

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 64 | NUMBER 5 | 2020



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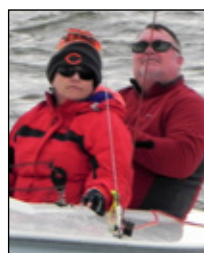
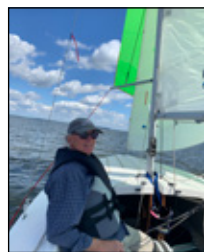
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As This Challenging Year Nears Its End

Bill Dunham, FS#5601



As Thanksgiving approaches, I would like to give thanks to the friends and acquaintances I have in the Flying Scot Sailing Association for their continued support, participation, and camaraderie throughout this strange and often trying year. In particular I would like to thank those on the Executive Committee, the Board of Governors, the NCC, and other committees that have continued to meet to help the class move forward as smoothly as possible through the challenges that have arisen. I am also grateful for the chance to have seen many Flying Scot sailors via remote links, that have at least provided opportunities to talk.

In October I embarked on what will be an extended virtual journey around the country. In the coming months I will be talking with District Governors, many Fleet Captains, and other interested Flying Scot sailors. I began the trip in the New England and Greater New York Districts. The discussion was interesting, informative, and, I hope, helpful for those who joined me and a few other members of the Executive

Committee. There were some great suggestions about fleet building and growing membership, as well as a positive discussion about club boats. The success of this first meeting was in part due to the organizational skills of Tim Mallette and Mark Reifenhauer who arranged for many sailors in their respective districts to join the call.

Going forward, I will attempt to talk with two districts a month. I hope to answer questions, hear concerns, and find avenues through which FSSA can better serve its membership. In November I am also hosting a meeting of sailors who are interested in helping to enhance FSSA's role in assisting the many Flying Scot owners who are involved in cruising. In response to a request for interested individuals many members stepped up. Some are ready to adopt leadership roles while many others shared stories with me of their past experiences cruising their Flying Scots. Their accounts were fascinating, enlightening, and filled with invaluable information regarding the history of the Flying Scot.

These stories, some dating back into the 1960's, described various ways in

which Flying Scots were sailed, including cruising in groups, "races" from place to place, and camping spots for sailors on multi-day ventures. I was struck by the "family" nature of many of these trips, and by the creativity of Flying Scot cruisers. Many who recounted their past experiences conveyed their pleasure that we are committed to developing the membership experience of those who cruise and that we will be working to help others enjoy the types of adventures they had in the past.

While we all anxiously await the ability to move with greater freedom around the country, and to sail where and when we want, many of us are restricted by state governments from traveling. However, I'm happy to report that the Wife/Husband regatta went well (although the wind did not cooperate on the second day) and the FSSA is actively preparing for national events in 2021.

As the holiday season arrives, I hope that you and your families are healthy. Happy holidays to all and take care. See you on the water, or in virtual meetings, soon. ▲



A Note From The Editor: Ned Johnston, FS#5197

This issue of *Scots n' Water* is Volume 64/ Number 5, meaning it is the fifth and final issue for the year 2020 (safe to say - a year we are all happy to see disappearing in our wake).

It may have escaped your attention - as it escaped mine - that, faced with a budget shortfall, the FSSA Executive Committee decided last year that the fifth issue of *Scots n' Water* each year will be a "digital only" edition. The "magazine" you are now reading has been emailed to the membership as a pdf, and is available to download from the FSSA website, but no glossy paper-and-ink copy will appear in your mailbox, or slide through the mail slot in your front door.

The first four issues of 2021, however, will be actual hold-in-your-hand magazines which you can carry around the house with you, use to decorate the coffee table, or tuck under the leg of that wobbly chair you've been meaning to fix.

Look for Volume 65/ Number 1 to arrive in your mailbox, or plop down in your front hallway, next February 15th.

Dave Beckett Receives FSSA Special Recognition

By Diane Kampf, FS#6130, FSSA Web Editor

Dave Beckett has been the Fleet Captain of Fleet 203 at the Sailing Club of Washington in the Capital District for many years. As he leaves that role and moves to another area and another fleet, Chip Lubsen from his club let us know about Dave's many accomplishments over the years. I asked FSSA President Bill Dunham if there was a way that FSSA could recognize Dave and he agreed that we would do that. Here are just some of what Dave has done:

- Outstanding Ambassador for the Sailing Club of Washington (SCOW) & exemplifies sailing's Corinthian Spirit.
- Enthusiastic and successful racer - won the 2019 Capital District traveling trophy.
- Responsible for the growth of Fleet 203 - inspiring many to purchase Flying Scots such that SCOW now has a dozen private owners to complement its fleet of 6 club Scots.
- SCOW Board member for 7 years - focused on training and racing programs.
- Mentor and teacher to countless aspiring racers - always ready to share information so everyone improves.
- The heart of SCOW Wednesday Night Racing.
- During COVID shut down - conducted 10+ Zoom Scot racing seminars - after conducting/arranging a full series of winter seminars.

- Student and teacher of the rules of racing - he is now encyclopedic.
- Often forgoes racing to serve as regatta PRO so that others may race.
- Has trained numerous SCOW members on regatta/race management.
- A family man of integrity and generosity – Farewell Dave, you will be missed!

At a recent club event, Chip presented Dave with a certificate from FSSA and he was very surprised and touched by the recognition. He talked a little about how the fleet has grown “The SCOW fleet consisted of five club Scots in 2014. I got the Board to buy one more and taught people how to race as I was teaching myself.

They started loving it and buying boats and we now have the six club boats plus about 15 owners, including several from vaunted clubs from around Annapolis, who have decided to homeport their boats at the Washington Sailing Marina to sail with us. Chip is going to take over as the fleet captain for Fleet 203 at the end of the year. He's as excited about racing Scots as I am and I think there is a lot of momentum, so I'm very hopeful that Fleet 203 will continue to thrive and grow in the coming years. It has been very rewarding to see the fruits of one's labor of love and a true appreciation for the results by a diverse



group of sailors within the club. And that totally unexpected recognition from FSSA was a very sweet cherry on top. Thank you so much for it. I'm going to be living closer to Fishing Bay and intend to continue improving my racing skills and playing an active role some how in promoting Flying Scot Sailing. It's a great community. I've been sharing the greater FS community with the Sailing Club of Washington and they seem to be eating it up.”

Perhaps you have a spark plug at your club that you'd like to let us know about. There are so many out there. Who is yours? 🍀

Flying Scot 2020 Florida District Event #2 Is In the Books!

by Amy Smith Linton, FS#6133

It's become a tradition for the Florida District Circuit to tack on some extra social activity (okay, it's food!) with each winter month's event. In Miami (September), a gang goes out to the Grove. In Eustis (February), it's all about the Oyster Troff. In Jacksonville (December), it's John and Donna's place. In Sarasota, we drift into the club early on Friday, set up boats, and then cook out among the campers.

This year, of course, everything is a bit different. Not just the masks and the social distancing, but it had been more than eight months since Jeff and I had even put the Flying Scot into the water.

Eight months! It's the longest dry spell of Jeff's sailing life since... well, I think dinosaurs were just dying out the last time.

In any case, the Flying Scot gang sat in an extra big circle to catch up this year. Some folks grilled, others set out appetizers, but we all got to hear what we'd all been up to since the last time we'd met. We commiserated over having missed the regatta in Key Largo (May), and how we hoped to manage the coming months. As always, it's a reminder that the strength of the class is in its human members. What a great bunch of people.

Saturday morning came with a little ting-ting-ting of halyards against the masts. The schedule had the fleet of 21 Scots heading out under sunny skies for a noon-thirty start. With winds averaging around 7 knots from the east/northeast and temperatures in the mid-80's it was a chamber of commerce day of sailing on Sarasota Bay.

Continued On Page 23



Regatta winners, Jeff and Amy Smith Linton with Lainie Pardey, recipient of the Penfield Award.



David Ames and PJ Buhler collect their second place prizes.



A beautiful afternoon on Sarasota Bay.



Donald Perry and Stu Smith lead the pack.

Photo Credit: Lainie Pardey

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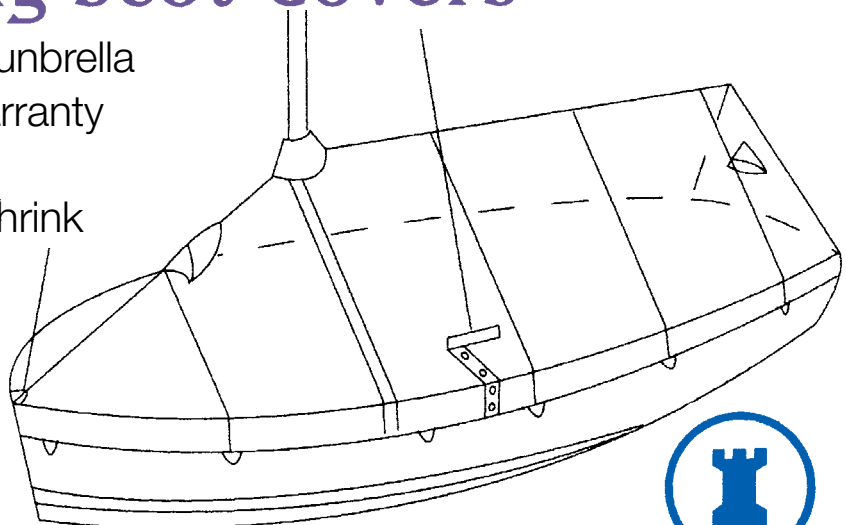
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How ‘Harmony’ Came Into My Life

By Dan Lopez, FS#6179



First look on-line from 2019 Annapolis Boat Show.



Maiden launch at new home in Seneca Creek.

We purchased a new Flying Scot, hull #6179, in February of 2020. Along with our FSSA membership, we started to receive the Scots n’ Water magazine. I am new to the Flying Scot, but not to sailing, and I found the articles very interesting, from Mr. Hynen’s “a Flying Scot Down Under,” and Mr. Sherwood’s, “Taking a Flyer”, to the introduction to the Horowitz family racing team in “Crew-Z-ing”. The Flying Scot Sailing Association is a class act, with a great website and many helpful links that my sailing friends find very informative, especially about how to set

and fly the spinnaker. Tyler Andrews from Flying Scot Inc. suggested I write an article for the magazine to share our experience as newcomers to the class.

My sailing roots are in the Upper Chesapeake Bay. Back in 1964, at the ripe age of 10, I sailed on *Sunny*, a 12-meter racing boat that my uncle and father had refurbished. Around 48 feet in length, drawing 6 feet, and with a very high mast, she was impressive. Shortly after this adventure my parents purchased a 28-foot Kings Cruiser, a wooden boat, and joined the Baltimore Yacht Club (BYC). Tiring of the immense effort to maintain a wooden boat, my parents upgraded to a Columbia 31 named *Sanderling* that became our mainstay for

many years. It was on *Sanderling* that I learned the skill of sailing.

Fast forward to 2014. With 5 grandkids, and the passing of my father, I was thinking about the best thing he ever taught me - sailing, hands down. How nice it would be to pass that skill on to my grandkids. Just about this time I spotted a 14-foot Hobie Cat for sale on a country road in Parkton, Maryland where we live. With multiple offers, the owner sold her to me knowing my intentions.

The Hobie was a lot of fun, but too small and light for teaching the grandkids to sail, and to enjoy with our friends. I spent the winter of 2019 considering our sailing wants, habits, and future plans.

The Flying Scot fit our needs and I purchased #6179 was over the phone. In February I made the 3-hour drive to meet with Tyler Andrews and get a lesson on how she should be together.

Scot #6179 had been used for advertising at several boat shows, and I had seen a picture of her from the 2019 Annapolis boat show. She had “Flying Scot” decals on the topsides, but had not been officially named. We picked the name “*Harmony*”.

Harmony's principal home is in a small bend of the Seneca Creek at the northern mouth of Middle River. We chose this location for its familiarity and in preference for the openness of the upper bay. The 3 HP electric motor is a must for us due to the tight conditions to set sails and maneuver in a fairly shallow creek. In late summer the sea grass is so thick in the creek that we row her about 100 yards to deeper water where we can use the motor.

Once into the Seneca, we set sails and off we go into the Chesapeake, where the winds are usually steady. *Harmony* is presently rigged to cruise with a rolling furling jib and smaller main. She has seen a fair amount of action since May, having been in the Chesapeake, Deep Creek, and Corderus Creek. Personally, I like the bay where on a fair day we can sail on a single tack for an hour.

We are a pretty long way from the Scot fleets of the Capital District, and we were not aware of any other Scots in the Middle River area. However, during a mid-August sail we were hailed by a nice couple in a runabout. Brian and Kim told us they had recently purchased Scot # 5441, and they had been watching us from their bayfront house. We exchanged contact information and have since gotten together.

This same day, while passing near some other sailboats, one of the skippers mentioned that he had sailed a Scot for 20 years. He suggested I get a spinnaker. I do have one, but need more practice and a more experienced crew to set it. Most of my crew this summer have never been on a sailboat. It's enough for them to come-about with the jib, never mind gybing a spinnaker.

My luck got better when I took 2 retired work colleagues out for a sail. One of them, Denny, is a seasoned sailor, skipper, and racer. With *Harmony* still on the trailer, Denny quietly walked around the boat, checking the knots on the spinnaker sheets, and exclaiming “what a boat” and “good hardware” and “cute little sheets”. We launched the boat and away we went. Denny became my new mentor. He always wants to go as fast as possible. On our second sail we borrowed Brian's racing jib and took our friend, Susan, for a lesson on the spinnaker. We did okay, but still need more work. I realized that there is a big difference between a racing jib and the rolling furling jib both in speed and pointing closer to the wind. Next season I plan to buy a racing jib.



Above: Sunny, my first sailing experience; below, Sanderling, my family's Columbia 31.



Continued On Next Page



Race day. *Harmony* and a Thistle heading into the bay looking for some wind.



Brian on one of our sails on #5441.



My wife, Nancy, with friend, Susan, at the helm.



Skipper, racer and my mentor, Denny.

However, the rolling furler works best for me while sailing with an inexperienced crew, or the grandkids, and certainly while sailing solo.

I reached out to GlenMar Sailing Association to inquire if they had a small boat racing group, and maybe even a Scot or two. They do have a small boat Portsmouth Handicap Racing group with mostly Thistles and one Scot. They invited us to join their Sunday series and we took them up on the offer. I'm sure most of you know that Sandy Douglass designed and built the Thistle before inventing

the Flying Scot. I must admit they are very beautiful boats. As one of the Thistle racers commented, the Flying Scot was well-built, but no match for the Thistle.

The winds were very light that day and since I was already in the water and had my motor attached, we went out and tested the winds while everyone else watched from shore. The wind never filled so our first and only race of the year was scratched. Though we didn't race, we got some pictures, a little bit of sailing, and a chance to introduce ourselves to some of the GlenMar sailors.

I'm still not sure but there may be some racing in our future.

We've had a great summer sailing *Harmony*. She's an ideal boat for us and attracts many compliments from other sailors. It's amazing that in the beginning of the season, I was concerned about finding people to sail with, and now I have a pool of candidates with different levels of experience. It's a wonderful way to spend a day. If there are any Scot owners in the Middle River area, please feel free to contact me. So far there are just 2 of us with a lot of water to share. 🚤



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Tips on Maintaining Your Older Scot

By Gabor Karafiath, FS#3512, West River Sailing Club

I purchased Scot #3512 in 1980 and am now serving as a volunteer maintenance person for the fleet of six club boats at West River Sailing Club. By passing on my repair experiences I hope I can help you avert some failure on your own boat. The emphasis here is on inspecting and fixing things that you're unlikely to notice in the everyday use of your boat. Our boats are between 25 and 55 years old and have been sailed in the salt water environment. Corrosion of metal parts is the major cause of most of the failures. You should know that stainless steel does rust, especially the lower grade and less expensive type 304. This is less true of the marine grade type 316, something to bear in mind when getting replacement parts, especially screws and wire cable. The fiberglass work on these boats has held up very well and credit goes to the boat design and to the builders.

Here are my maintenance suggestions:

1. Inspect the side stays and the forestay fittings. Fortunately these in the picture were replaced in time to avoid dismasting. I've read that the cracks in the swaged fittings are caused by rain washing corrosive salts down the stay into the fitting at the bottom. The swage at the other end of these stays was fine and free of cracks. The fittings can be inspected with the mast up, just twist the stay a bit and see if there is a crack.

2. The toggle plate can be inspected with a flashlight while it's in the normal posi-

tion under the foredeck. We had the rivet fail on a toggle that looked just like the rusty one in the photo. Fortunately, it failed while we were in the final stages of raising the mast and hooking up the stays on our 55 year old boat. The rust on the rivet is a cause for concern. I suspect the rivet is made from an inferior grade stainless steel. The shiny one in the photo is a newer unit, which uses a pivot bolt instead of a rivet. Also, note that the attachment hole pattern is different, a mirror image. I plan to knock out the rivet on the rusty one, clean off the surface rust and install a bolt which has a shoulder on it for maximum strength.

3. Look closely at the forestay pennant. The one in the photo broke as a result of a collision. The mast fell but fortunately no one was injured. You can save the turnbuckle for re-use after you clean it up with a wire brush. If you see a broken strand where the pennant comes through the bow eye, you should replace the pennant. The jib has a wire in it which is supposed to act as a safety wire in case of forestay failure, however in one case the jib wire also broke resulting in dismasting. Also be careful under tow and make sure to have the jib halyard snugly attached to the pennant; otherwise the mast slops back and forth. In one instance I've seen, that broke the pennant and the mast came down.

4. Seat drains are one of the many niceties of the Flying Scot. The picture shows the original copper tubes, badly corroded, and the four replacement tubes that I epoxied in place after drilling out the old tubes, a job that turned out to easier

than I expected. Inspect your drain tubes with a gentle tug on the drain lines. If these drains leak, the ability of the boat to float on its side is seriously compromised as it will take on too much water in a matter of a few minutes.

5. You should also inspect your centerboard winch. The photo shows an aluminum stub which was all that remained of the axle of my centerboard winch. With the boat in the water and the board down, tuck your head under the foredeck and look aft. Any corrosion should be obvious. It is due to the electrolytic reaction between the non-rusty stainless wire and the aluminum shaft it winds around. The photo shows a new aluminum shaft that I fitted. It is the exact 1 inch diameter, not the more common 26 mm diameter, which would have been hard to fit into the drum. I used a factory-supplied rope pennant as a replacement for the wire and the rope installation was very easy. New drums are phenolic and axles are stainless steel.

6. A word about cranks: you should always have at least two on board in case one breaks. In our case, new sailors tend to forget to always wind the cranks in the same direction to raise the sails. To lower, undo the latch, pull out the crank and let the sail fall. Broken cranks can be reused by filing the end to make it square. This can be done at least once, sometimes several times. In the photo the broken crank is on the bottom, the refiled one in the middle and the new is on top. Occasionally a broken crank does not file easily and I have to discard it.

7. Look for broken screws. The easiest way to spot these is to tighten each screw you see, perhaps doing this once a year. If the screw spins it is broken or not holding in wood. Be suspicious of any screw not flush with the surface. I most often find broken screws holding the mainsheet swivel cleat base, centerboard cap and the

jib sheet cleat. The factory recommends using a hardwood splint to refasten loose screws going into the rudder head, and this works fine using a splint from a piece of flooring.

For the first 20 years of its life, my boat was free of any corrosion-related repair, and then I replaced the stays. With a little

bit of inspection and care, you can enjoy sailing your Scot with confidence, even if it is old!

I want to thank the many people who have helped maintain and restore our fleet Flying Scots; especially to Dan Russel who helped out every week of this past summer. ⚓



Cracked swages on side stays



Forestay toggle plates: old one with rusted rivet on right, newer plate with pivot bolt on left.



Cranks: bottom one is broken, middle has been refilled, top is new



Seat drain tubes: old corroded copper and new replacements.



The remains of a old centerboard winch axle.



Centerboard winch with new aluminum axle.



Old forestay pennant broken in a collision.

Winner's Debrief

Michele and Mark Taylor - Wife-Husband National Champions



Photo Credits: Jeanette Baier

At the end of September, Mark and Michele Taylor loaded up the car, set out from their home in Tampa, and headed north. Like many Floridians, their roots are elsewhere. Michele grew up in Illinois; Mark's family hails from Wisconsin. More than

3 decades in Florida has dimmed their recollection of typical autumn weather up north. They stopped at every outlet mall along the way to add more layers: a fleece jacket in Tennessee, sweat-pants in Kentucky, wool socks in Ohio. Fortunately, Michele had remembered to bring her favorite knit cap, which sports

the logo of her beloved Chicago Bears. Mark is a Tampa Bay Buccaneers fan. The Bucs and Da Bears were playing in Chicago October 8th and bragging rights were at stake. They couldn't watch the game in person - COVID restrictions kept the stadium empty of fans - but they wanted to enjoy the contest with family.

They had a few days free before the big game, and since it was on the way, they stopped for the weekend at the Carlyle Sailing Club in Illinois for the Flying Scot Wife- Husband Championships.

And guess what - they won!

Fortunately, they had room in the car for the extra clothing and a few new trophies.

This was not the first Wife-Husband rodeo for the Taylors. Mark now admits that he proposed to Michelle with an eye towards the registration deadline for the 2015 W-H Championship at their home club, Davis Island YC. The regatta welcome party doubled as their wedding reception. They finished 4th, not bad considering that Michele had never sailed before she met Mark.

Michele: "I'm from Kankakee, 60 miles south of Chicago. Growing up I wasn't close to the water - just cornfields and soybeans. When we started dating, Mark showed me his boat. I didn't know what anything was. I remember I came to his house and he had a spinnaker laid out on the floor. I didn't know what a spinnaker was. My daughter and I walked across it - we thought it was a paint tarp. He said, 'Oh my God, what are you doing? That costs \$1500.' I said, 'A \$1500 paint tarp?'"

Mark: "For her first time, we went sailing here in Davis Island. She was wearing all-cotton clothing. I told her, 'We have to teach you how to dress'."

Michele: "I told him, 'Sailing clothes are ugly.'"

Mark: "Then we drove down to Sarasota and sailed our first races together."

Sn'W: How did it go?

Michele: "It was good because he's not a yeller. If he'd yelled at me...I don't know. We've had a few arguments on the boat. I've said, 'I'll jump off and you can sail it yourself', or 'I've got the pole so I can take your eye out', but mostly it's helped our relationship because it's something we can do together."

Mark: "We enjoy the regattas. Amy Linton calls them 'weekend honeymoons'. So every month we have a weekend honey-

moon. I don't know if that's what Michele would call it..."

Michele: "It's a nice break, a nice break from kids, from work, from stress. I prefer the hanging-out-with-people more than the sailing. I like the Friday night parties. I ask Mark, 'Why can't we just do that?'"

Mark: "The funny thing is the worse the conditions are, the more she likes it. She hates it when it's light."

Michele: "I like lots of wind and fast races. Forty minutes or less."

Sn'W: How do you work together during a race?

Michele: "I just do what he tells me to do. I don't know how to sail. I don't want to know how to sail, because I don't want to be in charge. This is my leisure time. I don't want to have to think or make decisions. I tell him, 'If we're in a critical situation and you need me to do something you'd better say 'left or right', or 'rope', or 'pull', don't say 'port' or 'starboard, leeward, bow, stern'...I can't translate it that fast. Unlike Mark, I haven't done this all my life."

Mark: "I'll tell her, 'They have right-of-way, they're on starboard' and she says, 'Starboard to what?'"

Michele: "Yes, starboard to what? Am I looking at the other boat, am I looking at the buoy? Who am I starboard to?"

Mark: "She's actually really good, she just doesn't know it. Can she sail without me? No. But she's really good at the fundamentals. She can tack, she can jibe, she can pull in the chute... and she's getting better at looking over my shoulder and telling me when the puffs are coming downwind."

Sn'W: How did you prepare for this Wife-Husband Championship?

Mark: "We hadn't sailed together for 8 months. We didn't go out to practice. We jumped into a borrowed boat and won the first race! That shows that we know what

we're doing together. I think a big part of our success is communication. They say that COVID has made marriages stronger or weaker because you're stuck together. I think we've thrived through this and it translates into our sailing."

Michele: "And it was our conditions. We like it a bit windy."

Sn'W: What is different about the Wife-Husband regatta?

Mark: "Nothing. Most of the people we sail with at our regattas are wife-husband teams. That's one of the great things about the Flying Scot. I'm looking forward to the day when we have wife-wife teams, and husband-husband teams at our regattas. That will show we are a class that's looking ahead. Sometimes we're known as a stuffy old man's class, and we're really not!"

Michele: "Yeah you are!"

Sn'W: So now you are national champions! Any advice for the rest of us?

Mark: "If you want to learn what makes the boat go fast...travel. Go to regattas. Watch what other people do. Ask questions. People in this class are always willing to help. Nobody is trying to hide anything."

Michele: "And remember the idea is to have fun. This is my fun time. I want it to be relaxed."

Mark: "I always tell people, 'First, enjoy yourselves. The rest will come'."

Sn'W: Any final thoughts?

Mark: "The Wife-Husband was a great event. We had a really nice time. Bronson and Rachel (the organizers) did a great job, as did the Race Committee. In all, we had a fantastic trip. The only bad thing was that the Buccaneers got beaten by the Bears."

Michele: "That was one of the best parts!" ▲

Wife-Husband Championship

Photos by Jeanette Beier.

Jim and Jennifer Colgrove, winners of the Challenger Division.



Robert and Nina Cummings, runners up in the Championship Division.



The Taylors with a comfortable lead in the first race.



The Carlyle Sailing Association Race Committee.



The Bowlings lead the Marshes.



Thomas and Melissa Miller, a long way from Texas.





Jack and Elizabeth Marsh from Rush Creek YC.



Dari and Joanne Esfahani with a lead.



Jill Rendleman and Bill Vogler



Tyler and Carrie Andrews lead around the leeward mark in the second race.



Mark and Michele Taylor, a long way from Florida.



The agony...the ecstasy. Susan and Emilio Tellini.



Love on the water: Ryan Malmgren and Stacey Rieu.

Photo Credit: Eric Bussell

What a Flying Scot Means to Me

By Brian Giersch, FS#3840

In the Fall of 2018, at the age of 75, I sold off the Catalina 36 I had been cruising for 25 years, sold my partnership in a 22' Pearson Ensign that I had been racing for 15 years, and relocated from my retirement home in Eastern North Carolina to a 'continuing care community' in Lancaster County, PA. What to do if you take 'sailing' away from the 'sailor'? How did I solve that dilemma? I acquired a Flying Scot!

Three months after resettling for our second "retirement", now pushing 76, I went to the Jersey Shore and came home with a THIRTY FIVE year old Flying Scot... almost as old as my kids! It had been sailed hard and put away wet. But being a Douglass built boat, I knew that it only needed some TLC.

I have a passion for sailing and decades of experience "messaging" with boats, so it was only natural that #3840 and I would become the best of friends: replacing this, repairing that, upgrading here and there.

And, surprisingly, when the call went out... in our 'retirement community'... looking for crew, FOUR guys surfaced, each bringing similar enthusiasm for sailing, an enthusiasm to learn the sport of sailboat racing, and willingness to lend a hand when work had to be done. And - these guys are all in the same age bracket as me - old as dirt!

With the boat operational, we have "campaignned" it for two seasons, getting better all the time. But equally important, we've built friendships within our crew and within the racing membership of the Susquehanna Yacht Club.

As one moves through the decades of one's life, there is often a concern for



Our team - "old as dirt."



FS# 3840 on delivery.

‘what will I do with myself’ during retirement. That becomes an even greater concern when re-establishing one’s self in a “continuing care community”. Having a Flying Scot thirty five minutes away, calling my name, filling my head with

maintenance lists; being able to work on it during a beautiful afternoon along the riverfront, racing with new friends and companions, celebrating both wins and losses, it is very easy to see the impact of having a Flying Scot enter my life ... now

at seventy seven years and counting. If it provides a challenge, a release, a focus ... and a heck of a good time...having a Flying Scot in your life, even after seventy five years, is a remedy that every “old coot” should consider! ▲



Race mid Sept 2019.



2nd Race Upwind.



1st day close hauled.



Boat on blocks 2020.

Measurement Committee Advisory Bulletin

By Roger Sharp, FS#6014, Class Chief Measurer

What makes the Flying Scot Class great? Well, the people of course! But what is it that brings these great people together? I submit to you it's the boat. We are blessed with a boat which has withstood the test of time regardless of social, economic and technological changes.

Hall of Fame designer Sandy Douglass gave us a boat which is fun to sail (race), challenging to sail (race) well and a set of standards to use to maintain the identity of his design. The Class is also very fortunate to have one manufacturer who has and continues to make every effort to build identical boats throughout the nearly 70 years of production. All of this has allowed, and continues to allow, FS owners to be confident that boats are equal in ability and capability across the age spectrum of Flying Scot.

To support the Class and its members, the Measurement Committee monitors

adherence to the Class Rules. The Specifications tell us that the hull, spars, standing rigging and blades are off-limits to modifications in form, construction and weight.

The Measurement Committee is aware of discussions and modifications regarding the use of carbon fiber for repairs/rebuilds, closed cell foam blocks in lieu of balsa, and the removal or addition of structural areas of the hull. All of these are violations of the Class Rules and make boats with these alterations illegal to compete in Flying Scot events.

The photo shows an illegal modification. Cutting away of the lip on the centerboard trunk is a significant alteration of the hull and centerboard trunk. This modification must be corrected by returning the structure to the original design for the boat to be welcomed at Flying Scot regattas.

Owners of Flying Scot, past and present, are the stewards of the Class for future owners. Let's keep our boats within the Specifications so sailors, competing on the water, and using only the ability of the skipper and crew, determine who is fastest. ▲



Flying Scot Fleet Of The Year 2020

By Diane Kampf, FS#6130, FSSA Web Editor

The Flying Scot Fleet of the Year Award is usually presented at the Annual Meeting during the North American Championships.

Well, with this unusual year due to COVID-19, the NAC was postponed to 2021 and the Annual Meeting was held via Zoom conference call. The award was announced, but no one from that fleet was on the call. So, Fleet 76 from Massapoag Yacht Club in Sharon, MA, the recipient of the 2019 Fleet of the Year Award, wanted to make sure the team who won this year received the award. We were able to get the award engraved, and get a keeper for

them, and sent it along to the Fleet.

This year's recipient was Fleet 210 at Capital City Sailing Association, Jefferson City, MO. They are a small but growing fleet. They are using Flying Scot in their Junior program and sailing school. They have had booths at shows and been in parades promoting the Flying Scot.

Congratulations to Fleet 210 and Fleet Captain George McDonald. The Fleet passed on their thanks to the officers for our show of support

for their Fleet. Perhaps your fleet will send in an application next year and be considered for this prestigious award? ▲



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4181 – Douglass; 1996; **\$5,500.00**; Peter Harwich, MA; peterharvoy@gmail.com

4723 – Douglass; 1993; **\$6,000.00**; 914-523-4699; sorio@netzero.net

4860 – Flying Scot, Inc.; 1993; **\$6,500.00**; Gary Raeker St. Louis, MO; raekergary@yahoo.com

4967 – Flying Scot, Inc.; 1994; **\$7,000.00**; aquabriar@gmail.com

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5221 – Flying Scot, Inc.; 1998; **\$8,000.00**; Michael Caron Newbury, MA; michaelwcaron@yahoo.com

5322 – Flying Scot, Inc.; 2000; **\$14,500.00**; John Cincinnati, OH; skipperjohn@fuse.net

5422 – Flying Scot, Inc.; 2001; **\$9,500.00**; Ed Flannigan Long Island, NY; 516-238-5450; eflannigan@transervice.com

5613 – Flying Scot, Inc.; 2004; **\$11,500.00**; Gary Sharon, MA; gary4619@msn.com

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5671 – Flying Scot, Inc.; 2005; **\$12,500.00**; Todd Murphy Annadale, NJ; 908-413-6144; tmurphy00@icloud.com

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5825 – Flying Scot, Inc.; 2008; **\$11,000.00**; David Kramer Logan, UT; david.kramer70@gmail.com

6053 – Flying Scot, Inc.; 2014; **\$15,500.00**; Jim Stratton Altoona, PA; 814-942-0019; jimstratton@atlanticbb.net

6061 – Flying Scot, Inc.; 2015; **\$13,900.00**; Donald Walbrecht Delaware; 302-537-1602; swalbrecht823@yahoo.com

Sails – see website for details

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FS#4647 – Built in 1990 – **\$10,900.00** - All-white race rigged boat. As is but has recently had upgrades done at the factory including gelcoat repair, compounding of the hull and deck, and new safety tread and stemband. She is in good condition, needing only normal upkeep year to year. Includes an extensive list of accessories - 2 Fowler spinnakers, a Fisher spinnaker, 2 Schurr main sails, 1 Schurr Jib, TackTick compass with mount, cable lifting bridle, and mainsail flotation. Covers include; poly bottom, acrylic mooring and acrylic trailing cover. The boat comes on a 1989 Tee Nee galvanized trailer that was reconditioned in 2018 and includes a new spare tire. **Call the factory today at 800-864-7208 or visit our website at <http://flyingscot.com/usedboat.html> to learn more.**

What's in a Name?...

An ongoing occasional series by Amy Smith Linton, FS#6133, Florida District

More stories to come about boat names as space and *Scots n' Water* permit. If you'd like me to share your story, drop me a line! You can find me at aslinton@aol.com or on my website www.amysmithlinton.com

Calvin Guthrie had been sailing in the San Juan 21 class for more than four decades, but two years ago, back pain sent him to shore. The medical news was unpleasant: a previous surgery on his L5 vertebra left the bone floating freely, with no disk to cushion it from the surrounding bone.

He loved the San Juan class — had owned as many as five at one time — even though his local fleet had mostly aged out and wasn't racing. As it so happened, the coaming of the San Juan 21 just rubs on the L5 area of Calvin's back.

Enter past Flying Scot Class prez, Bill Vogler. "Bill has been after me for the past several years about getting a Flying Scot," Calvin reported in a recent e-mail. "Not knowing if I could continue sailing the 21, I started looking at Flying Scots."

Located out the Lake Carlyle Sailing Association in Lake Carlyle, Illinois, Calvin first found a used Scot in Michigan, but after consulting with Flying Scot Inc. and his friend Bill Vogler, he decided

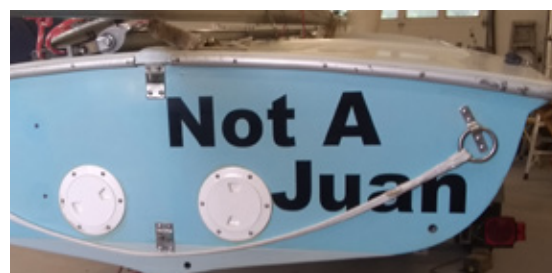
against that boat.

Then hull 2291 turned up at a local marina. He and Vogler determined that the boat's balsa core was sound, "even if the stanchion looked like it had seen better days."

The boat had spent at least ten years in storage; the widow of the previous owner needed to get rid of the boat. A deal was struck and the boat came home with Calvin in late May 2019. Cleaning up and making sure the existing hardware was in good order took most of the summer.

Calvin's San Juan 21s included *Nate's Crate*, *Oz* (formerly *Oz the Great and Terrible*, featured in *Yacht Racing/Cruising* September 1981, pp 73-75), and *Speedy Juan*. He had a string of boats named, descriptively, *Red Juan*, *White Juan*, a couple of *Yellow Juans*, a *Blue Juan*. (He currently still owns a *Blue Juan* and *Oz*).

What to call this new non-San Juan? The answer was obvious: *Not a Juan*.



Calvin and his brother Bill took *Not a Juan* sailing during the summer of 2020, getting to know the Flying Scot. "Go fast would have been nice, but we were really just trying to figure out how to sail it. 40-year-old sails don't help, and some of the hardware locations proved to be quite a pain — literally a pain in my lower back."

Now that autumn is here, *Not a Juan* is back at home, having her fittings modernized. New sails are on order, and Calvin hopes to be competitive next year. "We might even try a couple of away regattas."

Not that we want to poach sailors away from other classes...but we're glad Calvin's driving *Not a Juan*. 🚤

STARTING LINE Calendar Of Monthly Events (FROM MARCH 2021 TO OCTOBER 2021)

Regatta: 2021 Midwinters at Fort Walton Beach, FL

Date: 03/13/2021 to 03/18/2021

District: Florida

Info: fleetcaptain@fwyc.org

Regatta: 2021 New England Districts

Date: 06/05/2021 • **District:** New England

Info: crestofthewave@outlook.com

POSTPONED 1 YR

Regatta: 2020 Women's NAC at both Deep Creek Yacht Clubs, Swanton, MD

Date: 06/26/2021 to 06/27/2021

District: Ohio

Info: jenmeehan19@gmail.com

Regatta: 2021 Women's NAC at both Deep Creek Yacht Clubs, Swanton, MD

Date: 06/26/2021 to 06/27/2021

District: Ohio

Info: jenmeehan19@gmail.com

Regatta: 2021 NAC at Cedar Point Yacht Club, Westport, CT

Date: 07/11/2021 to 07/16/2021

District: Greater New York

Info: Cnperez@yahoo.com

POSTPONED 1 YEAR TO 2021

Regatta: NERD Championship, Massapoag Yacht Club, Sharon, MA

Date: 10/01/2021 to 10/03/2021

District: New England

Info: dianekampf@charter.net

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Boat #Z551
Ellen Ingson
9200 Saint Marks Place
Fairfax VA 22031

Boat #4459
David Moyer
4170 Lower Saucon Rd
Hellertown PA 18055

Carolinas

Boat #4005
Turner Goins
8 Robinson Cove Road
Candler NC 28715

Dixie Lakes District

Boat #3738 / Fleet # 111
Scott Adams
4702 Dovecote Walk
Suwanee GA 30024

Boat #2891 / Fleet #190
Terese Frazier
375 Clear Creek Rd
Leoma TN 34868

Florida District

Boat # 5710
William M. Beck
7074 E. Hwy 318
Citra FL 32113

Boat #6220
Gary Schrodt
521 Aragon Ave
Coral Gables FL 33134

Boat #3356 / Fleet #162
Greater NY Anthony
Mercurio 2 Linda Lane
Summit NJ 08008

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Boat #4998 / Fleet #163
Douglas Taggart 4670
Twinbrook Circle
Doylestown PA 18902

Boat #5771
Thomas Tebbens III
800 Burman Blvd
Calverton NY 11933

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Larry E. Snyder
1594 Greyson Ridge
Marietta GA 30062

Midwestern District

Greg Florian
1441 Lynnwood Dr
Decatur IL 62521

Boat #Z997 / Fleet #83
Current Skipper
20960 Mazlet Park Rd
Caryle IL 62231

Ohio District

Boat #Z345
Lance Mussler 7901
ShadowCreek Rd
Crestwood KY 40014

Prairie District

Boat #641
Lee Burbank
1185 W. Brangus Dr
Jackson WY 83001

Three races earned us three bullets — our new sails were perfectly crispy, and the conditions were exactly what we like best with the two of us sitting on the high side and the occasional pull on the vang.

On Sunday, the wind lightened, so that the first race had to be shortened at the first downwind gate. Then it shifted toward the sea-breeze quadrant and came up to a civilized 5 or so knots. It was David Ames' day at the top of the leader board, but we held onto our overall lead.

At the awards ceremony, it was a great pleasure to hand off the Jeff Penfield award — a trophy given at the discretion of the previous years' winner to someone who exemplifies the values of Jeff Penfield himself — to the wonderful Lainie Pardey. Everyone who has sailed the Midwinters at Sarasota will recognize Lainie as the smiling red-haired operator of the pin-end boat.

Lainie is an excellent sailor herself who has given up many a race-day to the Scot class. She's an inspiration for her good cheer, her generosity, and knowledge of yachting.

We would like to thank Dave Hillmyer and the team of volunteers at Sarasota who broke their regatta-fast with the Flying Scots. Wonderful job as always!

The Florida District season continues in December in Jacksonville, and in Tampa in January. Snowbirds welcome! Hope to see you there! ▲



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-Gordon S Douglass

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