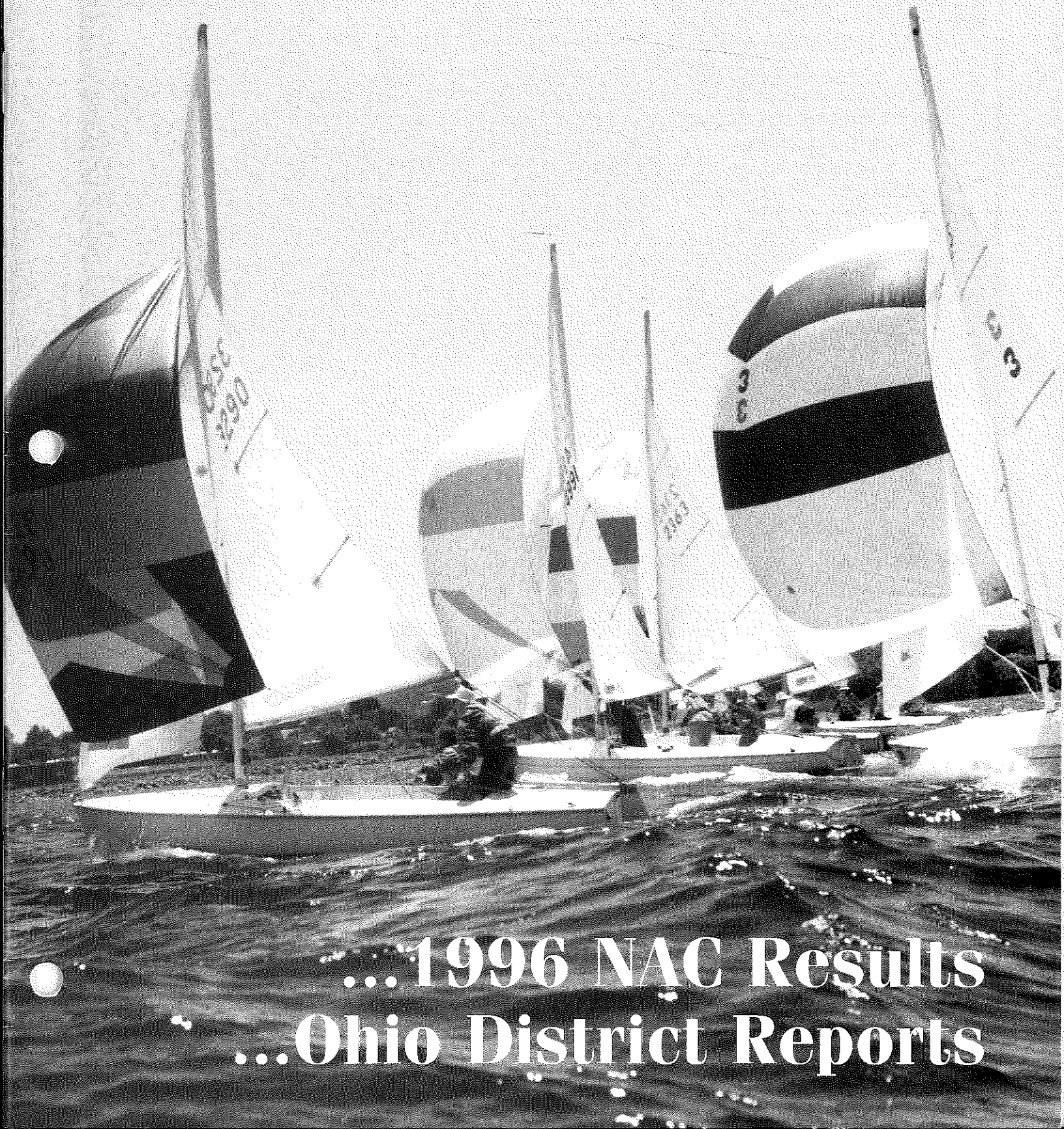


# Scots 'n Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME XL NUMBER 6 NOV/DEC 96



...1996 NAC Results  
...Ohio District Reports

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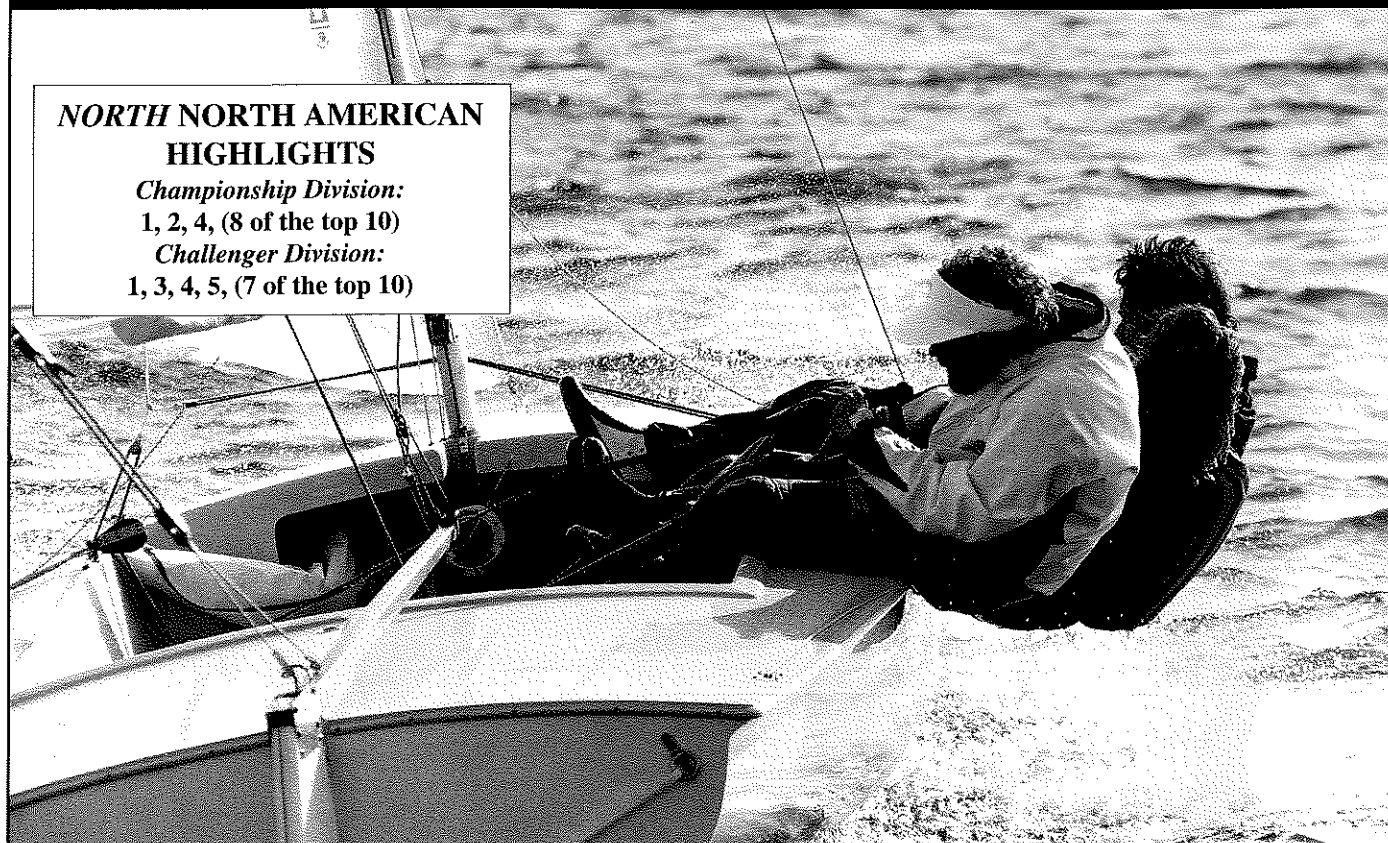
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## Scots n' Water

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# The Only *Known* Flying Scot Christmas Decoration

by Patrick M. Glazier FS 2253  
Fleet Captain of Fleet 1

Greetings to all Flying Scot sailors from Fleet 1 at Cowan Lake, Ohio. We were the original charter fleet incorporated in 1958 at Cowan Lake. Our lake is 2½ miles long by ¾ mile wide, situated about half way between Columbus and Cincinnati, Ohio and about 6 miles Southwest of Wilmington, Ohio. We currently have 45 Flying Scots registered to our Fleet and put an average of 12-15 Scots on the line for our Sunday afternoon races. Our sailing season extends from April through October. We have 2 races every Sunday, making it possible to race 60 races in a season. Most of our sailors participate in an average of 10 to 35 races each year. Cowan is infamous for its wind shifts, but we do have good winds in the Spring, early Summer, and Fall. August is typically rather light air.

Every year we host the Pig Roast Regatta on the 3rd weekend in June. In 1997 we are hosting the 40th Anniversary Regatta in conjunction with the Pig Roast and the Ohio District championships. This regatta will be held on June 21st and 22nd, 1997. We would like to invite all interested Flying Scot sailors to attend the 40th anniversary—complete with a real roast pig on Saturday night. Around 55 boats sailed in the 35th anniversary regatta and we are expecting a large turnout for the 40th also. We plan to have divisions for Championship, Challenger and Novice. We are also planning a trophy for the best Scot with a Parent/Child crew. This will be similar in concept

to the Wife/Husband, and was proposed by Greg Fisher of North Sails.

In addition to sailing and racing, our Fleet is very active in training new sailors, helping with our clubs' youth programs, and social events. We have



a training regatta every Spring to help the new members with tuning, sailing and having fun with their Flying Scot. We donate some of our Scots to the Teen Camp program in the summer to help our young sailors learn crew work and spinnaker work and advanced racing. Last year 20 members of Fleet 1 went on a one week cruise on board the 100' schooner "Heritage" out of Rockland, Maine on Penobscot Bay. A wonderful time was had by all and several couples are repeating the trip this year. We are also fortunate to have Mike Palm, (FS 1242), author/ writer/ teacher extraordinaire who contributes many entertaining articles to *Scots 'n Water* and spends much of his free time teaching new sailors about our sport and Flying Scots. During the off season we have several fleet

parties to keep the sailing memories alive when the snow and cold weather are upon us.

Our Christmas party has become rather famous (or notorious if you prefer). In the past few years we have held the Christmas party at our house and a tradition of some sort was started by my wife Debbie and I. We put our Flying Scot #2253 on the front lawn fully rigged and festooned with hundreds of lights. We put a skirt of blue plastic around the trailer to give the appearance of floating on water. A brightly lit, plastic Santa Claus at the helm completes the decoration of a Flying Scot Xmas Ornament. We have had a steady stream of cars going by our house in December (picture enclosed)

wondering what that unique lawn decoration is. Last year we were mentioned in a Cincinnati newspaper for Christmas light decorations to see. Needless to say, this has become the hit of the Fleet 1 Christmas party (partygoers have no questions as to where the party is!). The non-sailing neighbors seem a bit bewildered but say they like the rather unusual and unique Xmas decoration.

All of these activities and the cohesiveness of members of our Fleet have allowed us the honor of being selected Flying Scot Fleet of the Year three years in a row. We would like to thank all the Flying Scot sailors and the class association for selecting us for this honor. We hope to see as many of you as possible at the 40th anniversary regatta next summer.

Good Sailing ▲

# Windjammerin' Scots

by Jack Rudy FS 4321

A covey of Cowan Lake Scotters was collectively dreaming bigger waters at our annual winter pot luck when a brochure hit the coffee table about Windjammering in Maine, out of Rockland in Penobscot Bay. The brochure described a 90 ft (plus considerable bow sprit—140 ft overall) schooner named *Heritage*. She sails with a crew of 8, plus 33 passengers; with passengers encouraged to range in activity from crewing and helming, down to vegging with a good book. The Cowan Scotters booked 20 of the available births before "our week" was filled; and after much waiting we finally came aboard on Sunday, Aug. 6.

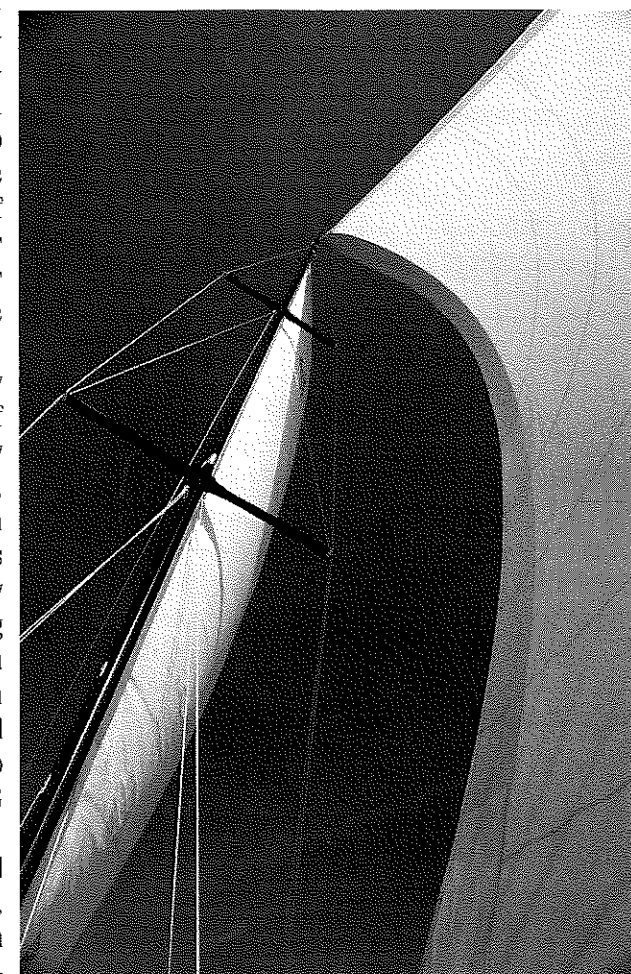
Penobscot Bay. One starts by looking for it on a map of Maine, and not immediately recognizing it as a bay at all, since its so jam-packed with islands as to obscure the bay's shape. But its there, found by going up Interstate 95, turning right on Rte 1, catching a museum, antique place or flea market or two on the way, and stopping at the right dock to catch your first look at a BIG WOODY.

Arriving there by overland exposes the senses to Maine, culturally different. Sort of an Appalachian kind of back-in-time feel, with sea coasts and rocks and fishermen/lobster men thrown in for background, and the traditional taciturn Mainer and his "bumpah stickah" way of talking; all this engulfs one in cultural discovery, "Down East".

We eased into the *Heritage* experience by meeting Captains Doug and Linda Lee, joining the tour of the decks to locate heads and galley, with drop-offs in our assigned bunk rooms, and then a last night ashore to enjoy dinner in one of the seafood opportunities in Rockland, and finally mounting the gangplank to our assigned

with stationary hands to prove it. In general, the remaining rules were that we were invited to help out with whatever interested us, from sailing and sail setting to dish wiping and other chores in the galley; the important rule was not to fall down the ladder/steps.

After Monday's breakfast we went on deck to gunwale-supervise the morning's activity, the cross-wind-complicated casting off. The 20ish wind was blowing *Heritage* toward a neighboring parallel dock, about half her length to leeward. And we, as the lore of windjammering dictates, had no engine. Actually the *Heritage* engine lives in her captive tugboat which they call a yawlboat. We learned, by watching and admiring, that an engine on a yawlboat, since it can quickly switch from puller to pusher, is a very versatile form of power. Capt. Linda took time off from Captain Cook duties to man the yawlboat as it towed in the off-dock, stern-to-sea direction, then swung to tug *Heritage* straight stern-ward to sea; then, clear of the docks, tugged stern to windward; then—throwing off the line and switching to pusher mode at the stern—reversed yawlboat direction to push *Heritage*, now



bunks. The first morning's breakfast included the sharing of lore and rules that will be the SOP for the week. First rule is that we hoist sail at precisely 10:30, second rule is that when we haul away, its 10:30. And Capt. Doug has a cardboard clock

bow first, down-wind; following *Heritage's* turn to crosswind, and finally with some sea room, back up wind where we hoisted sails; and hoisted, and hoisted; and finally after filling away, one last hoisting chore,

*Continued on page 6*

Continued from page 5

the yawlboat and Capt. Linda were brought aboard. And we then observed that 160 tons of wood does actually move under force of just a breeze. The fun of experiencing all this from our own deck was heightened by having similar seamanship demonstrations going on with 3 or 4 similar Windjammers also leaving Rockland that morning; there are about a dozen in the Penobscot Bay area.

We would later learn-observe that our 160 ton woody can also come about (through about 120 degree tacks) jibe in a pretty stiff breeze (looks and sounds like a circus tent as the main pole collapses), drop and recover her anchor in crowded harbors, and do other things that one associates with sailboats.

A typical day started with a choice of rituals for the morning; either (1)

sleeping in, (2) walking the deck looking for a spot to sit that had already been dried of dew by a fellow passenger's sitting, or (3) getting into the

**First rule is that we hoist sail at precisely 10:30, second rule is that when we haul away, its 10:30. And Capt. Doug has a cardboard clock with stationary hands to prove it.**

galley talk by volunteering to help Capt. Cook, a.k.a. Capt. Linda, do whatever has to be done to feed her

gaggle of 41 for a day. The galley wonderments deserve some attention. Its technology is "Early American"; a big wood burning stove/oven, where all the day's bread is baked, and pies by the half dozen, and breakfast "sticky buns", and whatever soup and main course is on the menu. Picking up a veggie choppin' knife is an early riser's ticket to an early coffee, and the galley slant on life. The galley walls are lined with cupboards that house the usual kitchen hardware, spices, provisions, etc., as well as 3 or 4 bunks for crew. (Old Mother Hubbard should be so lucky.) So there are some pretty sleepy crew faces sharing first coffee. All this ends in a too-good breakfast, and ultimate discharge of hands to deck with the feeling that some exercise is necessary for calorie nullification. Which brings us to, "haul away" time, done

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to a sea chantey. Lines are hauled to the tune-rhythm of "Haul Away Joe"

*(Chorus) Away, haul away, we'll haul away together,*

*Away, haul away, we'll haul away Joe*

(Followed by innumerable verses, several of which are remembered below- we were invited to compose our own to commemorate faux faux, needles to shipmates, birthdays, or whatever;)

*The Flying Scot main we left at home just weighs pounds 21*

*(Away haul away, we'll haul away together)*

*But this here rag we're tuggin' on must go at least a ton*

*(Away haul away, we'll haul away Joe)*

#### CHORUS

*We do this hard hard liftin' work without a bit of rancor*

*Away, haul away...*

*Because we're just so blank blank glad we're not tied to the anchor*

*Away, haul away...*

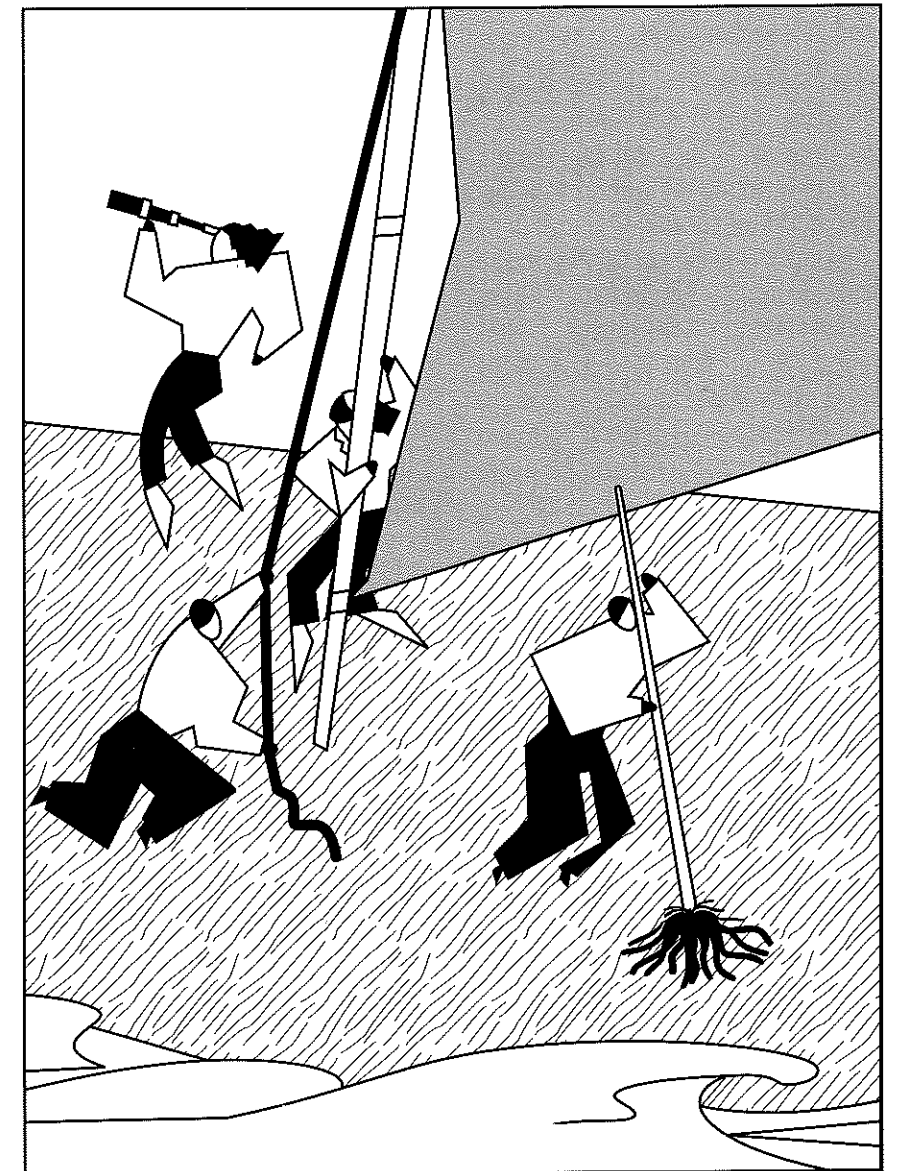
*Sean and Jess seen yeste'day ahelpling cook the bre-ad*

*Away, haul away...*

*We all thank God this fine morning that we di'n't wake up de-ad*

*Away, haul away...*

The sails were heavy, but had many hands a'hauling. The main was biggest and heaviest, with a small telephone pole as the gaff, followed by a lot of canvass, attached in turn to the larger-than-telephone-pole-sized boom which had to be lifted from its nightly resting place just a foot or two; that last boom lift was a hard tug. To do this, lines of 10 to 15 "persons" (PC) were formed on either side; one hauling the "peak", and the other the "throat". After both peak and throat were raised to the Captain's satisfac-



tion we got the command, "two steps forward", which gave some slack for a quick first turn around a "belaying pin". Then the second command, "drop", which gave slack to throw the finishing wraps.

Then the process was repeated for the somewhat lighter "fores'l", so named, this land-lubber supposes, because it is in the middle, between the masts. Then the stays'l, and jibs'l, and the jib tops'l; and sometime we also hauled/took aboard the yawlboat. somewhere in there we un-bunched the tops'l, a last minute handkerchief look-alike with intriguingly complex rigging that sits above the mains'l and was stretched into its flying position. This whole operation must've

consumed at least a calorie or two of the breakfast.

For our *Heritage* week, the mornings were calm, with beautiful, (mostly non-foggy) blue skies. This meant that 10:30 ship's cardboard clock time was approximately matching my smuggled digital's 10:30 EDT; there was no wind to be wasted as we indulged a slow morning. Often the yawlboat would push us through the morning calm to a noon-time stop for visiting the Wooden Boat School, visiting, Brimstone Island's surf-polished rocks, visiting Mt. Desert for a hike through the forest, or wherever seemed a good place to be around lunch time. The afternoon thermals kicked in about post-lunch (served

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buffet style, and very sumptuous, on deck), and we'd sail to an evening anchorage. When at anchorage we had, in addition to talking and listening to Capt. Doug's yarns about the history of Penobscot Bay Windjamming, activities that included a small boat to sail, a single handed row boat to explore in, a multiple oar boat (4 each side— a longboat?) to practice banging-oars-with-your-neighbor-while-making-dubious progress-to-a-destination, and we even indulged that most macho of rites, the Maine swim-freeze. Having mentioned the macho swim, it pains me to report that the women overwhelmingly out macho'd the men in the matter of staying in the brine. We had one gal on board who must've had otter genes. Had we a coupl'a clams and a rock to toss her she'd be there still, a floatin' and a shellin'.

The lesson one evening was on how to boil, dissect/disassemble, and enjoy about 80 fresh Maine lobsters, on the beach, with wood fire and fresh seaweed to temper the cooking brew. This observer, who previously had counted himself as among those just lukewarm on lobster, ate one and a half. Another evening found us on Swan Island for their annual arts festival, much fun, much talent.

No Maine trip would be complete without experiencing the famous fog. We had two mornings of the beautiful eerie stuff. The mystic music of the horns and bells. The discovery of a tops'l out there before its main and hull came out of the gray. Fooling around with the radar. Noting that the first mate on the bow had eyes that saw things we didn't, and whose eyes even saw a shoal marker before the radar; all part of the Maine experience.

For those familiar with Penobscot Bay, our wind-and-tide determined

sequence of land falls was; from Rockland, Hurricane Sound on Vinal Haven Is, noon stop at Brimstone Is. and past Stonington and Bass Harbor to Pretty Marsh Harbor on Mt. Desert, to Bass Harbor for noon lobster shopping, to Pond Is. NNW of Swan Is. for lobster boiling, noon stop at the Wooden Boat Co. on Eggamoggen Reach, to Swan Is, through Merchants Row and around N. Haven to N. Haven Town in Fox Passage, and back to Rockland and a nicely done, yawlboat assisted dousing and docking.

And then we scattered for varied course settings, bound for the tides and breezes of our own worlds, while the Captains and crew busied themselves with the task of preparing for another week of having at Penobscot Bay's Windjamming wonders, with another group to teach the art of finding and hauling lines, composing verses to sea chanteys etc... ▲


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# Dick Was Delighted While Neptune Wept

by Barry Buckley FS 2107, Ft. Mitchel, KY

Dick Dage had been sailing about five years and as all serious racers was looking forward to his first first.

His crew for this blustery day was tyro tar Barry Buckley— a willing but not particularly knowledgeable or nimble sexagenarian.

The beginning was inauspicious as upon leaving the lift and making for open water, Dick Dage (hereinafter named skipper) ordered crew to hoist the jib. Barry Buckley (hereinafter named crew) expeditiously did so and there it vigorously luffed upside down boisterously announcing to all within hail that the boat was billeted with lubbers.

Abashed crew quickly doused the jib, re-hanked it to the forestay and Old Yeller (hereinafter named boat) was off to the races.

Though winds were fresh, no further major faults occurred during the first race. However, the skipper determined that the rigging needed trim as there was a problem with the spinnaker halyard becoming fouled. This required that the boat be beached, a line bent to the main halyard and the boat hove on its side. Skipper determined to do this during the break before the second race.

To that purpose the boat was sailed to the far beach and run aground. A line was made fast (or perhaps not so fast) to the main halyard and skipper and crew hove on the line to the point that the masthead was almost within reach when the knot failed and the boat lurched upright. Undaunted the line was again bent to the halyard,

hauled on by these stalwarts until the masthead was nearly at hand when the skipper stepped into a hole, fell

**The skipper stepped  
into a hole, fell upon  
his gluteus maximi,  
lost his purchase and  
the boat hove upright**

upon his gluteus maximi, lost his purchase and the boat hove upright.

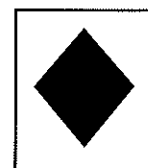
This sorry scene was further made droll as these intrepid swabs had intruded upon a clutch of canards (ducks) with their young and they had copiously deposited their droppings in the area. Skipper was barefoot but in such a lather because of the press of time and mishaps that he was oblivious that the skat was squishing under his feet and between his toes with every other step. Crew remained shod and skat free.

By and by, having completed the desired trim, the boat was no sooner under way when she was further delayed

being beached in nearby reeds by a malevolent puff.

Tempus had fugited and it was surely too late to be at the start line in time for the second race. But without pause, this never say die skipper sailed to the start line arriving as the horn sounded and without a single tack crossed first and remained so to finish with his first first.

It was reported that skipper stayed long at the club that evening savoring his victory. ▲


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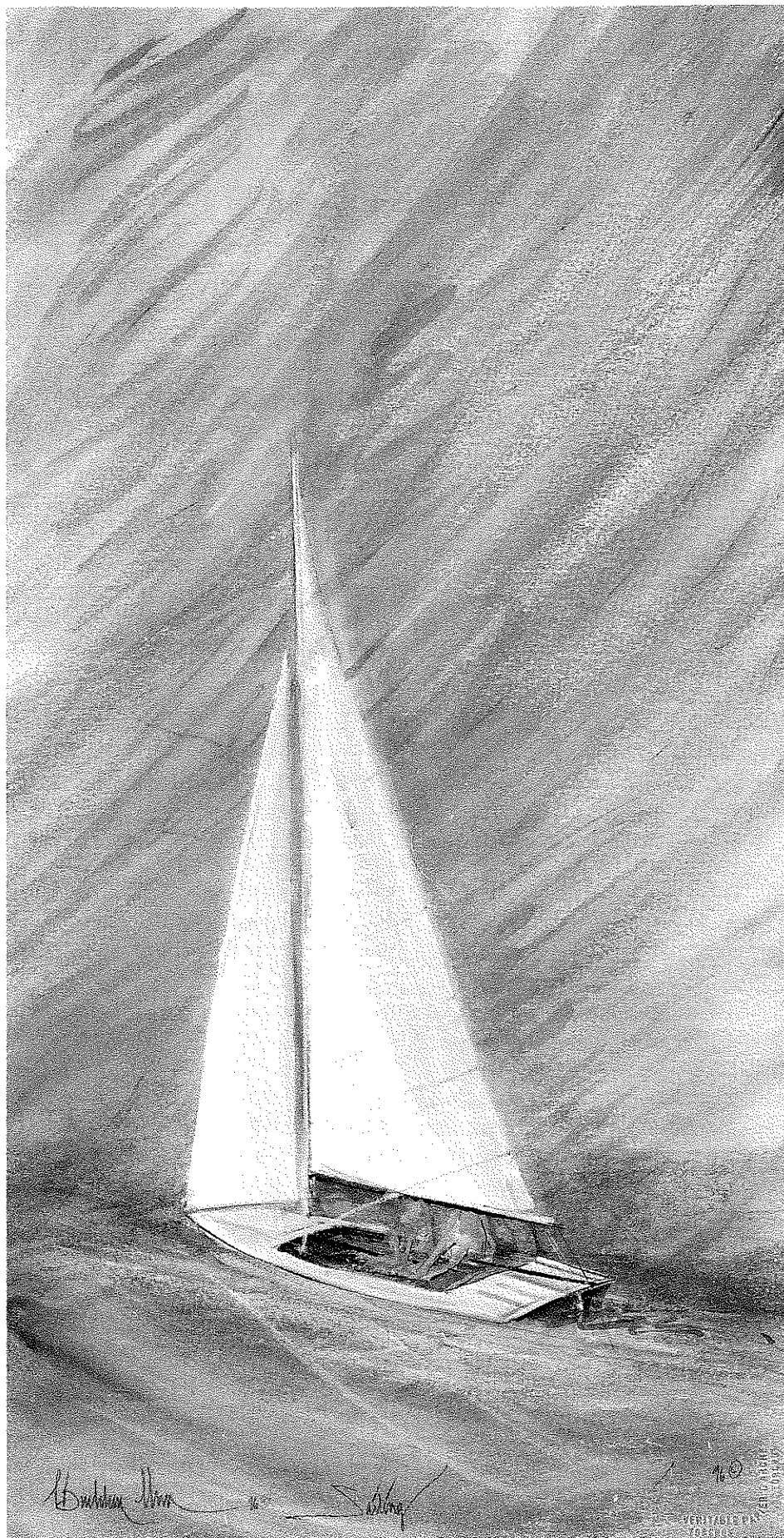
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Flying Scot® and the FS logo are registered  
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by Dan Goldberg, FS 4761

They say that all Flying Scots are created equal, but I'm here to tell you that it's not true. Although they are all built to the same specifications, my story (as you will see) has convinced me that I owned either the world's most unlucky boat, or, more likely, a boat right from the Twilight Zone!

It all started when I sold my first boat and was about to order a new one. I had seen a very sharp looking boat at the Mid-Winters, with black trim on a silver hull. Against my wife's advice (she thought blue trim was a better choice), I ordered a black and silver boat. Bad move.

The first day we took it out of the storage barn for its first trip to the Mid-Winters was a nice spring day, with a small chance of showers. Just as we took it out of the barn, it started to rain heavily. But the strange thing was it was only raining right where we were! There was no other rain within miles! An ominous sign, but I didn't realize it then.

The second incident happened the next night in a motel parking lot in Birmingham, AL. We had just pulled in to register, and along came a drunken driver who smashed into the top of the mast. (That is why I now have reflector strips all over the upper portions of my mast.) We asked Harry Carpenter for a replacement plug the next day, and he was amazed because no one ever breaks them! So when we finally got to Mid-Winters, we had already done a major repair and the boat had not even been in the water yet!

The Mid-Winters was windy and one day it really blew. First we saw Larry Taggart capsize, then Greg Fisher went over. But we made it to the last beat when I lost the tiller, the boat

rounded up, and the force of the wind on the backed jib alone was enough to knock us over. We got the boat up right away but it was swamped and unresponsive to all attempts to tow us in. So we slowly drifted to shore, where eventually we were pulled out. However, there was major damage to the bottom of the hull, and we eventu-



ally had Harry do the repairs. Luckily I carry boat insurance, so the bill wasn't too bad. However, at this point, I was starting to wonder about the boat and it's continual bad luck.

As an aside, one aspect of this incident is apparently part of Mid-Winters lore. My second crew that year was an excellent sailor who happened to be a very well-endowed young woman. When the rescue crew attempted to tow us, we sat on the transom but there wasn't really anything to hold onto. So me and my first crew took advantage of her natural assets, if you get my drift, to hold on. (This is a family magazine so

I can't be more graphic!) But we were all wearing full foul weather gear, so it wasn't as exciting as some people may have assumed.

The next year, after double-checking that my boat insurance premium was paid, we set off for the Mid-Winters again. This time we made it all the way to the last race before we were T-boned by a port tack boat. I thought that at least this time we could sail back in, but there was a 2-foot wide hole in the hull and we were taking on water. So they towed us in. Harry later said it was the second-worst crash damage he had ever seen! Now I was convinced that this boat was truly bad to the bone. This time the insurance company totaled the boat and wrote me a check. A lot of people were sympathetic, but the second crash was the best thing that could have happened! It allowed me to drive a stake into the heart of the boat and get a new one.

I love our new boat. This time I listened to my wife and got a nautical-looking boat instead of an evil-looking boat. She even helped me choose the hull number and name it "Chai," which is based on the Hebrew word "L'Chaim." The best translation is "Let the good times roll!"

Now I am not a superstitious person, but I firmly believe that everything that happened to the silver and black boat was not just a series of coincidences. That boat looked evil and had a little black cloud that followed it around. So if you ever decide to buy a boat, I offer the following advice:

1. Check the rigging, check the hull, but most of all check the karma.
2. Listen to your wife! ▲

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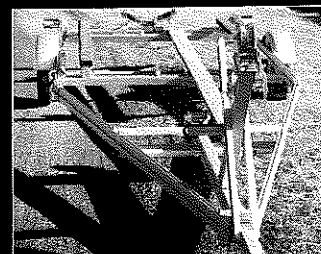
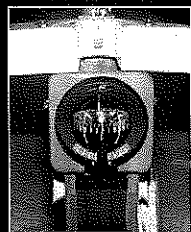


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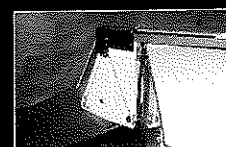
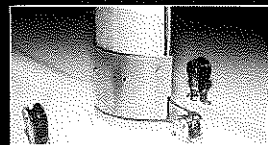


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# Fleet 65 Carries Long History

by John S. Kleen

Atwood Lake is situated in north-central Ohio, about 30 miles south of Canton. This man-made lake stretches about 7 miles, resembling a large "S". The surrounding shoreline is a beautiful mix of farms, cottages, pine forests, and a resort. It is a beautiful location for boating, and the Flying Scot sailors that make up Fleet 65 continue to carry on the tradition.

Atwood Yacht Club was founded in 1948, and sits on the south shore of the lake, just a few miles outside of Dellroy. I wasn't around at the beginning, but there are pictures of regattas hanging in the club, and it is clear that one-design sailing has always been a part of Atwood. Those old pictures show large continents of Highlanders... usually men out racing, and families along the shore-anxious children watching the races.

Many things about Atwood have changed over the years. Most of the Highlanders are gone, and only a few Lightning's remain. Now on a Sunday afternoon, the lake is filled with large cruising boats, pontoon boats, and the ubiquitous jet skis. But one thing that hasn't changed is the ever-present group of Flying Scot sailors who, week in and week out, gather on Sunday afternoon to race. As one of the few remaining fleets, we are proud to say that this year we increased our racing fleet to a weekly number of 7 boats, and sometimes had as many as 10. While the level of skill varies, as a group, we enjoy the camaraderie as well as the competition. Jack and Martha Stewart have often helped each of us, and have made us all better sailors and racers. While winning never comes easy, it is always a battle right up to the finish. For those of you who have never

sailed Atwood, it features some of the most fluky wind on earth. But the challenge has made us better, and overall, we have a great time out there.

Fleet 65 has five racing series each season: Commodore Series, Spring, Summer, Wednesday Evening, and Championship. We end our year with the Harvest Moon Regatta, hosted by the Atwood Yacht Club. This regatta, now in its 46th year, usually draws about 25 Flying Scots. It is a wonderful time, and between the sailing and the great food, people keep coming back. (Atwood Yacht Club is now also a micro-brewery, serving their own Main Sail Ale... it is definitely worth the trip just to sample that!!)

And finally, for any of you who are wondering how the racing is going

with my mom... you can find #4557 out on the race course every Sunday. And for us, perseverance has paid off. Last year we edged up on the pack, and this year, we won the summer series. And the most amazing thing—we won one of those races because we flew the spinnaker throughout most of the race. Yes, we still have those bad days out there, but by racing together for more than five years now, we have become a team to be reckoned with (most of the time).

So come and join Fleet 65 on a Sunday! We would love to have you here at Atwood Lake. The next Harvest Moon Regatta is September 5-7, 1997. Looking forward to seeing you then! ▲

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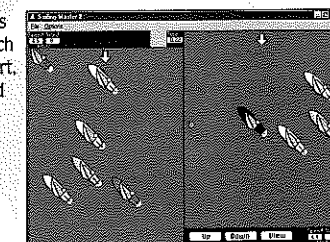
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# A Mainsheet Rigging Tip

by Dan Goldberg FS 4761

One problem that has always bugged me was my mainsheet wrapping around the top of the rudderhead during a jibe. I have seen many attempted solutions to this problem, including massive amounts of duct tape over the rudderhead, and passing the mainsheet through a frisbee just above the shackle to the rudderhead. I myself used an 8-inch length of wire between the mainsheet and the rudderhead, with partial success. However, at the 1996 North Americans I finally discovered the permanent (but simple) cure for this problem, thanks to Graham Hall who I gratefully acknowledge for sharing this idea with me.

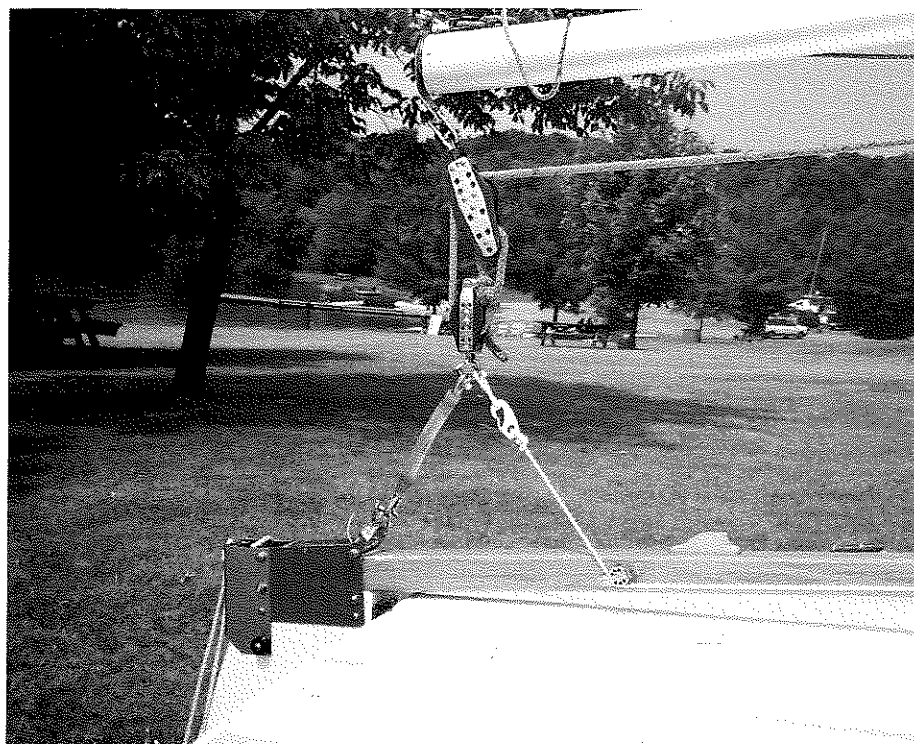
The essential elements of the mainsheet rigging are shown in the photos. First, install an 8-inch length of wire (with micropressed loops at both ends) between the rudderhead and the mainsheet shackle. I placed a piece of plastic tubing around the wire to better protect things. Then, on



the side of your tiller, install a cheek block about 14 inches from the rudder and a small eyestay near the front

end. Then dead-end a piece of 1/4 or 3/16 inch shock cord about 3 feet long to the eyestay, and run the other end through the cheek block. Attach a plastic hook to this end. Then hook onto a small length of line tied onto the mainsheet shackle. The whole job takes about 15-20 minutes, and all the parts can be ordered from Flying Scot Inc. if you don't have them handy.

The really good sailors can avoid this problem to begin with by giving the mainsheet a sharp pull just as the boom swings across, but my timing isn't always that good (especially in light air). The rigging shown in the photo works great by putting a forward pull on the mainsheet during the jibe, thereby preventing a wrap around the rudderhead. ▲



# An Ohio Inland Lake Sailor Sees Scots and Crews Put To The Test Off Rockport, Mass.

by Jim Grant, New Philadelphia, OH

I am not a Flying Scot owner, but have a keen respect for the performance of the boat and the ease of sailing it.

We live in the Atwood Lake region of Eastern Ohio and have enjoyed inland lake sailing. During the past few years I have had a keen interest in the Flying Scot boat. The Atwood Yacht Club has a fleet of a dozen or more boats with a regular race schedule. Through the generosity of George Rootring of Bolivar, Ohio I have sailed his Flying Scot. He has informed me of the qualities of this boat for recreation and racing. George is a Scot racing pro and a representative for Flying Scot. He is quick to point out other members of our yacht club who are better than himself. Our club's sponsored "Moon Light Regatta" in September attracts Scot owners throughout the Midwest and mid-Atlantic states.

For the past 27 years our family has made vacation trips to Cape Ann north of Boston, Massachusetts. While at the cape this summer, we were in Rockport on a Sunday afternoon, July 21st to be exact. While the family shopped, I decided to visit the Rockport Yacht Club. They were very cordial. At the time I walked on to the club's property, they were launching Scots for a race. It was a very busy time for Scot owners as well as the club's staff. The staff asked if I wanted to crew with a boat. I thanked them for the invitation but declined due to the fact that my family would be waiting for me. The club has a sizable Scot fleet with newer 5,000 series boats and older 3 digit boats. All were in great shape given the salt

water conditions they were exposed to. I was impressed by the boat handling of several skippers as they sailed their boats diagonally through anchored cruisers and large sail boats on their way out to the ocean for the race. I couldn't have driven a car where some of the boats had sailed to get to open water.

I watched the race from our hotel at Bass Rocks in Gloucester. Those Scots "raced" across the protected waters off Rockport' coast. I know part of the race was in the open ocean. The Flying Scot is a tough boat that can endure the stress of a race as well as the open ocean. "I've heard Lake Erie isn't much friendlier for these 20 foot sail boats." Across the horizon, we watched the

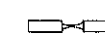
sails of these boats go east and west at a good "clip". The 21st of July was a brisk, ideal, day for a race. While all the crews were experienced, I was particularly impressed with the crews made of fathers and their young children. Sailing skills were shared as well as the understanding and need for open water safety.

As an admirer of Scots and Cape Ann, I urge any Scot owner to make a trip to Rockport and enjoy the opportunity to sail it's coast line and protected water ways. And...as a resident of Tuscarawas County, Ohio, I invite any Scot owner to enjoy the challenge and beauty of Atwood Lake. ▲



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# The Race Within The Race

by Dan Goldberg FS 4761

TORONTO (AP)—In a major upset, Team Canada narrowly edged the USA in the first Flying Scot Sculling Olympics at Stony Lake on August 17, 1996. Raced before a roaring crowd and a nation-wide audience on ESPN as part of the 1996 Canadian Nationals, the eight-oar with coxswain Canadians defied the odds with brilliant display of teamwork and strategy. The victorious Canadians are shown in the accompanying photo as they triumphantly returned to the dock.

The crestfallen US Team was undefeated going into the race, but Team Canada was optimistic about their chances. "We have been practicing every week since the ice on the lake finally melted in late June," said Canada's team captain Colin Kinnear. "We figured the USA

would load up with deck apes, but we knew that technique, strategy, and tactics were more important than brute strength."

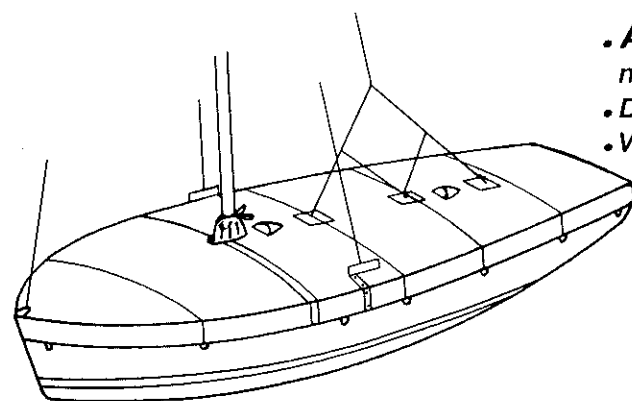
The US won the start at the heavily favored port end of the line, but Canada caught the first shift and took the lead. The

US slowly gained, but Canada used a power ten to regain a safe lead, then withstood a desperate US tacking duel to win by a half boat length. "The Canadians were really in sync," said Gary Jobson, ESPN analyst. "The inability of the US to steer in a straight line was also a factor," he added.

News of the great victory rapidly spread, and people were reported dancing in the streets in Toronto, Peterborough, and Juniper Island. However, the wiseguys in Las Vegas were not as happy. "I thought the US was a sure thing," said one disconsolate bookie after suffering a major loss. "I guess I learned my lesson, eh?" ▲



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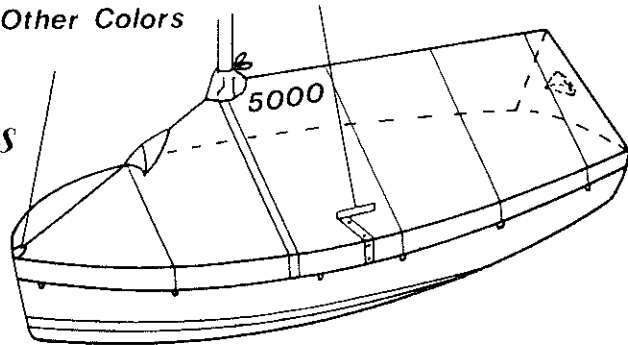


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# Getting the Most out of Your Scot

(A Love Story)

by Mike Palm, FS1242, Fleet 1

For those of you who have read some of my other articles, it will be no surprise that I love my Scot. We all love to sail, we all love boats. If you are reading *Scots 'n Water*, you also love the Scot.

It is for good reason. The Scot is a loveable boat. It is the perfect design solution, balancing the need for agility (for fun) and stability (for family safety). Sandy Douglass, The Ammans and The Carpenters are a continua of character and collegiality that make this class so popular. I also have a special regard for Sunshine Hartman, who has broadened the appeal of *Scots 'n Water* beyond the realm of racing aficionados.

I am not against racing. I suggest that using the Scot for racing only is like performing that Russian guy's Violin Concerto in D as a solo piece. Not that the soloist's part is not beautiful, not that virtuosity is absent, but it is the blending of all the instruments gives us a full range of the musical emotions the composer intended. Sandy Douglass was not a one-dimensional sailor.

Sandy designed the boat with a roomy cockpit. Racing is most common with a crew of two, sometimes 3 (if the wind is up) and rarely 4. (Try 4, the boat performs better with 4 than with reefed sails.) He also designed it so that one person could erect the mast and sail single-handed.

How many of you have raced with five on board? I have. We had a ball. The thrill of the start was not diminished, not the slightest. Besides, who would want to tackle a Scot with a thousand pounds of ramming inertia? I could have taken more persons on board. Sandy designed the boat to cruise with 8.

I love you, Flying Scot. Let me tell you the ways.

**Racing** (*ras-in*), *n.* **ME North, esp. Sailboat** (see *dinghy*). 1. an affirmative action employment plan for marriage counselors, therapists and support groups. 2. an activity that empowers skippers to convince spouses to allocate \$1,500/year for sails. 3. an event to fill the blanks in the Franklin Planner (see *yuppy*) 4. what to do when cruising becomes boring.

My racing record is limited and without merit. The anecdotes are separately chronicled in an article titled, "Why I Like Sailing", which was a response to another Scot sailor's article called "Why I Like Racing". I could see his point of view. I too, feel the thrill of victory: winning the start; taking a flyer on port tack and rounding the first mark 20 meters ahead of the rest of the fleet on starboard; leading on the last leg of two around, olympic finish; beating Caroline Freeman. There is no agony of defeat. Competing is living.

I race, serve on race committee, help at regattas, and crew, when asked. The problem is that the vast majority of Scot sailors materialize Sunday noon and turn into pumpkins at 4:00 pm. That's 2% utilization of a major investment. The Carpenters tell me a new Scot and trailer (less spinnaker and go-fast stuff) costs \$10,400. 80 hours use per year for 10 years is \$13/hour. Sound reasonable? 2% of \$10,400 is \$208. That is not getting much bang for the buck.

Being retired and serving as club Harbor Master, I spend a lot of time at

the lake. On Monday through Friday, except for Wednesday afternoon, the Air Force could use the lake for bombing practice and not injure a sailor or sailboat. On Wednesday, up to 10 sailboats are out. On Saturday, except for regattas, 12 max. Our club registers 250 boats. On Sunday morning you could safely use the club grounds for rifle practice.

From a selfish point of view, I like having my own private club and lake. I can do what I want, where I want, without the risk of collision. I can even play Mozart tapes on my stereo, without giving offense. (Our club disallows any form of music broadcast, even if in good taste.)

From the point of view of building the fleet and swelling the ranks of sailors, I would like to see the lake as full everyday as it is for the brief race time on Sunday, not instead of racing, but in addition. Here are some things to consider.

**Cruising** What to do when no one will crew for you anymore. A way of examining the pistol and stamen of water lilies. A way to explore interesting nooks and crannies.

The Scot is a great boat for cruising. Sally Russell wrote a good article on cruising her local water on the Gulf Coast of Florida. It was impressive to hear another cruiser share how to best set up the roomy Scot for long term cruising. It is a great example of a way to extend the use of a Scot.

The boat is easy to retrieve and launch with a trailer. Each can be done by one person in 15 minutes. With two people it takes an hour.

*Continued on page 18*

Continued from page 17

Once rigged for road travel, the Scot will follow you anywhere. Even fourteen year old cars won't know the boat is there. The danger is the driver tends to forget.

Stopping at lakes with a large fleet of Scots is fun and collegial. Stopping at lakes without Scots is even more fun. Everyone wants to find out what it is and what it does.

The boat draws so little that you can pull up the centerboard and rudder and go through Lily pads to creep up on birds, mammals and people who find new ways to extend the use of a canoe. (I

couldn't do that in my prime.) The boat is strong enough to take on the ocean. With luck you can surf in. Best to surf into an inlet rather than a beach.

I am glad to see the '96 North American was followed by a cruise in the Thousand Island area. That is a perfect balance. One week of racing, one week of cruising. I am glad to see the increase in non-racing articles in *Scots 'n Water*. I am also pleased to see more stories written by women. Sunshine Hartman has provided the leadership to make the magazine much more readable. She deserves the Editors Award, but is too modest to propose it. Let us nominate her. Am I unanimous in that?

**Mentoring.** A way to make sure your bad habits do not expire when you do. A great way to meet members of the opposite sex.

This is a serious thesis, but not without humor. At retirement, it seemed none too early to pass on boat handling experience gained over 50



Mike Palm and friend on trapeze

years and four continents. Watching Red Cross, Club and dealer training convinced me the best boat for training is the Scot. The Laser and Sunfish are not typical dinghies. The MC-Scow is like giving your kid his or her first driving lesson in a Corvette. Through trial and error, I have found that small women without prior experience make the best "strikers". With one exception, men spend so much time telling what they know that they miss what they don't know, that is, the need to build a foundation for one skill before starting on the next.

I have now worked with four young and middle aged women. I do not charge for lessons and take care of all boat expenses. It is my form of tithing. It is something I do with absolutely no hope or desire to gain anything from my efforts, except the satisfaction of seeing the "striker" succeed in their own personal achievement goals.

It has been a complete surprise to me. I have never felt more fulfilled. I am constantly amazed at the power of the mind, the development of coordination and the joy in the faces of the

women as they move up the skill ladder. I am embarrassed to admit that I get more out of it than do they. These women become a base for our sailing future. Each looked me in the eye and promised to pass on the craft, when it is their time.

Two of the women have become close friends. They tell me that learning to sail gives them more confidence in other life matters and a desire to tackle other new adventures.

I recommend mentoring programs to each and every one of you. It can be done at more than one level. Junior and Senior High schools, religious centers, challenged persons, universities, outbound candidates, fellow club members. Put your minds to it. I am sure you can think of people of all ages and situations that can benefit from all the things that go with being outdoors in all kinds of weather near a body of water.

I have spent more time on my boat, while mentoring, than any period before I started sharing. I have never

Continued on page 19

Continued from page 18

laughed as much as I have with the four women involved. I have never been more satisfied with any decision to get involved in volunteer work. Do it your way, but do it. It's good for you. It's good for the Flying Scot Fleet. The boat sells itself.

**Sport Sailing.** A neat way to get the most out of your Scot and crew. An accurate way of forecasting the strength and endurance of potential partners in the other great sport.

Trapeze? Trapeze? You can't put a trapeze on a Flying Scot. The heck you can't! Any used or new Hobie rig will work if you rig it the way I do. If you have any spare halyards they will work as well, but the belt hook rings and adjuster gear is expensive separately. I got a used Hobie rig from a

local boat dealer. Twenty bucks for the rig, ten bucks for the hardware to attach it to the Scot, and a lot of good advice from Eric Amman is all it took.

You will need a harness. The Hobie sailors call it a diaper. There are two kinds. The full butt and back support, or the butt only support. Unless you plan to spend 8 hours on the ocean, get the butt support. The other is too hot. I could have gotten through the summer borrowing harnesses from my Hobie associates, but they come in such wild colors. I spent \$75.00 to get one that matches my Scot color scheme.

I got the idea from a middle aged, outdoor, athletic woman friend, who asked me if we could use a trapeze on the Scot for sport cruising this summer. First I thought, "It is against the class rules." Second thought was, "There is no problem as long as it is not used in class sanctioned races where measuring is involved". The

final and deciding thought was, "If an athletic woman, of any age, asks you to mount a trapeze, indoor or out, you better do it."

Don't worry, the Scot structure and rigging can take it. Can you? ▲

## Acrylic covers last "Twice as Long"?... Twice as long as what?

### Here are the simple facts:

A white acrylic cover lasts an average of 3-4 years, colored acrylic about 5 years. Our least expensive Poly Army Duck cover lasts an average of 7 to 10 years. Now that's long! We know, because we've been manufacturing quality one design boat covers for over 20 years. And we make both Acrylic and Poly Army Duck covers.

Acrylic covers are OK for light duty. They're light weight and colorful but they won't hold up to outdoor winter storage or trailering. And the dark colors hold heat which can cause serious damage to your boat!

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Other manufacturers have imitated our cover designs but none has matched our outstanding quality. Our fabrics are finished to our specifications and we put more reinforcements at stress points than anyone!

So, when you're ready for a new boat cover, choose the quality standard of the industry... a cover by **The Sailors' Tailor**.

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FULL DECK COVER FOR TRAILING &/OR  
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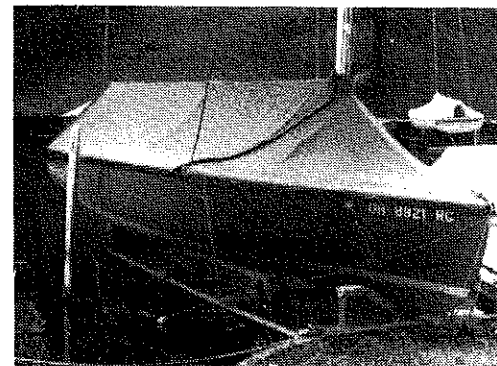
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BOOM TENT THAT COVERS FROM MAST OF  
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# Speed Under Sail

by Bob Summerfeldt FS 264-Fleet 165  
Cave Run Lake, Morehead, KY

A few years ago, I compiled this trim chart which indicates relative amounts of various sail adjustments and their basic relationships for the four basic wind regimes. This was assembled from trimming guides from several different sailmakers, magazine articles, Dr. Stuart Walker's book "A manual of Sail

Trim" and other sources. While this was developed specifically for my Flying Scot and some of the specifics have since been improved upon, the principles are broadly applicable to all boats. With this as a starting point, one should be able to develop a similar set of adjustment descriptions based on what

works in which wind strength. This chart can and should be expanded to include other variables, such as crew position and weight (both athwartships and fore-and-aft), centerboard position, heel angles, values for rig tension, and other items affecting speed and velocity made good to windward. ▲

## Trim Chart

### Going to Windward

Air	Light	Medium	Medium	Heavy
Sea	Flat	Flat	Chop/waves	Waves plus
Wind Speed (MPH)	0-4	4-12	6-14	Whitecaps & up
Gear (Dr.S. Walker)	Low Leeway	Point	Go	Low Leeway

### Mainsail

Twist	some	minimum	some	more
Top Batten	out 5 deg.	parallel <i>hook only to pinch briefly</i>	parallel to out 5	out 5 to 10 deg.
Sheet	loose	tight	play in puffs	play way out
Vang	off	no slack	firm	maximum
Leech Telltales	flowing	just stalling	flowing	flowing
Shape	full	flat	full	very flat
Draft location	middle	back	middle	forward
Outhaul	off	tight	ease some	very tight
Cunningham (lower cloth)	minimum	slight*	more*	*check wrinkles
Halyard (upper cloth ten.)	minimum	some*	some*	*check wrinkles

### Jib

Twist	some	minimum	some	lots
Top Batten	out 10-15 deg	parallel	out 10-15 deg.	out 10-15 & play
Lee Sheet	loose	tight	ease slightly	play out
Weather Sheet	minimum	full	full	minimum(?)
Lead Block	Forward	forward	back 2"	back 6"
Shape	gentle	flat entry	full	medium & flat
Draft Location	back	medium	forward	forward
Halyard (cloth tension)	minimum	slight*	more*	*check wrinkles
Lee telltales	flow	just stall	flow	flow

### Miscellaneous

Rake Dimension	28' - 5" (?)	28'-6"	28'-6"	28'-7"
Shroud Slop	5"	5"	2"	2"
Forestay Sag	maximum	less (by tension on mainsheet)	medium	less

# Steering Fast in Waves

by Paul-Jon Patin, FS 4969

as published in *Shore Sails News*

How many times have you been sailing alongside someone and all of a sudden you slam a wave and the other boat shoots ahead a boat length? Or you're sailing downwind and someone else just seems a little faster? Well, I never underestimate the importance of sail trim or wind shifts, but my guess is... that the other person probably steered better through the waves.

I believe one of the most overlooked aspects of racing is the sea condition and how it affects boatspeed. Wave conditions can really torture you if you disregard their potential. Upwind, I usually estimate at least 1/2 boat length loss for every "bad one" (give or take, depending upon the type of boat). The skipper should sit in a place where he or she can see the wave sets approaching just ahead and to windward. If that is not possible, have the crew up forward call the waves for you, counting down the seconds to the approach of the bad set. There is nothing worse than sitting on the rail without a job, so you should have plenty of volunteers to call waves. In addition, I have noticed that helmspersons on big boats tend to have sharper concentration when the crew is actively involved with the conditions.

On any boat I like to see what is going on up the course and on keelboats my focus is between the waves off the bow and the wind on the headsail. Keelboats generally perform best steering up the face and down the back of the wave. The mainsheet trimmer and helmsperson should communicate frequently concerning the feel of the helm and should work together to keep the boat on its feet and in the groove through the waves.

In small boats my ideas are very similar. A helmsperson must anticipate waves and have the boat powered up as they hit. I try very hard not to hit a wave with my bow at an angle sharper than 45 degrees. Steering with sails and crew weight is the most effective wave technique and greatly reduces the chances of stalling. These techniques can be perfected through practice, but first visualize the process with these fundamentals in mind.

- Weight to windward heads the boat down.
- Weight to leeward heads the boat up.
- Trimming the main heads the boat up.
- Trimming the headsail pushes the bow down.

Remember, your adjustments may only need to be subtle to stay in the groove through the waves. You should also have a thorough understanding of your one-design class rules and Rule 54 so that your actions are not misconstrued as stupid. Wear a lifejacket, not just in races because the Sailing Instructions say so, or it's the law, but because it's smart to take care of your life, extra especially when you're out by yourself. ▲



# Flying Scot Sailing Association Annual Meeting

NAC, Tuesday, July 2, 1996, 7:30pm, Oswego, New York

**THE ANNUAL MEETING OF THE FLYING SCOT SAILING ASSOCIATION WAS HELD ON TUESDAY, JULY 2, 1996, 7:30PM AT THE OSWEGO YACHT CLUB IN OSWEGO, NEW YORK.**

Dave Jacobsen, president, called the meeting to order and welcomed everyone. Jacobsen thanked Fleet 159 for all of their work in putting together this regatta. Special appreciation was expressed to Chris and Jeanne Rotunno and the Oswego Yacht Club. MaryAnn Crews presented the Executive Secretary's cup to Dave Jacobsen. Past winners were recognized. Harry Carpenter was recognized for winning the US Sailing Sportsman of the Year award. Jacobsen expressed sadness that John Pridmore, our treasurer, died unexpectedly last year and will be missed. Margaret Pridmore, who made a special trip to be present, was recognized. Next year's regatta dates and places were announced: Mid Winters, Panama City, Florida; October 11-12, Wife-Husband, Rudder Club of Jacksonville; NAC in Lake Norman, August 1-8. Dave Alkire, chair of the 1997 NAC issued a special invitation to all to attend. A motion was made, seconded, and passed to dispense with the reading of the minutes.

## OFFICER REPORTS:

**1st Vice President** Terry Dees-Kolenich announced that the Fleet of the Year award would go to Fleet 1, Lake Cowan.

**2nd Vice President** Dan Goldberg had no report.

**Secretary/Treasurer** Jim Harris had no further report. Copies of the financial statement and minutes were available.

**Editor** Sunshine Hartman was not present at the meeting.

**Measurer** Bob Neff had no report.

Bernie Knight reported for the **nominating committee**:

President .....Terry Dees-Kolenich  
1st VP .....Dan Goldberg  
2nd VP .....Jim Harris  
Secretary .....Jack McClurkin  
Treasurer .....Peter Seidman  
Measurer .....Bob Neff  
Editor .....Sunshine Hartman  
Nominating Committee Member .....Paul Moore

Commodore .....Dave Jacobsen  
Immediate Past Commodore .....Bernie Knight

The floor was opened for further nominations. There being none, the motion was made, seconded and passed to accept the entire slate by acclamation. The motion carried.

**Crews** read the suspension and revocation of fleets:

Revoked: .....Fleet 33  
.....Fleet 123

Suspended: .....Fleet 12

Jacobsen reported that Palmer Davis had put a page on the Internet for FSSA. This has been turned over to a Committee and Headquarters to keep the page up to date. He announced that due to cost of living increases it has become necessary to increase dues for the first time in eight years. Membership fees will increase by \$5 in each category.

Crews called the roll of fleets and all motions were voted on and carried.

Jacobsen introduced the new president, Terry Dees-Kolenich. She presented the clock to Dave Jacobsen with much appreciation for all of his time, efforts and deep commitment to the Class. Kolenich recognized the other Board members present.

There being no further business, the meeting was adjourned. ▲

## DEADLINES

*District Governors, Fleet Captains, Boat Owners, Friends...*

Don't forget! Deadline is when I have to send your copy to the printer- so mail early!!

Deadline	Issue	District Responsible
12/15/96	Mar/Apr '97	NEW ENGLAND
2/15/97	May/June '97	MICH/ONT & GREATER NY
5/15/97	July/Aug '97	GULF
6/15/97	Sept/Oct '97	TEXAS

# 2nd Annual Crystal Ball Regatta

Crystal Sailing Club's Flying Scot Fleet 41 hosted the Second Annual Crystal Ball Regatta on August 10th & 11th. Nine boats participated in a 5 race regatta marked by light and shifty winds.

Concentration was the order of the day to catch the circling winds. Steve Last with Bonnie Walthorn crewing kept their cool and sailed a nearly perfect series. Kent and Freyja Davis finished second with the crew of Doug Christensen and Fritz Wagner a very close 3rd (tie breaker needed).

The Sailing Club demonstrated their traditional hospitality with nearly the entire club membership volunteering. ▲

## RESULTS:

	Points
1 Steve Last .....	7.25
2 Kent Davis .....	12.75
3 Doug Christensen .....	12.75
4 Chuck Sorrick .....	17
5 Bruce Korstange .....	24
6 Bob Saukas .....	31
7 David Mellor .....	38
8 Roger Boyer .....	40
9 J.D. Poulos .....	41

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- ◆ Bright red / deep navy / bright red / S-2XL
- ◆ Black / heather grey / black / S-3XL
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Address: \_\_\_\_\_ Boat #: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_ Fleet: \_\_\_\_\_ Renewal ☐ New ☐

### METHOD OF PAYMENT:

☐ Check (Please enclose with this form) Name on Card: \_\_\_\_\_  
☐ Credit Card (circle one) MC VISA AMEX Signature: \_\_\_\_\_  
Card # \_\_\_\_\_ Exp. \_\_\_\_\_ Amount Enclosed: \_\_\_\_\_

### FLYING SCOT® SAILING ASSOCIATION

- ☐ **ACTIVE MEMBER** .....\$35  
(F/S owner, part owner, or designated club member of YC owning a F/S)
- ☐ **ASSOCIATE MEMBER** .....\$25  
(Non-owner who has been for at least 3 months part of the regular crew of a specific F/S whose owner is an active member; part owner if another part owner is an active member; wife, husband or child of an active member; or designated YC members of YC that have active memberships on all Flying Scots owned.)
- ☐ **FAMILY MEMBER** .....\$50  
(Combination of one active member and unlimited associate members who are all members of the active member's immediate family and are residing at the same address. There is one vote per family membership and only one member of the family may hold office. The active member is the only member to get FSSA mailings with this classification.)  
List first names of family: \_\_\_\_\_
- ☐ **SUSTAINING MEMBER** .....\$25  
(All other non-owners of F/S)
- ☐ **SPONSORING MEMBER** .....\$50  
(Company or individual who provides products and/or services to the membership or who has a special interest in FSSA)  
Scots n'Water subscription price of \$8.00 included in all above membership dues.

☐ **TRANSFER OF OWNER** .....\$5.00  
(Transfer of records and reissuance of Registration Certificate deeded for purchasers of used Flying Scot® sloops.)

### AS A MEMBER OF THE FSSA YOU WILL RECEIVE:

- *Scots n'Water*, our official publication, which is published six times a year, available only to members.
- It means that you will receive a copy of the official handbook as well as the roster of all Flying Scots and their owners.
- It means you can attend and compete in the North American Championships, the annual Mid-Winter Regatta, the Sandy Douglass Regatta and many other official Flying Scot® events, such as District and Local Regattas.
- Most importantly, you will protect your Flying Scot value.

# Flying Scot North American Championship

This years NAC was an outstanding success thanks to Regatta Chairmen Chris and Jeanne Rotunno and the many others who helped.

Ed. Note: The Rotunnos and crew sent a wonderfully detailed and organized report to SnW with many pictures. Thank you! Many thanks also to Dick Bene for the excellent photos he took while doing race committee.

## QUALIFYING RACES • TUESDAY, JULY 2, 1996 CHAMPIONSHIP DIVISION

	Sail #	Skipper	SEC	Masters	R-1	R-2	R-3	Total
1	4916	Greg Fisher	B		0.75	0.75	0.75	2.25
2	4945	Graham Hall	A		2.00	0.75	0.75	3.50
3	3290	Danny Waltuck	C		5.00	6.00	2.00	13.00
4	5019	Harry Carpenter	A		7.00	5.00	7.00	19.00
5	4620	Mike Cullen	A		3.00	3.00	14.00	20.00
6	4884	David Neff	B		4.00	2.00	16.00	22.00
7	1261	Jay McNeff	C		2.00	17.00	4.00	23.00
8	4943	Charlie Buller	B		9.00	6.00	8.00	23.00
9	50/51	Peter Christian	D		6.00	12.00	6.00	24.00
10	4115	Bernie Knight	D		4.00	9.00	11.00	24.00
11	1342	Jack Stewart	D	Masters	3.00	16.00	8.00	27.00
12	3913	Josh Goldman	B		8.00	3.00	18.00	29.00
13	4991	Dan Goldberg	A		13.00	7.00	10.00	30.00
14	5047	Peter Salmon-Cox	D	Masters	0.75	28.00	2.00	30.75
15	4722	Frank Gibson	D	Masters	9.00	18.00	4.00	31.00
16	4937	David Jacobsen	C		10.00	9.00	12.00	31.00
17	1518	Jim Leggette	B		5.00	4.00	22.00	31.00
18	4254	Peter Seidman	B		17.00	13.00	3.00	33.00
19	301/303	John Tete	B		12.00	8.00	13.00	33.00
20	2259	Don Griffin	D	Masters	12.00	19.00	3.00	34.00
21	6/16	Bob Cowles	D	Masters	13.00	10.00	12.00	35.00
22	5126	Charles Fowler(A)	D	Masters	8.00	11.00	16.00	35.00
23	4357	Dave Tonkin	A		6.00	12.00	17.00	35.00
24	5007	Steve Bellows	C		28.00	2.00	7.00	37.00
25	4510	Larry Taggart	D		28.00	7.00	5.00	40.00
26	3	Paul Lee	A		15.00	16.00	9.00	40.00
27	1557	Greg Kampf	B		14.00	15.00	11.00	40.00
28	4096	Forest Rogers	A		11.00	10.00	19.00	40.00
29	5050	Richard Newell, Jr.	D	Masters	7.00	21.00	13.00	41.00

## CHALLENGER DIVISION

1	4296	Jim Harris	D	Masters	14.00	5.00	25.00	44.00
2	4108	Hank Sykes	C		28.00	8.00	10.00	46.00
3	2516	Mark Riefenhauser	B		16.00	17.00	14.00	47.00
4	460	Whitney Hall	A		10.00	14.00	23.00	47.00
5	2363	Gary Werden	C		11.00	11.00	26.00	48.00
6	32	Tom McCabe	C		28.00	18.00	5.00	51.00
7	4710	Sandy Eustis	C		28.00	19.00	6.00	53.00
8	6	Jim Cavanagh	C		28.00	4.00	21.00	53.00
9	4999	Robin Collins	C		28.00	13.00	15.00	56.00
10	2707	Roger Schermerhorn	B		20.00	14.00	23.00	57.00
11	3691	Doug Smith	B		19.00	20.00	20.00	59.00
12	1635	Randy Rubenstein	C		28.00	15.00	17.00	60.00
13	3212	William S. Elkins	B		21.00	20.00	19.00	60.00
14	4433	Charles T. Swenson	A		18.00	21.00	21.00	60.00
15	5102	David Robison	C		28.00	27.00	9.00	64.00
16	4436	Thomas Purdy	A		24.00	24.00	18.00	66.00
17	1	William B. McIntyre, Jr.	C		15.00	27.00	24.00	66.00
18	5/19	Paul Toro	A		23.00	22.00	22.00	67.00
19	4852	Charles Alday	A		27.00	27.00	15.00	69.00
20	2	John Gallagher	B		25.00	22.00	25.00	72.00
21	5089	Doug Tucker	A		22.00	23.00	28.00	73.00
22	3029	Donald C. Hott	D	Masters	28.00	28.00	20.00	76.00
23	2901	Alan Armstrong	D	Masters	28.00	23.00	28.00	79.00
24	5033	Tom Sullivan	D		28.00	28.00	24.00	80.00

# Flying Scot North American Championship

## CHALLENGER DIVISION • FRIDAY JULY 5, 1996

SAIL #	SKIPPER, CREW	TOWN	R-1	R-2	R-3	R-4	R-5	TOTAL	
1	6	Jim Cavanagh, Mike Boehl	Sharon, MA	2	6	.75	3	.75	12.50
2	2363	Gary Werden, Ben Pierce, Tara Werden	Sharon, MA	.75	7	4	2	3	16.75
3	4999	Robin Collins, Colin Kinnear	Don Mills, ONT	3	4	3	5	2	17.00
4	4108	Hank Sykes, Mark VanWaes	New Haven, CT	12	8	2	.75	4	26.75
5	460	Whitney Hall, Sally Smith, Rupert Berk	Urbana, IL	5	2	9	9	5	30.00
6	1635	Randy Rubinstein, Scot Rubinstein	Sharon, MA	7	10	6	4	7	34.00
7	5089	Doug Tucker, Adam Karns	Marrietta, NY	6	11	8	7	8	40.00
8	2516	Mark Riefenhauser, Frank Riefenhauser	Waterbury, CT	10	14	5	6	6	41.00
9	4710	Sandy Eustis, Jesse Eustis	Cincinnati, OH	8	3	7	10	25	53.00
10	2707	Roger Schermerhorn, Pat Schermerhorn	Waldorf, MD	14	5	11	11	25	66.00
11	32	Tom McCabe, Doug Smith	Webster, NY	21	12	12	12	9	66.00
12	5102	David Robison, Adriane Robison	Danbury, CT	9	.75	10	25	25	69.75
13	3691	Doug Smith, Susie Hauth	Willowdale, ONT	20	17	13	8	12	70.00
14	3212	William S. Elkins, Sal Alphonso	Syracuse, NY	13	20	16	14	10	73.00
15	5/19	Paul Toro, Eileen Toro	Detroit, MI	15	13	14	25	11	78.00
16	4852	Charles Alday, Teresa Alday	Chelsea, MI	4	9	17	25	25	80.00
17	4436	Thomas Purdy, Deseree Purdy, Pete Caroccio	Oswego, NY	23	16	18	13	25	95.00
18	2	John Gallagher, John & Caroline McWilliams	Harper Woods, MI	24	22	15	15	25	101.00
19	4433	Charles T. Swensen, Jill Swensen	Baldwin, NY	11	19	25	25	25	105.00
20	2901	Alan Armstrong, Jeannette Armstrong	Johnstone, PA	18	15	25	25	25	108.00
21	4296	Jim Harris, Peggy Woodworth, Brian Struges	St. Louis, MO	19	18	25	25	25	112.00
22	5033	Tom Sullivan, Kathy, Devin & Shane Sullivan	Skaneateles, NY	17	23	25	25	25	115.00
23	3029	Donald C. Hott, Charlotte Hott	Keyser, WV	16	25	25	25	25	116.00
24	1	William B. McIntyre, Jr., Mary Ellen McIntyre	Grosse Pointe, MI	22	21	25	25	25	118.00

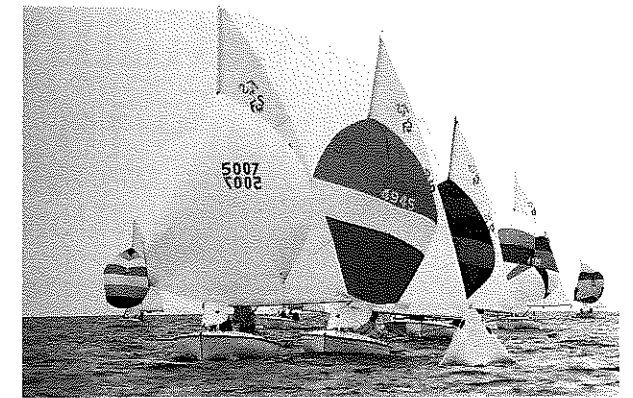
## CHAMPIONSHIP DIVISION • FRIDAY JULY 5, 1996

SAIL #	SKIPPER, CREW	TOWN	R-1	R-2	R-3	R-4	R-5	TOTAL	
1	4916	Greg Fisher, Brian Hayes	Columbus, OH	.75	.75	.75	.75	.75	3.75
2	4945	Graham Hall, Kate Fullmer	Kings Point, NY	3	2	2	11	2	20.00
3	5007	Steve Bellows, Hank Williams	Pensacola, FL	6	3	4	4	5	22.00
4	4620	Mike Cullen, Johnathon Vehar	Westerville, OH	13	4	3	9	3	32.00
5	3	Paul Lee, Denise Lee	Farmington, MI	4	11	9	2	11	37.00
6	4943	Charlie Buller, Andy Buller	Westlake, LA	2	5	5	16	10	38.00
7	4884	David Neff, Bob Neff	Edgewater, MD	8	12	7	7	4	38.00
8	3290	Danny Waltuck, Trista Waltuck	Boston, MA	5	6	10	12	6	39.00
9	4510	Larry Taggart, Carrie Haydel Berger	New Orleans, LA	7	10	11	6	12	46.00
10	3913	Josh Goldman, Peter Beam	Greenwich, CT	10	24	8	5	7	54.00
11	5019	Harry Carpenter, Bill Dunham	Oakland, MD	9	30	12	3	8	62.00
12	4357	Dave Tonkin, John Enwright, Kevin Comerford	Oswego, NY	20	17	6	10	9	62.00
13	1261	Jay McNeff, Leila McNeff	Foxboro, MA	25	8	20	15	13	81.00
14	5126	Charles Fowler, Nancy Fowler	Miami, FL	27	13	13	21	15	89.00
15	4096	Forest Rogers, Melanie Dunham	Brookfield, CT	18	18	15	8	30	89.00
16	1557	Greg Kampf, Diane Kampf	Linwood, MA	15	21	18	19	16	89.00
17	50/51	Peter Christian, Scott Christian	Gulfport, MS	23	16	23	14	17	93.00
18	4937	David Jacobsen, Jeff Germain	Woodbury, CT	14	20	16	13	30	93.00
19	5050	Richard Newell, Jr., Susan Hauser	Kensington, MD	16	9	22	18	30	95.00
20	4254	Peter Seidman, Ann Seidman	Ballston Lake, NY	22	14	26	22	18	102.00
21	1518	Jim Leggette, Viv Paladin, Mike Funk	Brandon, MS	28	25	21	20	14	108.00
22	4722	Frank Gibson, Debbie Gibson	Arlington, VA	17	7	25	30	30	109.00
23	301/303	John Tete, Kip Tete, Nathaniel Allured	Lake Charles, LA	24	19	14	23	30	110.00
24	6/16	Bob Cowles, Linda Cowles	Detroit, MI	26	26	17	17	30	116.00
25	2259	Don Griffin, Barbara Griffin	Pittsburgh, PA	11	23	24	30	30	118.00
26	5047	Peter Salmon-Cox, June Schneider	Millersville, MD	19	15	30	30	30	124.00
27	4115	Bernie Knight, Barbara Knight	Hudson, OH	21	28	19	30	30	128.00
28	1342	Jack Stewart, Martha Lee Stewart	Alliance, OH	12	27	30	30	30	129.00
29	4991	Dan Goldberg, Jimm Starr, Joni Reis	Bethel Park, PA	30	22	30	30	30	142.00

# Flying Scot Women's North American Championship

## Total Points

1	Vicky Stump, Avery Patton, Nancy Haley	Harwich Port, MA	4.5
2	Susan Hauser, Pat Schermerhorn	Kensington, MD	5.75
3	Melanie Dunham, Trista Waltuck, Chris Nickerson	Pawling, NY	7
4	Ann Seidman, Leila McNeff	Ballston Lake, NY	12
5	Whitney Hall, Sally Smith	Urbana, IL	18



Cybe mark



Weather mark—Fisher first

## Special Award Trophy Winners

- Brian Hayes (c), Greg Fisher (s), Race Winners, Race 1 Div 1, Race 2 Div 2, Race 3 Div 2.
- Kate Fullmer (c), Graham Hall (s), Race Winners Race 2 Div 1, Race 3 Div 1.
- Brian Hayes (c), Greg Fisher (s), Race Winners, Championship Race 1 (Maxine Elam Trophy), 2,3 (John C. Jones, III Memorial Trophy), 4 (Buddy Pollack Trophy) & 5.
- Gary Werden (s), Tara Werden (c), Ben Pierce (c), Race Winners - Challenger Division Race 1 (Fred Crapo Trophy).
- Mike Boehl (c), Jim Cavanagh (s), Race Winners, Challenger Division Race 3 & 5.
- Hank Sykes (s), Mark Van Waes (c), Race Winners, Challenger Division Race 4.
- Brian Hayes (c), Greg Fisher (s), Paul C. Schreck Trophy - Most First Places (Qualifiers & Final Series).
- Paul, Elliot, Denise Lee, Mary Douglass Trophy - Best Family Sailed Boat With Ladies on Board.
- Paul, Elliot, Denise Lee, Ted and Florence Glass Trophy - Best Boat With Husband/Wife Crew (True Love Trophy).
- Whitney Hall - Huron Portage Yacht Club Trophy - Highest Placing Woman Skipper.
- Gary Werden (s), Tara Werden (c), Ben Pierce (c) - Nancy Roman Trophy - Challenger Division, Highest Finisher with Woman Aboard.
- Jack & Martha Lee Stewart, Huron Portage Yacht Club Trophy - 1st Place Masters Division.
- Dave (s) and Bob (c) Neff, Father/Son Trophy.
- Leila, Corey, and Jay McNeff, Greg and Diane Kampf, Danny and Trista Waltuck, Fleet 76, Lake Massapoag, Sharon, Mass. Fleet 1 Trophy - Best Fleet in NAC.
- Paul (s), Elliot, Denise (c) Lee, Best Sailed Club - Owned Flying Scot.
- Charlie Buller, Skipper Traveling the Greatest Distance to the NAC Westlake, LA - 1,593.4 miles.
- Hank Williams (c), Steve 'Doc' Bellows (s), Championship Division 3rd Place, George L. Foster Trophy.
- Kate Fullmer (c) and Graham Hall (s) Championship Division 2nd Place, Howard Boston Yacht Sail Trophy.
- Greg Fisher (s) and Brian Hayes (c) Championship Division 1st Place, Gordon K. Douglass Trophy.



# How Can We Attract More Juniors to the Junior NACS

by Joe Rotolo FS 1875

Joe is a teacher and the founder/advisor to the Oswego High School Sailing club since its inception in 1982. Club membership varies between 60 & 100 students from both the high and middle schools. Joe's Scot has been used exclusively by HS students for many years as the club was forming and as the only boat used on a daily basis for sailing instruction by the Oswego Maritime Foundation. The Maritime Foundation now stands as a national model for community based sailing programs. The club now owns four Flying Scots and the Maritime Foundation two. Joe still donates his boat to the club and the Maritime Foundation on an as needed basis.

The subject of why we are not able to attract more junior sailors to our North American Championship was raised at this event in July of 1996. This is Joe's reply.

Let's face it, if there is not something done soon to attract new younger members to our sport, our passion just might pass on with us. It seems that we are seeing the same faces over and over for the past several years. On the other hand, do we realize the experience and talent that our fleets have at their disposal? We also possess a truly easy to sail and safe boat for youngsters to learn on. That 80 pounds of lead embedded in the tip of our centerboards will make us all look like expert teachers. It is quite possible that we have the raw material for a premium junior training effort, if enough individuals buy into it.

Wouldn't it be great if every adult sailing team had been mentoring junior sailors at their home ports all year long? The juniors could travel with the seniors and race the first day. The juniors could use the boats belonging to their mentors. The juniors who might be accompanied by their parents could return home early, leaving the mentors to fully enjoy the week long regatta. A

similar pattern might be tried at the local regatta circuit.

Where do the youngsters come from? The most obvious answer would be from the children of the present boat owners. Are there enough of us with children who want to sail? Maybe we might have to look into the community for newcomers to our sport. One possible source might be a local scouting troop. Simply contact their scout leader and invite them for a strictly fun sail. It should be no surprise to you that many will want to go sailing again. How about an ad in the local paper offering free sailing rides? How about starting a local high school sailing club? A community invited junior Yacht Club program? Why not invite a neighboring youth? Use your imagination!

It is probably not a good idea to push racing, racing, racing. It is very important that the juniors have fun. When they stop having fun there will no longer be a junior program. It is also realized that racing is probably the quickest way to teach efficient sailing. Do not forget to teach courtesy and responsibility. Youths learn very quickly and try really hard to let them do things for themselves. Our schools teach most subjects in classrooms, but seldom allow time for the students to apply their knowledge to real life situations. Not all youngsters will strive to be skippers.

A super source of how students learn and how to be an effective teacher is published by our sports governing body, US Sailing. Just send for their publication, "Teaching & Coaching Fundamentals for Sailing." This publication is so complete that it should be used by teacher training institutions. While you are doing this why not ask for their "Start Sailing Right" manual. It is

an excellent source of how to teach having SAFE FUN ON THE WATER. You might want to do this before you invite any youths to go sailing.

Another interesting thing you might learn is that many youngsters will actually enjoy performing maintenance work on the boats you are letting them use. If you allow this to happen watch the pride they take in the care of your boat. You will actually be granting them responsibility. Self esteem is usually the result of a job well done or a really sharp looking boat.

Another important thing to remember is that it is usually impossible to do it all yourself. The Oswego high school club has been blessed with many fine mentors over the years. This year local adult mentors Ron Costaldo, Dave Tonkin, Liz McCormack and John Caroccio volunteered enormous amounts of time which enabled five three person teams to compete successfully in the North Americans. Bob Zuber, another HS teacher is the dedicated safety power boat operator. Life jackets are worn at all times. There has thankfully, never been a problem.

Our present rule which allows a blood relative to be on board while a junior is competing might be counter productive to self reliance for students of junior and senior high school. The members of the Oswego club were actually asking their mentors to let them sail alone. Perhaps there should be a family division for younger students with parents and a separate junior division.

Let's see if we can make a difference in the number of junior teams competing next year, not only at the national but at the local level as well. Most of all, lets not forget why we all sail. Is it not for fun? ▲

## Caveat Emptor

FS 1421- Customflex, light, strong, and in excellent condition. White deck, blue stripe, black bottom, two sets of sails, spinnaker with pole, Harken hardware, stainless steel mast sleeve with new hinge, shimmed centerboard trunk, 360, three horsepower outboard with bracket, trailer has large storage box and three new tires, two covers- one is a sturdy trailering and mooring design. Can deliver. Located near Boston, MA. \$4800. Call Bob Wray, (508) 263-2121.

FS 1524- Fire red w/white deck, full boat cover over boom, extra mainsail, internal spinnaker sheet system, 5:1 boom vang, outboard bracket. Stored dry. Trailer w/tongue jack. Located Michigan/Indiana border. \$2950 O.B.O. Call Don Mitchell, (407) 334-5809 11/10 to 5/5.

FS 2992- Custom flex built: yellow hull, red stripe, and white deck. Pamco tilt trailer, anchor, paddle, and life jackets. Harken equipped with 1 suit of sails. Austin, TX. \$3400. Call Dan Treadwell, (512) 984-5205 work, or (512) 219-1062 home.

FS 3828- Douglass, TeeNee Trailer with spare. White with red stripe. Two sets of sails-new North main and jib, race ready, cover and accessories. Boat dry sailed and stored covered. \$3950. Call Warren Ratley (901) 628-7328.

FS 3560- Trailer, 3 jibs, 3 mains, 2 spinnakers. Rarely used last 5 years,

stored under roof. Race record: Winner of Fleet 1 Championship 5 straight years. Winner of Flying Scot Districts and 30th Anniversary Regatta. \$4500. Call Don Irvine, (513) 675-2610.

FS 4044- Douglass built. Fully race equipped with Tee-Nee trailer. Dry sailed, 2 sets of sails (1 new), spinnaker, all accessories, fast boat. Long Island, NY. Call Florence Farmer, (212) 799-5331.

FS 4233- Ivory hull deck, red stripe. Schurr sails, windowed. Tee-Nee trailer with spare. Never raced, seldom sailed, garage stored. Includes anchor, ropes, life jackets, bumpers. \$5,500. (412) 869-4117.

FS 4614- With Schurr jib/mainsail and galvanized Tee Nee trailer, tent-type over-boom cockpit cover. Available for inspection at Pleasure Cove Marina, Pasadena, Maryland. \$6000 or best offer. Call owner Michael Connor, (201) 966-1460 or Jeff Barger at Pleasure Cove, (410) 437-6600.

FS 4653- Douglass, white hull and deck, dark blue cover. Dry sailed. Harken race equipped, WACO 360 centerboard, vang, 2 full sets of sails. Galvanized trailer. Full skirted cover. Extra equipment. \$7500. Contact Jim Knorr, (305) 453-9835. jim.knorr@email.fpl.com.

FS 4928- Silver w/blue stripe. Thru deck spinnaker sheeting & downhaul. Light weight Trailax aluminum trailer. Two sets of three sails. Motor mount & light weight 112 HP motor. Full skirted cover.

Trailering cover. 4 to 1 internal outhaul. 12 to 1 vang w/console. Dry sailed. Arlington, VA. \$8000. Call William Sanjour, (703) 603-9931.

FS 5065- 1996 dark green hull w/ivory deck, Schurr main, jib & spinnaker. Aluminum trailer w/spare. Boat cover, and more. Mobile, AL. \$11500. Call Jim McKeever, (334) 443-8200.

FS 5085- New May 1996, in water ten times. White Hull and deck-red trim, north main, jib and spinnaker, jib leads on seat, internal spinnaker trim, console mounted pole lift and gil vang, internal outhaul, internal spinnaker halyard with reel, rudder lift system, dry sailed only from Trailax Low-Boy Aluminum Trailer. Long Island location. Flying Scot Factory List 12262. Illness forces sale. \$10,500. Contact Challey Freeman (516) 288-1426.

## Flying Scot Juniors' North American Championship

	Total Points
1. John T. Tete, Nathaniel Allured Lake Charles, LA.....	2.25
2. John Enwright, Elissa Lynne, Kevin Comerford Oswego, NY .....	6
3. Thomas Purdy, Deseree Purdy, Pete Caroccio Oswego, NY .....	11
4. Jamie Osler, David Osler Old Greenwich, CT.....	11
5. Mike Coffey, Ben Leonard, Brian Strugus Oswego, NY .....	14
6. Lindsay Schaefer, Deirdre Newell, Corina Toothaker Oswego, NY .....	19
7. Aaron Percy, Rachel Garrett, Katie Martel Oswego, NY .....	20

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15. Title: **Executive Secretary**

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118	4613	Chuck Newell	3509 Bethune Drive	Birmingham, AL 35223
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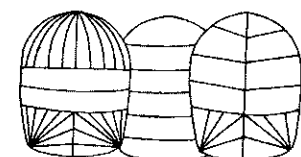
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<input type="checkbox"/> Jib Radials	\$30	<input type="checkbox"/> Main Radials \$80
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