “Return of NSF Checks,” “Return to the Starting Line”.... Get the idea?

This year the theme was “Ain’t Dere No More,” which is the title of a popular local song nostalgically recalling the city’s many vanished landmarks and personages. Popular stores, restaurants, and local luminaries were portrayed. One club member made himself a large shopping bag of a once-popular food store

Continued On Page 17



Great 48 Regatta, Lake Norman Yacht Club, May 5-6, 2012

Don Smith, with photos by Doug Collings

Thanks to all the sailors, the wind gods, and all our LNYC volunteers, everyone had fun at the 2012 Great 48 Regatta hosted by Fleet 48 here at Lake Norman Yacht Club. We had some exciting starts and challenging races with 44 boats on the line and wind from 8 to 15 mph.

This regatta was very special in that we had Flying Scot #1 (Harry Carpenter—you all know him), FS #2 (Tommy Weaver, Lake Murray SC), and one of the newest, FS #6020 (Bill Ross, LNYC), all on the racecourse. These fine boats were on display on both Friday night and Saturday night on the lawn in front of the clubhouse. Really neat!

On Friday afternoon, Paul Abdullah

put on an on-the-water sailing clinic, followed by a video and critique in the clubhouse. Friday night we had a welcome party with hot dogs and hamburgers for early arrivals. (This was a great idea copied from the Hospice of Upstate South Carolina Regatta.)

Saturday started with light air, but just after the start of the first race, the wind piped up in the 8- to 10-mph range, then increased to 14 mph by the end of the second race and gusted even higher in the third. Delightful sailing! After three races, no one was up for the Ultimate Frisbee competition planned before dinner, but everyone certainly enjoyed the social instead. Thanks to Ryan Malmgren and Bill Wiggins for sponsoring some of

the beverages of choice. Dinner, served to over 130 sailors and guests, was smoked grilled chicken with secret spices and all of the trimmings, done by our ace smoking chef here at LNYC, Tim Kendall, and our ace food chief, Kay Leffler. This was followed by an Overly Outrageous Hat (OOH) contest, which was the regatta theme. Prizes were plentiful and given out in a variety of categories, including Best Hat Under \$1 and Best Homemade Hat. There were even hats imported from Ireland, Poland, and Spain.

On Sunday morning, there was good wind again, making it easy to complete two more races. Lunch and awards followed and then farewells to all our sailor friends. ▲

Partial Race Results Next Page



chain as his costume. Some other members were decked out in red-and-white-checked tablecloths with the names of West End restaurants washed away by Katrina. And there was one industrious individual who transformed himself into the New Basin Canal lighthouse that is soon to be rebuilt from salvaged pieces of the original. We had the usual sightings of Elvis impersonators, who manage to show up regardless of the theme. And some members took the opportunity to wear their old Reggie Bush, Jeremy Shockey, and Archie Manning Saints jerseys. All “ain’t dere no more.”

But leave it to the Scot sailors to think outside the box! Krewe members came up with the subtheme of our “Louisiana coastline” that ain’t dere no more. Costumes consisted of camouflage shirts purchased from a local sporting goods store and plastic aquatic figures from a store that specializes in Carnival throws. Alligators, crabs, shrimp, and frogs were attached to the shirts with wires and safety pins. And each member expressed himself with a different “hat.” There was

a red crab hat and a green gator hat and a wide-brimmed hat with more critters attached. One member wore a crab net over his head with a large plastic crab on top. Each member also wore a placard with the name of a Louisiana coastal town that had vanished into the Gulf of Mexico, thanks to coastal erosion.

Prior to the start of festivities inside the clubhouse, Neptune was outside navigating the harbor on his “royal barge.” However, this year a cold front came through on the night of the party, and stiff northerly winds on Lake Pontchartrain made docking in front of the club impossible. After several unsuccessful attempts, Neptune and his entourage returned to the safety of his royal slip and unceremoniously paraded up to the clubhouse.

The ball began with the masked members parading into the main dining room from the bar, where free libations and a light repast helped pass the time and put everyone in a partying mood. Once the members found their ladies and cleared the center area, Neptune and his court processed in and took their places on the

colorful dais. This year’s nautical backdrop was borrowed from a “real” Carnival organization named after another god of the sea. Then, according to Carnival tradition, other club members put on a skit, which may or may not have anything to do with the theme. In keeping with recent yacht club tradition, this skit had nothing to do with the theme but everything to do with spoofing some of the club’s political issues and taking potshots at some of the club’s leaders. This year the club was alleged to be helping its bottom line by offering gambling and a place for a naughty tryst.

Skit ended, the dancing began, followed later in the night by a typical Carnival breakfast of grillades and grits, along with slices of king cake served with coffee and chicory. Next year will bring another theme and another chance for Southern sailors to get together and celebrate their unique maritime Mardi Gras tradition—just another way in which Southern Yacht Club has been preserving tradition, promoting sailing, and having a good time since 1849. ▲

Great 48 Race Partial Results – Continued From Page 16 **CAROLINAS DISTRICT**

PL	SAIL	CREW	FROM	1	2	3	4	5	TOT
1	5310	JOHN ARAS	AYC	3	2	1	3	6	15
2	5787	PAUL ABDULLAH		4	1	2	7	7	21
3	5171	PETER BEAM	LNVC	2	8	9	2	1	22
4	5897	BEN WILLIAMS	CLSA	6	4	4	6	4	24
5	6022	RYAN MALMGREN		1	3	7	9	14	34
6	5566	ROB WHITTEMORE	FBYC	5	13	10	1	10	39
7	2677	JOHN KREIDLER	WCSC	8	7	5	17	3	40
8	1	HARRY CARPENTER	DCYC	7	16	11	5	2	41
9	5546	RICH SWEET	LMSC	10	10	3	8	15	46
10	3933	LARRY LEWIS	LNVC	24	5	8	11	9	57
11	6020	BILL ROSS	LNVC	9	19	22	10	5	65
12	5971	CHARLIE BUCKNER	CSC	23	11	18	4	17	73
13	2070	CHUCK GISE	LNVC	20	25	6	12	21	84
14	5642	ALLAN GOWANS	LMSC	18	14	17	25	19	93
15	2680	TOM BEWS	LTYC	19	12	15	24	27	97
16	4485	JOHN RUE	LMSC	26	24	13	18	18	99
17	5673	RYAN GASKIN	LMSC	27	6	23	22	23	101
18	5022	DAVE SAFIRSTEIN	LNVC	17	22	14	34	16	103
19	4991	DAN GOLDBERG	MSC	21	20	35	19	11	106
20	6011	MARK BENNER	MSC	28	31	20	14	13	106
21	5085	LARRY VITEZ	LNVC	14	26	24	16	26	106
22	5757	DON SMITH	LNVC	13	23	45/DNS	15	12	108
23	2	TOMMY WEAVER	LMSC	33	28	12	23	20	116
24	4282	EDIE SULLIVAN	LNVC	16	17	45/DNS	13	25	116
25	4322	RAY MERRILL	CSC	29	9	27	30	24	119
26	5615	WALTER ROTHSCHILD	LNVC	11	30	21	31	36	129
27	2259	DON GRIFFIN	DCYC	34	18	45/DNS	26	8	131
28	1280	JAKE BARNHARDT	LNVC	30	21	32	20	29	132
29	4931	RICHARD GRAYSON	LNVC	25	45/DNS	16	27	28	141
30	5214	BANE SHAW	LNVC	22	32	26	28	37	145
31	5818	JACK GRIFFIN	CSC	38	27	28	21	35	149
32	4043	JOHN HEMPHILL	LTYC	40	39	25	33	22	159
33	5248	WENDELL GUNDLACH	LTYC	36	34	30	29	32	161

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Photo: Hew Hamilton

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Chris Cookson
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2 Peachtree Court
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Continued From Page 7 - Doolittle

MICHIGAN-ONTARIO DISTRICT

work could fall for a better performance. She is a great respecter of deadlines, but she tells us, for her own peace of mind, she makes it a practice of being a day or so ahead of the circled date on her calendar. Her training with the Telephone Co. taught her to value what she calls her "Come-up" file. This special calendar file tells her every day what is scheduled for attention coming up.

Talking sailing with Mary reveals that she has always crewed for her husband, Max, and of course, like all sailors, she has stories to tell. She recalls their most embarrassing experience was during a

regatta on Gull Lake in their early days of sailing. They were sailing a Rebel, she confessed, and were in second place about 20 feet from the mark when the excitement of the moment became too much for them and they tipped over. Unfortunately, and to add to their chagrin, they were directly in front of the photographer.

Mary's greatest asset, over and above her efficiency, is her enthusiasm and sincere desire to do a good job. Her understanding of fleet work and the importance of constant and prompt communication between fleets and the

Secretaries desk will prove to be invaluable. Her ready smile and good sense of humor are good allies in the days ahead as she learns the routine and works with Flying Scot owners. Underlying all of our conversation with her, we recognized her happy outlook on life, her knack of selecting things she loves to do and her dedication to doing a good job. The Flying Scot Sailing Association is fortunate in being able to place the many details, problems, and correspondence into Mary Doolittle's capable hands.

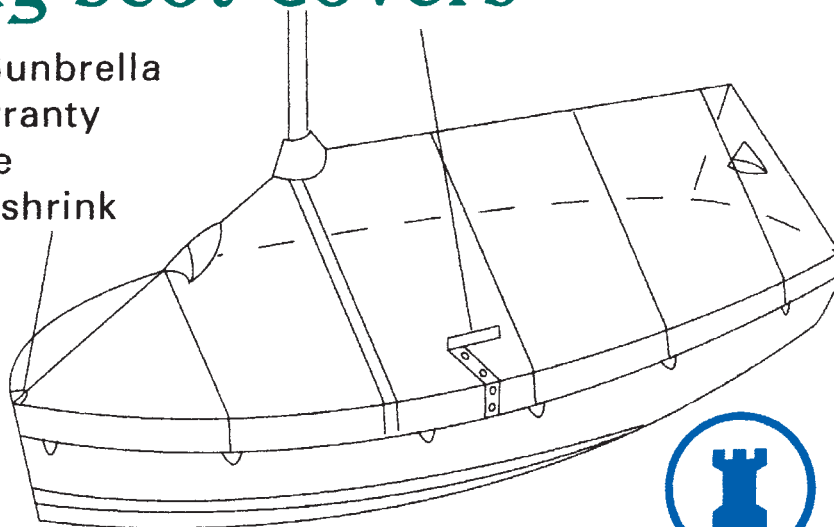
Mary will assume her duties on May 22, 1970. ▲

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STARTING LINE

STARTING LINE Calendar Of Monthly Events (FROM APRIL 2012 – NOVEMBER 2012)

2012 Flying Scot North American Championship 06/23/12 - 06/29/12

Carlyle Sailing Association
Info: wdks@swbell.net

1st Leg of the Long Island FS Championship Series 7/14/12

Wet Pants Sailing Association
Info: Melanie Dunham
fs2601@AOL.COM

Women's & Junior Regatta 07/21/12 - 07/22/12

Info: courtney@jee.com

Michigan-Ontario Districts 07/21/12 - 07/22/12

Crescent Sail Yacht Club
Info: courtney@jee.com

Sandy Douglass Memorial Regatta 07/28/12 - 07/29/12

Deep Creek Lake, MD
Info: fs3668@yahoo.com

Ephraim Regatta and 2012 Midwest District Championship 08/03/12 - 08/05/12

Ephraim Yacht Club
Info: jaylott01@gmail.com

2nd Leg of the Long Island FS Championship Series - Sprague Memorial Trophy Regatta 8/4/12

Moriches Yacht Club
Info: Melanie Dunham
fs2601@AOL.COM

Mary Doolittle, Queen of Scots Memorial Regatta 08/11/12 - 08/12/12

Gull Lake Yacht Club, Richland, Michigan, Info: tanlechta@aol.com

FBYC 73 Annual One-design Regatta 08/11/12 - 08/12/12

Fishing Bay Yacht Club
Info: johncbeery@yahoo.com

26th Annual Flying Scot Fleet 161 Regatta (Saratoga Lake, NY) 08/11/12 - 08/12/12

Saratoga Lake Sailing Club
Info: purplehayes@nycap.rr.com

2012 New England District Regatta 8/18/12

Massapoag Yacht Club
Info: dianekampf@charter.net

Glow Regatta

08/24/12 - 08/26/12, Clinton Lake
Info: Deb Aronson, debaronson@nasw.org

3rd Leg of the Long Island FS Championship Series 8/25/12

Westhampton Yacht Squadron
Info: Melanie Dunham
fs2601@AOL.COM

Massapoag Yacht Club 63rd Annual Regatta 09/08/12 - 09/09/12

Massapoag Yacht Club
Info: dianekampf@charter.net

Scots On The Rocks 09/08/12 - 09/09/12

Lake Murray Sailing Club
Info: tommyweaver@sc.rr.com

CSA Annual Whale of a Sail Regatta 09/15/12 - 09/16/12

Carlyle Sailing Association
Info: courtney@jee.com

2012 New York Lakes Districts 09/15/12 - 09/16/12

Otsego Sailing Club
Info: courtney@jee.com

Patty Applegate Memorial Regatta 9/15/12

Toms River Yacht Club
Info: Melanie Dunham
fs2601@AOL.COM

2012 Flying Scot Atlantic Coast Championship 09/22/12 - 09/23/12

Info: alanobackus@eaton.com

Dixie Lakes District Championship 09/22/12 - 09/23/12

Lake Lanier Sailing Club
Info: rikimapa@bellsouth.net

Cedar Point Yacht Club Fall Classic 09/29/12 - 09/30/12

Cedar Point Yacht Club
Info: Melanie Dunham
fs2601@AOL.COM

2012 FSSA Wife Husband Regatta 10/06/12 - 10/07/12

Info: f.gerry@mchsi.com

FS Open House Regatta 10/20/12 - 10/21/12

Corinthian Sailing Club,
White Rock Lake, Dallas, TX
Info: mittmans@gmail.com

Fall 48 Lake Norman YC 11/03/12 - 11/04/12

Info: Robert Fields
robertmfields@gmail.com



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