

# SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

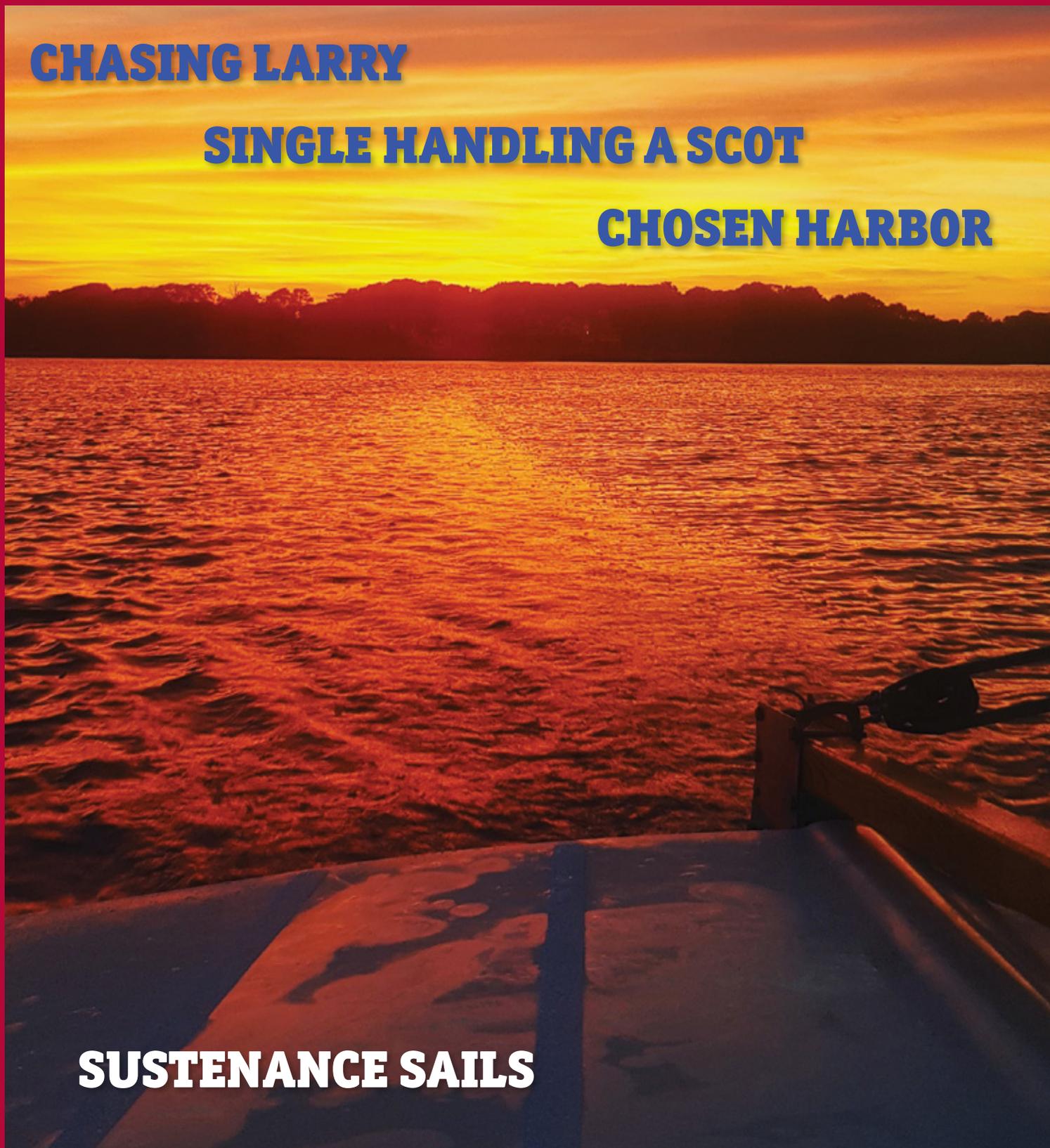
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**CHASING LARRY**

**SINGLE HANDLING A SCOT**

**CHOSEN HARBOR**

**SUSTENANCE SAILS**



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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](mailto:info@fssa.com). Please feel free to submit any and all stories and photographs to be printed in *Scots n' Water*. All articles should be submitted in ASCII Text or Microsoft Word. Photos should be in .jpg format, and at least 1mb in size.

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**Cover Photo:** Courtesy of Luke Hickling, sunset on the shore of Harts Cove in East Moriches, NY.





## Chasing Larry

Nancy Claypool, FS#5945, FSSA President



**W**hen I started racing again after a long absence, I became involved with Flying Scot Fleet 96 at the Southern Yacht Club (SYC) and met Larry Taggart. Some of you may know Larry. He is a Past President of FSSA and a past North American Champion. Larry has held many titles, including positions at SYC and in the Gulf Yachting Association. He also has a long history of teaching others how to sail and race Flying Scots.

When I purchased FS 3445, the boat was in good shape but it had not been updated in several decades. Larry was an invaluable resource on how to make improvements without breaking the bank. He enlisted Dan Baird from Fleet 96 to help, starting with updating the hardware on the deck. I just kept ordering parts from Flying Scot, Inc., and "elves" installed new spinnaker guy hooks, installed new jib blocks and cleats in the seats, shimmed the centerboard, and more.

Larry talked me into taking my boat to a Midwinter Championship at St. Petersburg Yacht Club with the offer that he would crew for me! While there, he asked Harry Carpenter to come look at my boat. I overheard Larry say, "She needs this; she needs that." and wondered, "How much is this going to cost and how am I going to get all this done?"

— especially, since drilling through fiberglass is not one of my skill sets. Every time I turned around, Larry had enlisted Harry and Bill Dunham's help. Out came the power tools. Wow! One improvement I distinctly remember was watching Bill drill into the centerboard trunk to add an eye strap for a new hiking line. Despite some wild winds, Larry and I managed to stay upright and we won the Challenger Division, thanks in no small part to the upgrades facilitated by these inaugural members of "Team Nancy".

Normally, Larry skips his own boat, and I am "chasing Larry" around the racecourse. Or, more accurately, trying to stay up with, and hopefully, pass Larry. Whether it is a Friday night twilight race or other club races, I am always chasing Larry. The good news is that, after racing, Larry always offers tips. They often come in the form of a question such as "Why did you have your main oversheeted on that last upwind leg?" or "Why did you not cover boat X?" "Where did you have your centerboard in that chop?" "Did you see the breeze filling in from the south?" or "Why didn't you tack before boat Y?" All these questions turned in to teachable moments. While other racers might keep their strategies or tips to themselves, Larry always offers suggestions on what I might have done to improve my racing. There have been a handful of occasions when I have been ahead of Larry. This was the case recent-

ly at SYC's Closing Regatta. Yet, I made the choice of covering other boats and failing to cover Larry adequately on the last leg of the race (aargh!), and he beat me again! (By the way, I now race FS 5945 at SYC and having a newer boat does not necessarily help in terms of chasing Larry.)

Off the water, Larry taught me many tricks and best practices about packing up and trailering a Scot. When it comes to this, I can now say with certainty that "I am a Larry" and I am available for consulting!

I encourage you to find a "Larry" or to be a "Larry". If you need help with your racing, find a "Larry" to give you pointers and constructive suggestions. If you are a "Larry", please offer suggestions to others, give chalk talks or race de-briefs, and offer to crew for others. How many times have you found that a good mentor can make a big difference in what you do? A mentor (like Larry) is someone who provides guidance, motivation, support, and role modeling. He or she does not play things close to the vest. If you're a Larry, please pay it forward! Those of you who have been a Larry to others have the satisfaction of knowing that you helped others improve their skills. And the more people improve, the more fun they have, the more they want to participate in our Class which spreads to others. Everyone benefits.

Thanks Larry! ▲



### THE FSSA CLASS FLAG

The FSSA 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 \$30 plus \$8 S&H. To order please call FSSA at (800) 445-8629**



## Greetings from the New Editor

By Tim Mallette, FS#18, *Scots n' Water* Editor

**G**lad to be at the helm with the happy crew who sail the *Scots n' Water*. First, I'd like to thank Ned Johnston for his tutelage. He is clearly skilled at tacking through the course for each issue. I thank the Executive Committee for their confidence. I am here to help anyone who wants to contribute an article or other content. The Scot is an interesting boat with diverse sailors of all types, and I know readers want to hear from you all! ▲

*"The cure for anything is saltwater - sweat, tears, or the sea."*

– Isak Dinesen



## Acrylic Flying Scot Covers

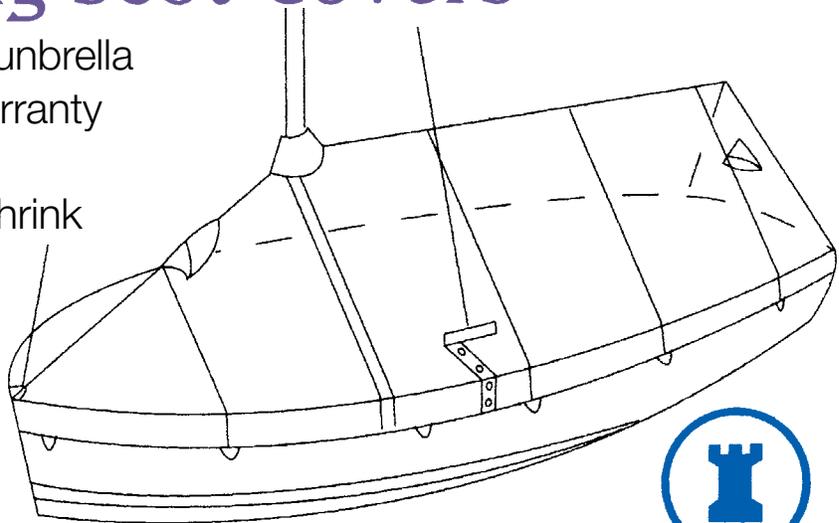
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# Single Handling a Flying Scot

By Lee Steelman, FS#6166, Florida District

**A**s a casual day sailor, I was looking for a trailerable dinghy that was reasonably large but manageable, very stable, relatively fast, and low maintenance. Primarily, it should be optimized for single handed sailing without too much overhead getting in the water from the trailer, sail, and take out back on the trailer every time.

## Flying Scot

Having only modest sailing experience and in my mid-seventies, I did not want sailing to dominate my life, only enhance what I do with friends and family, including grandchildren. Sleeping and camping on the boat were not a requirement. After a fair amount of research, I converged on a Flying Scot (FS) from Deer Park, Maryland. At 19 feet LOA, shallow draft, less than 200 square feet sail area, less than 1000 pounds and a 34 S.A./Disp. ratio, it seemed to match my goals. Not to mention its sterling legacy.

Working with FS's Tyler Andrews, we designed a base build that did not limit expansion to the full racing model but would be detuned for casual fun cruising. For instance, it includes a Torqeedo electric motor and bracket, but no spinnaker; all lines, cleats and blocks were included. Locations of all built-in rigging were that of the racing model. The purchase ratios of the main sheet and boom vang were lower than for aggressive racing. Although, it does have a Cunningham and a topping lift.

## Single Handed Sailing

For a sailor, few things are more liberating than spontaneous sailing. This



I didn't want sailing to dominate my life, only enhance it!

freedom often means solo sailing. And for the day sailor, the FS supports that free spirit very well. Unfortunately for the trailer sailor, single handed setup of the FS can be hard. Trailering, stepping the mast, rigging, off/on the trailer and unrigging is tedious.

Over the last several years I have tried to incorporate efficiencies to take the “hard” out of the process. These are targeted at a specific niche: FS, single handing, trailer, and day sailing. Most of these are known rigging techniques but applied to my FS:

#### Trailering:

- Remote control electric winch
- Maneuver with riding mower

#### Stepping the mast

- Quickie A-frame
- Cam Jams

#### Rigging

- Torqeedo motor
  - Location of inboard controller
  - Raise / lower from cockpit
- Boom topping lift
- Boom mainsheet location
- Continuous jib sheet
- Jib downhaul
- Aid to feed mainsail on boom
- Continuous bow / stern line
- Jiffy lazy jack
- Mainsail outhaul

#### Loading on trailer

- Walking boards
- Electric winch

Tyler Andrews’ design was a great starting point. I appreciate suggestions from sailing friends, Terry Drozd and Jerry Kozel, which led to several rigging enhancements.

#### Trailering:

#### Remote Control Winch

The major trailer enhancement is a remote control electric winch for raising and lowering the mast. I will discuss this process in detail later. At my age, it is difficult and dangerous to do alone; like lifting a 25 foot ladder standing in a two foot hole. It is powered by the 12 VDC source in my 7 pin trailer connector. Small but rated at 3000 pounds load with rope

cable so not to scratch Free Spirit. With the wireless remote, it can be controlled from within the cockpit. The winch is also used to pull the FS back on the trailer upon return to shore. Quite a nice bonus!

#### Trailer Additions

Bolted to the front support is a piece of PVC board to support the mast. Small bungee cords are attached to quickly hold the mast in place. Post style boat guides were added to help backing down the ramp and in centering the FS when pulling it back on trailer.

#### Storing FS

My FS is concealed from view behind a shed in my backyard. It is covered by a heavy duty tarp. Under the tarp are two vinyl fence sections supported by the mast that keep water from pooling. My riding lawn mower has a hitch ball that I use to maneuver it to my SUV.

#### Checking Power

Once attached to the hitch, the 7 pin connector is plugged in. I’ve wired this to use the 4 wire plug for the trailer lights and two heavier wires for the electric winch. Test the lights and winch (with remote control). Since it is exposed to salt water and salt air, I will sometimes condition the contacts with a little WD40.

Verify the Torqeedo lithium ion battery is fully charged; occasionally the contacts need conditioning. I have a Wi-Fi outlet on the charger to check battery status from my phone.

I load the motor, sails, tiller, rudder, life jacket(s) and water/snacks in the SUV, and I store everything else in the FS.

#### When Ready to Rig

Remove the fore and aft bungee cords securing the mast, and the strap holding it to the trailer. Key points on trailer have abrasive nonslip tape. No step ladder is necessary. Before getting into the boat put in the mast top wind indicator and let out cable from winch to reach mast step base. Disengage winch, freewheel cable, reengage winch.

**Stepping the Mast:** the most important step for the single handed trailer sailor.

The mast is heavy and potentially dangerous even with the electric winch. Be careful and constantly check all lines and connections. The winch is a powerful tool. From within the boat, slide the mast to the rear until its base can be connected to the mast hinge pin. Make sure all lines and shrouds are clear of snags when the mast is raised. Before I discuss raising the mast, I need to describe the instant A-frame used to stabilize it.

#### A-Frame

Supporting the mast from both sides mitigates sway but building an A-frame can be onerous. My solution is easier. There are two components:

1. Snap hooks with built-in cam cleats (Cam Jam XT). Lines to form the A-frame are connected permanently to a convenient point midway up the mast; such as the spinnaker eye. Cam Jams on these lines are tensioned when connected to the tie downs.

2. Stainless steel folding tie downs mounted on the deck. (Initially I used shackles held in place by webbing placed under the trim; verify feasibility and location.) Thus located, the A-frame lines will maintain constant tension through the entire arc as the mast is raised. There is minimal lateral force. When not used, the A-frame lines are snapped and tensioned in two small stainless loops screwed at the base of the mast. (They can also be used with the lazy jack while sailing. I will discuss this later.)

The mast is now stabilized.

#### Raising the Mast

The jib halyard is used to raise the mast with the electric winch. Unwind enough to hook together. Snug jib halyard making sure pawl is engaged. A quick “OUT” then “IN” button test will verify that the remote works. There is one physical step required. You must be able to lift the mast to about shoulder height to put a little slack in the line before starting. Winch slowly to take up slack and release weight from your shoulder. Guiding the mast by hand, continue carefully, making sure all shrouds and lines are clear. The higher the mast is raised; the less tension is on the winch.

*Continued On Next Page*

Sometimes I stop midway up to check things out; the mast will hold in place. As the mast approaches vertical, make sure to stop before shrouds are too tight; you can now use the jib halyard hand winch on the mast to finish tensioning. The goal is to snap the forestay to the bow so the winch can be loosened and disconnected. Disconnect the winch cable and wind it with the remote.

**Damaged Mast**

Unfortunately, I accidentally distorted the base of the mast. The hinge pin was loose. By putting on a 1/2" PVC sleeve, it now is a snug fit. I also reinforced it with four stainless steel hose straps. I hope the step base/hinge pin system gets redesigned someday. Or at least reinforce each new mast with a sleeve.

**Rigging:** almost ready to set sail!

To speed up rigging, I either keep lines attached (shrouds, mainsheet to boom, jib sheets etc.) when possible or I use appropriate quick connect rigging (mostly stainless snap hooks. The rudder and tiller are straightforward once the rear mast support is stowed. After attaching the rudder and tiller, the bungee cord used

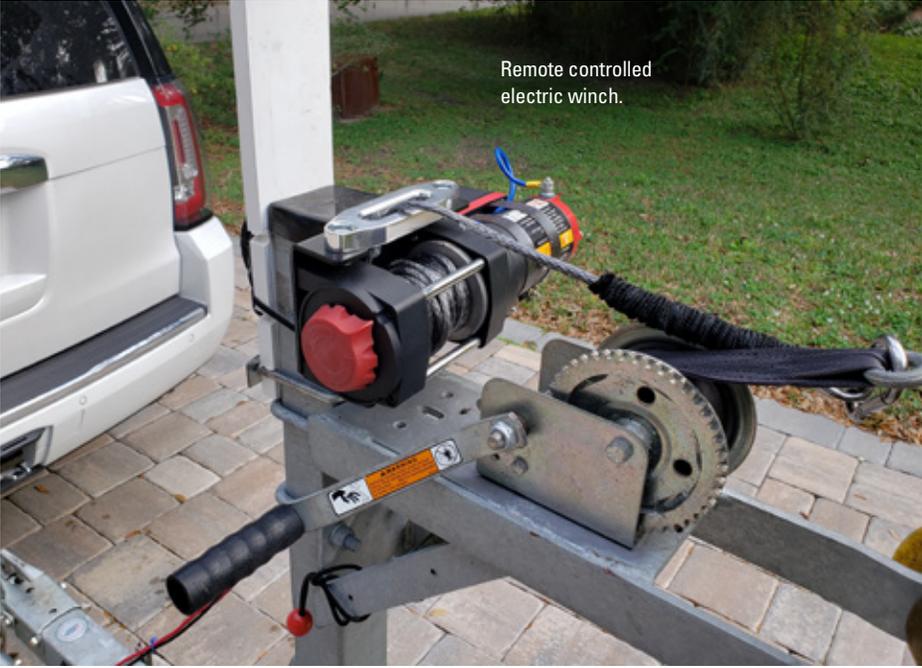
to lower the rudder is positioned. The rudder is raised and held in place with a line placed in jam cleat on tiller, and a bungee cord under rear deck is placed over the tiller to hold it stationary.

**Motor Controller**

The Torqeedo motor is put on the mounting bracket and the control



Snap hook  
A-frame  
substitute.



Remote controlled  
electric winch.



Boom block relocation  
for daysailing.

wire is connected/tested. It is locked in the forward position since steering is through the rudder and tiller. Reverse is rarely used so the motor is not locked in the down position. Originally the inboard controller was located on the rear port seat, but I found it inconvenient there. So, I removed the screws that hold the name plate adjacent to the rear deck, then I used two stainless bolts to attach a vertical piece of PVC board under the deck and attached the Torqeedo controller. Now it is centered and accessible. The seat is clear. Bicycle water bottle cages are screwed to either side of the PVC for convenient water storage.

### Raising the Motor

Although electronic controls are accessible in the FS, raising and lowering the motor single handed while under sail or in an emergency is a pain. It is hard to reach over the large rear deck. A serendipitous incident occurred, namely, the latch that detents the motor in the raised position broke. I used a rope attached to the battery handle to raise and lower it. This worked so well, it is

incorporated as a permanent feature.

A turning block (like the ones used for the spinnaker sheets) was installed through the rear deck near the cockpit port seat. A line attaches with snap hook to the battery handle, through the new turning block, under the rear deck, to a 4:1 purchase system. Then, using the existing spinnaker sheet routing guides under the seat, comes back into the cockpit for cleating with the spinnaker cam cleat. Now it is very easy to raise and lower the motor with a 4:1 mechanical advantage without leaving the helm.

### Boat Lines

I have two 20 foot bow and stern lines with snap hooks on both ends. One line snaps in the mainsheet ring on the rudder and the other snaps in the bow. These can be used separately to secure to the dock or hooked together to make a continuous loop to control both ends of the FS while walking it to the dock. A third line can be inserted if extra length is needed.

### Stowing the Boom

While traveling, the boom is supported

by two lengths of PVC pipe across both ends of the seats rather than on the floor. Several modifications have been made to the boom to enhance rigging and sailing. I will discuss them as I get to them.

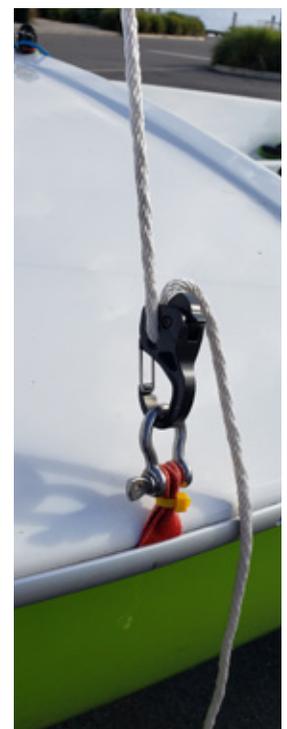
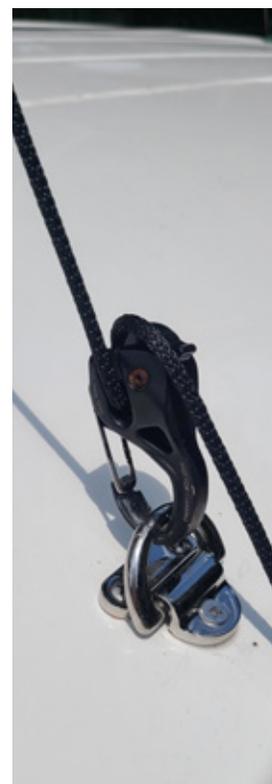
### Boom Topping Lift

I found the boom crutch inconvenient at times; especially when the mainsail is lowered in a hurry. One of the rivets on top of the mast was removed and replaced with a shackle that fits perfectly. The topping lift is tied to it. On the loose end, a Cam Jam hook connects to the boom end. It is adjusted long enough to hold the boom up but has a little slack when the mainsail is raised.

Next, I attach the boom to the mast at the gooseneck. This is actually aided by having the topping lift connected.

### Mainsheet Boom Connection

With the mainsheet attached to the end of the boom, it is at risk of getting tangled with the motor. A boom tang (just like the one for the boom vang) is added 18" from the end. The mainsheet block is left shackled to it. The other block snaps to the ring on



*Continued On Next Page*

the rudder. The loose end (with stop knot) is always attached to the swivel block on the centerboard trunk. Tighten the mainsheet some so the boom does not swing freely; this may have to be loosened when raising the mainsail. Moving the mainsheet forward does not seem to affect the FS's responsiveness.

Attach the boom vang. Do not overtighten since it can restrict raising the mainsail. Finally, it is time to attach the sails. I usually put the jib on first.

**Jib Sheet**

One continuous line is used for my jib sheet. It goes through a large turning block mounted to the rear of the trunk in front of the centerboard cleat (My compass is mounted on top if it). Each of the loose ends go forward through the normal jib rigging. Stop knots are tied to each end. A loop on one end is threaded through the grommet in the clew and used to lasso the other knot. When pulled tight, it holds very well. Now the sheet is shared by both port and starboard tacks.

There is less overall line since the maximum length is only long enough to support a whisker d o w n w i n d . When sailing

single handed, I can always find the jib sheets and it works fine when you have a crew.

**Jib Downhaul**

For jib management, there is a downhaul line. This is a simple solution to take down the jib when docking the FS and keep it from flapping around. I do not use roller furling since I am rigging and unrigging a lot. Also, one set of sails has battens in the jib. A thin line is snapped into the head of the jib, and I use nylon swivel hanks. These snap on the forestay. The downhaul parallels the forestay, through a small block attached to the bow, back to the cockpit where a cam cleat next to the mast base holds it in place. (This cam cleat is also used for the whisker pole topping lift and the uses do not interfere with each other). When I pull the downhaul, the jib comes down quickly and stays flat on foredeck.



Lazy jacks & jib downhaul.



Downhaul.



Freedom often means solo sailing.

The process for attaching the jib:

1. Make sure the jib halyard and forestay are not twisted.
2. Snap halyard to the head of the jib.
3. Snap downhaul to head of jib.
4. Snap hanks on forestay.
5. Snap front (tack) to the bow.
6. Attach jib sheets (loop/lasso stop knots through grommet [clew]).
7. Hold in place by tightening one jib sheet and the downhaul.

**Mainsail on Boom**

There are two other additions to the boom I use when attaching the mainsail. One is a continuous loop line running along the starboard side; like a clothesline or outhaul. The aft end has a small block and the end next to the

mast is through a stainless steel loop screwed to the boom. A short bungee cord completes the loop so it will not sag. A one inch stainless steel ring is tied where it connects to the bungee. Pulling this line will assist feeding the mainsail foot along the boom track.

**Lazy Jack**

The other boom addition is a pair of loosely attached (3 places) small lines; midway, vang tang, loop near mast. A one inch stainless ring is threaded in these lines (one on each side of boom) so that when pulled upward two triangles are formed on each side. The A-frame lines with Cam Jams snap into the rings. Tension the lines to make a jiffy lazy jack to organize the mainsail when lowered. The lazy jack stows neatly along the boom; a small bungee near the gooseneck is used.

**Mainsail Outhaul**

My outhaul had a 6:1 purchase with the free end next to the gooseneck. This required leaving the helm to adjust it. Maintaining the same purchase, the adjustment end is now midway back on the boom; it is accessible while still controlling the FS. I used the same clamcleat but added a small cleat to organize the extra line.

The process for attaching the mainsail:

1. Find the snap hook in the clew.
2. Start the foot of the sail down the track on the boom and snap the clew to the ring in the “clothesline”.
3. Pull the “clothesline” while feeding it down track.
4. Go to end of boom, unhook “clothesline” ring, hook to outhaul.
5. Fasten tack to the gooseneck.

*Continued On Next Page*



I've taken the FS out with a Bauer mainsail in gusty, blustery winds and it is very stable. It turns sometimes frantic into fun.



Smaller main sail from a Bauer 12 turns "frantic" into fun.

6. Making sure sail and main halyard are not twisted, attach halyard to mainsail head and crank up mast track about a foot.
7. Attach the Cunningham.
8. Snap A-frame Cam Jams into lazy jack rings and tension both sides to capture mainsail until ready to sail.

Rigging is complete. Thankfully It takes longer to describe than to perform! Ready to launch.

#### Launching:

Where I launch, I have found it easier to push the FS off the trailer, walk it along the pier to the dock and tie it down while I park my SUV in the trailer lot. The continuous loop bow/stern lines are already attached so turning it around and getting it to the dock is easy. There are three fenders that are pre-tied and can go on either side where needed.

I rarely use the motor between the trailer and the dock. Steered by the rudder, FS does a good job going straight. But in shallow water and windy conditions there is a risk of sheering the prop pin, and it can be difficult to turn. The motor, rudder, and centerboard are lowered. The usual place where I sail has a very narrow channel to open water so it often requires motoring.

#### Sailing:

Raising the sails requires leaving the tiller. Sometimes this can get exciting especially if it is windy. I've added couple of aids. My crank is stainless steel. There is a small cable on a retracting reel (key chain) attached to a PVC handle, which spins without twisting. The reel has a belt loop that is attached to a convenient spot. I always know where it is and will not lose it if dropped. The jib and mainsail winches are marked with color tape which requires less thought when inserting the handle.

Single handed raising of the sails requires some thought depending on the wind. If conditions prevent sailing directly from the dock and I have to motor to open waters, my typical steps are as follows:

1. With motor running slowly, point into the wind and hold tiller in place with bungee from under rear deck.

**The other modifications discussed in this article either improve rigging time or facilitate single handed sailing. Setting up the FS while on the trailer has been reduced from around 60 minutes to about 30 minutes. Close to an hour of overhead is saved per trip. While sailing, the continuous jib sheet and raising/lowering the Torqeedo from within the cockpit are very handy. Using the boom topping lift, lazy jack and jib downhaul really help when lowering the sails.**

2. Make sure boom vang and mainsheet are loose.
3. May loosen one side of lazy jack so battens don't snag.
4. Go to mast to raise sails.
5. Loosen jib downhaul and sheets and raise jib letting it flop around.
6. Raise mainsail.
7. Return to tiller, raise motor and trim sails, boom vang, outhaul, Cunningham as needed.
8. At a convenient time, tension lazy jacks before lowering mainsail.

#### **Smaller Mainsail and Jib**

Heavy winds, even on nice days, discourage going out, especially solo. Although the FS is very stable for a centerboard sailboat (34 S.A./Disp. ratio), greater than 12 MPH (with gusts to 20+ MPH) winds are too exciting. I have a very nice Bauer 12 with good sails that are about 60% the sail area of the FS. The S.A./

Disp. ratio is approximately 22; a much more manageable value. I've taken the FS out with a Bauer mainsail in gusty, blustery winds and it is very stable. It turns sometimes "frantic" into "fun"; and might expand my use up to 5 mph more than I would be comfortable with full FS sails.

#### **Loading on trailer:**

Upon returning to the dock, make sure the centerboard, rudder and motor are raised. Secure the sails. The bow/stern lines are hooked together so I can control the FS toward the trailer.

#### **Electric Winch**

When the trailer is backed down the ramp, I freewheel enough winch cable to be able to attach to bow. Two treated boards are bolted to the trailer allowing me to be able to walk to the FS, attach winch cable, and with remote control guide the boat onto the trailer while the electric winch pulls it in.

Unrigging, and lowering the mast

is basically the reverse of the above discussion.

#### **Conclusion:**

For the trailer sailor, single handed sailing is more than the skills required while on the water. Although those are necessary, the overhead of setting up, launching, and loading on the trailer can be discouraging. FS is about the perfect sailboat for my single handed sailing. It is very stable and fast and about as big as I can comfortably manage; a "sports car" rather than a "RV."

Thanks to the Flying Scot team in Maryland, I had a great start. The two most significant additions that make it work for me are the remote control electric winch and the instant A-frame. Without these, raising the mast would have become a "showstopper." At any age, stepping the mast is a challenge to do solo. It would be convenient, and safer, if a factory engineered A-frame system were included with every FS. An electric winch could be optional.

The other modifications discussed in this article either improve rigging time or facilitate single handed sailing. Setting up the FS while on the trailer has been reduced from around 60 minutes to about 30 minutes. Close to an hour of overhead is saved per trip. While sailing, the continuous jib sheet and raising/lowering the Torqeedo from within the cockpit are very handy. Using the boom topping lift, lazy jack and jib downhaul really help when lowering the sails.

I have not strived to optimize my sailing skills yet feel confident on the water alone. But I have tried to optimize the "fun factor" of sailing. I hope some of these suggestions will be useful to FS owners and to trailer sailors in general. Please feel free to contact me with any questions. ▲



# Chosen Harbor

By Luke Hickling, FS#4102, Greater New York District • Moriches Island Sailing



"I put a small kicker on for the occasional doldrums."



Luke at work training the new employees!

**L**n May of 2020 I was working as a deckhand aboard Sailing Yacht *Aquijo*, a 282ft superyacht, when we cast off from the dock in Antigua and set sail for Malta. Somewhere in the middle of the Atlantic, I gave the captain my notice. Relatively early on in my six-month tenure aboard, I had figured out that working on a superyacht wasn't for me, but I was determined to give it a good run, one made longer than I would have liked after COVID shut the world down and left us stuck on anchor

in the Caribbean. After a long and somewhat nerve-wracking series of flights from Mallorca to Barcelona to London to New York, I arrived home safely and got to work.

I had hatched my plan long before we left Antigua: I would go back to Long Island to teach sailing for the summer, as I had done for many years before. Only this time the plan included starting a business. Given the COVID restrictions at the time, it was unclear if the yacht club where I had worked would be permitted to have a sailing program. I had taught private lessons

on the side for years, and between the new people moving out to the Hamptons, the lack of regular camps, and the relatively safe open-air nature of a private sailing lesson, I thought that it would be a good year to try working for myself.

The Flying Scot would be the perfect boat for a sailing school. I had raced and taught on Scots for years, and I know them like the back of my hand. Scots are a perfect size and draft for shallow Long Island bays, easy to handle, comfortable, and students wouldn't need to go far to



Luke Hickling, owner of Moriches Island Sailing.



Lessons learned.

find a racing fleet. Before leaving Europe, I confirmed my intention with a friend's parents to purchase #4102. My cousin dropped it off at my house the day I arrived home, and I spent two weeks of quarantine fixing it up and working on getting my captain's license. Naturally, both took much longer than two weeks, but by mid-June the boat was in the water, I was out of quarantine, and Moriches Island Sailing was born.

I am very fortunate to spend the summers on a piece of property on the water in

East Moriches (on Moriches Island Road) that my great grandfather purchased about a hundred years ago. His descendants have worked hard to keep the place in the family, and it was a natural launching ground for my business. During my first year in business, I kept the Flying Scot at the dock and took advantage of the 13' Boston Whaler that I've had since I was a kid, as well as the Opti and Sunfish that had been kicking around the property for years. For beginner lessons and the occasional sunset cruise, I used the Flying Scot, sailing across the cove to pick up customers at a public dock. After the students got the basics down, I coached from the Whaler while they sailed in the Sunfish or the Opti, which I would tow to a public beach around the corner. Through just word of mouth and a few posts on Facebook, I kept myself busy with lessons, sunset cruises, and, of course, seemingly endless hours of boat maintenance and all of the work that goes into starting a small business.

The summer flew by, and before I knew it, the boats were shrink wrapped. By November I was on a flight to Los Angeles to work on a motor yacht for the winter. While in LA, I received notification from the FSSA foundation that, since Moriches Island Sailing has a Flying Scot to teach adults how to sail, the business was eligible for a grant. I got in touch with Charles Buffington and put in an

application, which was later approved. The funds helped offset the costs of inking the Moriches Island Sailing logo on my mainsail and buying the materials to replace the soft floor in #4102 (see post on FS Facebook). I am very grateful to be part of an active class that offers such support, and I am thankful to the FSSA foundation for offering funds that helped grow my business.

By mid-April, I was back on Long Island tearing out the old floor. The re-core was a lot of work, but everything went along without any major hiccups, thanks in part to Scott Carpenter (FS 2514) who wrote a very helpful article in Scots n' Water (Volume 65 Issue 1). He was kind enough to answer my many questions about the process. I purchased all of the balsa and fiberglass supplies from Joe Merton, of Merton's Fiberglass Supply in Massachusetts. While I had prior experience with fiberglass work, I had never taken on a project this significant, and Joe was another great resource. Moose and Melanie from Flying Scot were very helpful as well.

By Memorial Day the boats were in the water, and season two was underway. One of the big changes was moving the Flying Scot to Silly Lily Fishing Station, a quaint, old marina and boat rental business down the road that's been there since the 1920s. It was a major upgrade from the public dock. With my USCG captain's license in hand, I put a small kicker on the Flying Scot for the occasional doldrums. I also started teaching motor boat lessons, and I offered charters on my 24' Eastern.

Owning a business has been a lot of work, but it has been very rewarding, and is certainly a good fit for me. While the pandemic has caused immeasurable hardship, there have been silver linings that I am grateful for, one of which was the impetus to start my own business. I'm excited for what 2022 has in store for Moriches Island Sailing. I've purchased a second Flying Scot, and I am planning to add group lessons for kids and adults. Hopefully I'll be able to hire another instructor. Although I'm not doing much sailing this winter, not a day goes by that I don't think about being out on Moriches Bay aboard #4102, sharing my love of sailing with someone who is starting to develop their own!▲

# Sustenance Sails from Deep Creek and Beyond

By Chuck & Sarah Buffington, FS#5947, Ohio District



sails for sustenance



We are happy to report that a U-Haul trailer full of used Flying Scot and Laser sails were delivered to Jay Smith, the head of “Sails for Sustenance,” a charity based in New Orleans, LA. Many thanks to those who contributed to the project. Chuck tossed the sails from the storage locker on Sand Flat Road to Sarah who stuffed the 5’x 8’x 5’ trailer. We lost count of the total number of sails, but I estimate around 200 were donated. It was a huge pile!

The weather was “unsettled” on our day and half ride to New Orleans from Pennsylvania. Rain off and on was punctuated by a torrential downpour between Cincinnati and Louisville. A truly unnerving situation when pulling a trailer

We arrived in New Orleans around noon and met Jay at Russel’s Café near the Southern and New Orleans Yacht Clubs. Fabulous food including fried green tomatoes, alligator sausage, and eggs benedict with crab cakes got us ready to unload the sails into Jay’s garage. He had a pile of sails and tent material in his garage already. Our contribution easily doubled the size of the pile, reaching the rafters of his grange.

The sails will go into a container and be transported to Haiti where the best sails will be turned into housing elements and the rest will be given to Haitian fishermen. These men have thread and sewing machines; all they need is material to fashion sails for their small boats. The sails allow them to fish offshore where the bigger and healthier fish live. Hence “Sails” for “Sustenance.” Flying Scot sails are the

Flying the logo, royalty paid!



Saturn V rocket at NASA rocket museum, Huntsville, AL.



Jay Smith and Sarah open the trailer in New Orleans.



Sarah and Chuck at work.



perfect size and thickness for these small boats. Once in Haiti, Vlad Laborde, Jay's Haitian counterpart, will distribute the sails in a person-to-person session, devoid of "government" involvement. New Orleans is gorgeous this time of

year, although the city is still recovering from the storms this past summer. There are fabulous restaurants, and we stayed several additional days to enjoy them: The cathedral and Jackson Square, New Orleans brunch at the

Court of Two Sisters, pecan pie & fried oysters at Mr. B's, grilled red fish with crawfish etouffe at Station 6, char-broiled oysters at Drago's, and bread pudding at GW Fins. We photographed  
*Continued On Page 21*



Tossing one of about 200 sails to Sarah.



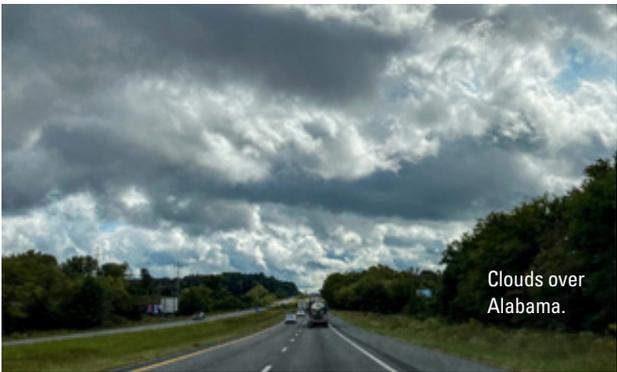
Sand flat storage shed.



Sarah and owner of Eurasian restaurant, Neon Lily, in Huntsville Al.



Evening sail on Lake Ponchartrain with Rickey.



Clouds over Alabama.

the memorable dishes.

On the ride home, Sarah insisted on stopping at the NASA rocket museum in Huntsville, AL. Who knew that she was a space groupie in high school?

We found a Eurasian restaurant for dinner, wanted a picture, and the owner found some Ukrainian hats for a picture with Sarah. The restaurant has Russian, Stan, Ukraine, and Polish dishes. And it was

National Pierogi Day to boot. Borsch in Alabama, who knew?

Arrived home safely and glad we could help. Thank you for the sails and your enthusiasm for a great charity. 🚤

## Half Mast Memorial – Past FSSA President Barbara Griffin

By Greg Shafer, FS#2933, DCLSA Commodore

It is with great sadness that we share the news that a remarkable icon for sailing on Deep Creek Lake and beyond, Barbara Griffin, passed away on January 5, 2022 at home with her husband, Don, and two of her daughters at her side. Her passion for sailing was revealed not only on the water but also as a leader in numerous organizations that support sailing on Deep Creek Lake and across the nation. Don mentioned that Barb was president of thirteen organizations simultaneously when he met her. She ably led the Flying Scot Sailing Association as President from 2007-2009 and the Deep Creek Yacht Racing Association (DCYRA) from 2013-2014. She was recognized by DCYRA in 2019

for her lifetime contribution to sailing on Deep Creek Lake.

Don has been a member of DCLSA since 1967, and he and Barbara were married in April 1987. They were also long-time members of Deep Creek Yacht Club (Deerhaven). Barbara was always smiling and eager to share a story or talk about sailing. The impact that she made on the Deep Creek Lake sailboat racing program is remarkable.

Barb's love of sailing extended well beyond the shores of Deep Creek Lake. She and Don chartered sailboats with other club members to explore in numerous places including the Caribbean, Aegean and South China Seas.

You can visit Barbara's online obituary at <https://bit.ly/barbaragriffin>. The



family is planning a memorial service in the summer. ▲



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**"Our aim, as always, is to build the best."**

**-Gordon S Douglass**

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# Safety Checklist Discussion

By Christopher Tesdal, FS#2305, Fleet 135 Secretary & Measurer, Midwest District

**L**ike many clubs, we have several Flying Scots that are borrowed by many people. Plus, our boat owners aren't always systematic about making sure their boat is in good repair or recording that data. When a Flying Scot dismasted at our club, it led me to think about the importance of a safety checklist for our fleet. I was concerned that the boat had not been inspected recently and other boats within our fleet might suffer the same fate. A formalized inspection sheet would create a record, plan of action for service, and hopefully eliminate these concerns.

I started my list with a standing rigging inspection. While the checklist just lists the shrouds, one should inspect the cable terminations on either end of the stay and the length of the cable for any broken strands. The forestay and jib tack wire should also be inspected. The short jib tack wire may fray after several years of chaffing at the bow plate. Originally, my checklist was a scale (1-5) to rate the overall condition of the standing rigging, but I found that it made the checklist too subjective and complicated. The rigging was either newly installed during the checklist inspection, it was in good service, or there was a defect, which required the replacement of the part. Therefore, the scale became categories of *new*, *good*, or *replace*.

Once I had a document started, I asked myself what other items would be critical for safe sailing that might be overlooked. The first two items that came to mind were the bow flotation, which was not original to the design but is now required for racing. The stern inspection port is another item, which works with the bow flotation and should be opened and closed to verify functionality annually. I then moved on to the more obvious safety items which included an anchor, paddle, and stern line. Then, I again thought of the new developments that have allowed for additional safety on the already stable Flying Scot. These were a mast flotation device, which we require for anyone using a borrowed boat within our fleet, as well as a boom vang fuse to protect the boat owner's wallet. Finally, acceptable life jackets and/or throwable flotation must be on the boat.

Next, I started to add items essential for sailing that frequently came up for wear or damage. A damaged main halyard could cause a boat to drop its mainsail or cut the crew, so I added that to the list. The halyard should be inspected and replaced if needed while the mast is down. Another item that tends to have a very short lifespan is shock cord. Over time, it loses its elasticity, begins to wear through to the point of failure, or begins to dry rot. I made a line item for the rudder shock cord because ~95% of

our boats utilize the rudder kick system. Without a rudder sailing becomes more difficult. Then, I added the mainsheet because it is such an essential item for sail trim, but the item is more inclusive and implies inspecting the mainsheet system for damage. Integral to the mainsail control system are the blocks, the outhaul, and the Cunningham. The mainsheet swivel block on the centerboard case is prone to bearing failure after several years. Another example of mainsail system failure is the vang hardware on the boom of older Scots.

Finally, I added trailer items because many of our club boats, which have traditionally sat at the lake mast up year after year, are now starting to become candidates for nearby regattas. To accomplish that, they need a basic checkup of the electrical/lighting, rollers, and tire pressure for road worthiness and launching capability.

This checklist could be modified for incoming boats prior to adding them to a fleet, existing boats that have been neglected, or for new boat owners that don't know what to watch for or inspect on a regular basis. It's easy to let boat maintenance slip, especially if your boat sits mast up, ready to go, all year round. This simple checklist will help keep Flying Scots stay in good repair, which will increase everyone's enjoyment, not to mention help keep all sailors safe and happy. ▲

**When a Flying Scot dismasted at our club, it led me to think about the importance of a safety checklist for our fleet. I was concerned that the boat had not been inspected recently and other boats within our fleet might suffer the same fate.**

# Fleet 135 Safety Inspection Checklist

Owner \_\_\_\_\_ Date \_\_\_\_\_

Boat Name/Sail Number \_\_\_\_\_

**Safety**

**Notes**

- Paddle .....yes .....no \_\_\_\_\_
- Bow bag (inflated).....yes .....no \_\_\_\_\_
- Stern line.....yes .....no \_\_\_\_\_
- Mast float .....yes .....no \_\_\_\_\_
- Anchor and line .....yes .....no \_\_\_\_\_
- Life jackets .....yes .....no \_\_\_\_\_
- Boom vang Fuse.....yes .....no \_\_\_\_\_
- Inspection port (tested).....yes .....no \_\_\_\_\_
- Bailing device .....yes .....no \_\_\_\_\_

**Standing Rigging**

- Forestay.....New ..... Good ..... Replace \_\_\_\_\_
- Forestay extender.....New ..... Good ..... Replace \_\_\_\_\_
- Port Stay.....New ..... Good ..... Replace \_\_\_\_\_
- Starboard Stay.....New ..... Good ..... Replace \_\_\_\_\_
- Jib tac wire .....New ..... Good ..... Replace \_\_\_\_\_

**Running Rigging**

- Main Halyard .....New ..... Good ..... Replace \_\_\_\_\_
- Jib Halyard .....New ..... Good ..... Replace \_\_\_\_\_
- Spinnaker Halyard.....New ..... Good ..... Replace \_\_\_\_\_
- Outhaul/Cunningham.....New ..... Good ..... Replace \_\_\_\_\_
- Mainsheet.....New ..... Good ..... Replace \_\_\_\_\_
- Rudder Shock Cord.....New ..... Good ..... Replace \_\_\_\_\_
- Misc. Shock Cord.....New ..... Good ..... Replace \_\_\_\_\_

**Trailer**

- Turn lights.....yes .....no \_\_\_\_\_
- Brake lights .....yes .....no \_\_\_\_\_
- Reverse lights.....yes .....no \_\_\_\_\_
- Rollers .....yes .....no N/A \_\_\_\_\_
- Tire pressure (50-60psi).....L \_\_\_\_ R \_\_\_\_ \_\_\_\_\_

Fleet Captain \_\_\_\_\_

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jluit@outlook.com

**3146** – Customflex; 1978; **\$1,400.00**;  
William Kugel; Wilmington, OH;  
William.Kugel@sbcglobal.net

**3208** – Douglass; 1978;  
Lancaster, PA; fjamesf@aol.com

**3249** – Douglass; 1978; **\$3,500.00**;  
Stacy; Beltsville, MD;  
stacyjas@yahoo.com

**4083** – Douglass; 1984; **\$3,999.00**;  
Albert Magro; Fairview, WV;  
352-422-8048; a3magro@aol.com

**4830** – Flying Scot, Inc.; 1992;  
**\$8,500.00**; Jason Hendrix;  
Birmingham, AL;  
hendrix.jason@gmail.com

**5044** – Flying Scot, Inc.; 1995;  
Duxbury, MA; sthoyt@gmail.com

**5928** – Flying Scot, Inc.; 2010;  
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**5976** – Flying Scot, Inc.; 2011;  
**\$12,000.00**; Jerry; Southern Maine;  
207-650-0021; jerryguyot@gmail.com

**6065** – Flying Scot, Inc.; 2015;  
**\$16,000.00**; William Brennan;  
Plano, TX; 214-244-7280;  
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**6173** – Flying Scot, Inc.; 2020;  
**\$28,000.00**; Dave Hanusa;  
Lake Ray Hubbard, TX;  
dave.hanusa@gmail.com

**6193** – Flying Scot, Inc.; 2021;  
**\$27,000.00**; Mike Enright;  
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**Sails** – see website for details

**Spinnakers & Parts** – see  
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# STARTING LINE **Calendar Of Monthly Events** (VISIT [FSSA.COM](http://FSSA.COM) FOR A FULL CALENDAR OF UPCOMING EVENTS)

**Regatta: 2022 Midwinters at Fort Walton Yacht Club, FL**

**Date:** 03/19/2022 to 03/24/2022

**District:** Florida

**Info:** patssun@yahoo.com

**Regatta: 2022 Space Coast & Florida District 7**

Indian River YC, Cocoa, FL

**Date:** 04/09/2022 to 04/10/2022

**District:** Florida

**Regatta: 2022 CHOO CHOO Regatta**

Privateer Yacht Club, Chattanooga, TN

**Date:** 04/22/2022 to 04/24/2022

**District:** Dixie Lakes

**Info:** lynn403@gmail.com

**Regatta: 2022 Atlanta Yacht Club Open Regatta**

Actura, GA

**Date:** 04/23/2022 to 04/24/2022

**District:** Dixie Lakes

**Info:** larrysnnyder1594@hotmail.com

**Regatta: 2022 Women's NAC at Corinthian Sailing Club, Dallas, TX**

**Date:** 04/29/2022 to 05/01/2022

**Regatta: 2022 Great 48 at Lake Norman Yacht Club**

**Date:** 05/06/2022 to 05/08/2022

**District:** Carolinas

**Regatta: 2022 Upper Keys Sailing Club Florida District 8**

Key Largo, FL

**Date:** 05/14/2022 to 05/15/2022

**District:** Florida

**Regatta: 2022 Grits 'n Haggis Regatta**

**Date:** 05/21/2022 to 05/22/2022

**District:** Dixie Lakes

**Info:** bgraves216@gmail.com

**Regatta: 2022 Egyptian Cup Regatta**

**Date:** 06/10/2022 to 06/12/2022

**District:** Midwest

**Info:** brookscb@gmail.com

**Regatta: Michigan/Ontario District Regatta at Crescent Sail Yacht Club**

**Date:** 06/11/2022 to 06/12/2022

**District:** Michigan - Ontario

**Info:** garriehankins@hotmail.com

**Regatta: 2022 Glenn Wesley Memorial Invitational**

**Date:** 06/11/2022

**District:** Greater New York

**Regatta: Full Moon Regatta**

Monmouth Boat Club, Fleet #157

**Date:** 06/18/2022

**District:** Greater New York

**Info:** fsfleetcaptain@monmouthboatclub.org

**Regatta: Deep Creek Lake Women's Regatta**

**Date:** 06/25/2022

**District:** Ohio

**Regatta: 2022 NAC at North Cape Yacht Club**

La Salle, MI

**Date:** 07/09/2022 to 07/14/2022

**District:** Michigan - Ontario

**Regatta: 2022 Midwest Districts Delavan Lake, WI**

**Date:** 07/23/2022 to 07/24/2022

**District:** Midwest

**Info:** Jcolegrove@charter.net

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**BRIAN HAYES**

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Photo Credit: John Cole



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## STARTING LINE *Continued From Page 23*

### Regatta: 2022 NERD

Date: 08/06/2022 to 08/07/2022

District: Greater New York

### Regatta: 117th Ephraim Regatta

Date: 08/06/2022 to 08/07/2022

District: Midwest • Info: regatta@eyc.org

### Regatta: 2022 New England Districts

Stone Horse Yacht Club, Harwichport, MA

Date: 08/13/2022

District: New England • Info: Jack3844@gmail.com

### Regatta: Glow in the Dark II Regatta

Date: 10/01/2022 to 10/02/2022

District: Midwest • Info: fleet135racing@gmail.com

### Regatta: 2022 Cedar Point Centerboard One-Design Regatta & GNY District Championships

Date: 10/01/2022 to 10/02/2022

District: Greater New York

### Info: Regatta: 2022 Punzi Invitational

Date: 10/15/2022 to 10/16/2022

District: Greater New York

### Regatta: 2022 Wife-Husband Championship

Rush Creek Yacht Club, Rockwall, TX

Date: 10/22/2022 to 10/23/2022

District: Southwest

Info: eric.hemker@yahoo.com

### Regatta: Fall 48 at Lake Norman Yacht Club

Date: 11/04/2022 to 11/06/2022

District: Carolinas

### Regatta: 2023 NAC at Jackson Yacht Club

Ridgeland, MS • Date: 06/02/2023 to 06/08/2023



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