

# Scots 'n Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 45 NUMBER 6 2001

## Pacific District Highlights



# North Customers Celebrate The New Millenium With A Sweep!



Photo by Bill Hillman



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North Sails celebrated the new millenium with a bang, taking the gun at all three major Flying Scot regattas. Bill Ewing, Eileen Ewing and Kris Smith sailed to victory at the 2000 Flying Scot Midwinters (left). Harry and Jimmy Carpenter (right) captured the NACs and John and Sue Clark claimed the 2000 Wife-Husband Nationals. Congratulations to all our customers who look good making *us* look good!

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## Attention Web Surfers and E-mail Users

The FSSA Flying Scot Website is online.

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. Updates on the web pages will occur between the first and fifteenth of the month. Visit the site frequently!

Please save all articles submitted for publication in the ASCII Text Format

## Scots 'n Water

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On the cover: Downwind at Ft. Worden.



# Somebody Moved Jamie's Cheese

by Jamie Cannon, FSSA Headquarters

I recently read a great book called *Who Moved My Cheese?* and I highly recommend it if you have any kind of change, major or minor, happening in your life. This little book is a quick and simple read that deals with handling the curves that life inevitably throws at all of us. What prompted me to read this best-seller book is that my cheese has definitely been moved.

I think that an issue within change involves decision-making. Always, when I have been faced with change I could look out, for there was a decision to be made – and decision makers must be mature. I have had major adjustments and changes going on in my life the past few years and these changes have made me realize that I am, perhaps, more mature and stronger than I ever gave myself credit for. So, change can create a self-test – a pop-quiz, if you will, for us to take a close look at ourselves as individuals. I suppose this would be looking at the glass half-full – the way I try to live.

I know of persons this year who have had to handle some catastrophic changes in their lives that created major alterations. Losing a loved one constitutes the

epitome of change and I thank God that I haven't had to face that one, yet. Some changes can be good, involving a new beginning or refreshment, so to speak, and cause one to – pack! I am engaged to marry a man who lives in Baltimore, Maryland, so that is taking me away from Columbia, South Carolina and, in lieu of that, away from J. Edgar Eubanks and Associates, as well. (Big, major change!)

As an administrative assistant to the Flying Scot Sailing Association, allow me this opportunity to humbly express my gratitude to the members of this fine organization for the past couple of years. It has been a wonderful adventure for me and I am grateful to so many of you. I hesitate to mention names in fear of leaving someone out, but I must thank two people in particular. Those two would be the FSSA presidents that I have worked for, Dan Goldberg and Jim Harris. Dan, thank you for your patience with all that you taught me when I first came on board – not only about sailing and the association, but also about life in general. Your gift of teaching is an inspiration to me. Jim, as well, you were passed the torch and handled it with an ease of transition

that did not go unnoticed. You are a gentleman and a scholar and I appreciate you, your dedication and the passion with which you work.

I want you to know that I am leaving you in good hands. My friend and colleague, Courtney Cantrell, who already knows much about the FSSA because of her work with the website, will take over my duties. I know you join me in welcoming Courtney. You will get to meet her at Midwinters in March.

I will remember all of you with fondness and will always treasure the friendships I have made with so many of you. God speed! Happy and safe sailing to all of you!

*May the road rise up to meet you.*

*May the wind be always at your back.*

*May the sun shine warm  
upon your face;*

*the rains fall soft upon your fields and  
until we meet again,*

*may God hold you  
in the palm of His hand.*

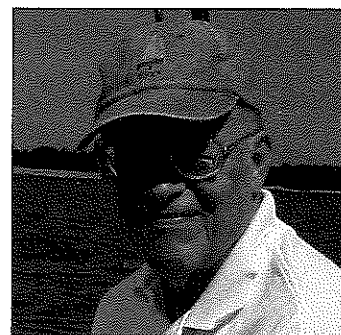
Traditional Gaelic blessings

## DISTRICT DEADLINES

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6/15/02	Volume 46, #4	NY LAKES	Ann Seidman	(518) 877-8731	pseidma1@nycap.rr.com

# From the President

by Jim Harris, FS 4296



Betty and I attended the Jubilee Regatta, November 9-11, in Pensacola and had a wonderful time (oh, those oysters!). Bernie Knight (our ol' '02 NAC regatta chairman) hosted the affair. The supporting cast included Jerry (PRO) & Sunshine Hartman, Tom & Sandy Pinkel (from Carlyle Sailing Association) and David & Leah Brewer from Pensacola. The weather was great for the weekend as well as during the extra week we spent on the beach in Alabama.

Pat Manicchia, how did you get such a good-looking son?

Pensacola Yacht Club is an excellent venue for the NAC's. There is plenty of water, wind and things to do and see. Bernie is working hard to see that we have a great regatta. I hope we get a big turnout. The dates are July 20-26, 2002.

Jim Robinson and the St. Andrews Bay Yacht Club gang are also working hard to have another outstanding Mid-Winter Regatta, March 18-22. Some significant subjects will be addressed at our meetings there, and I hope we will reach some

important decisions. Some of the issues are: Masters division format, NAC divisions, website changes and Scots 'n Water. Please encourage your District Governor to attend or to send a representative.

I'm doing my part for the sagging economy, having bought that brand new Flying Scot. My old boat, #4296, will soon be sailed by Bob Summerfeldt of My Old Flame fame.

See you on the water!

## Sailors Quiz

as seen in *Windword*, Wandycrest Sailing Club

### TEST YOUR KNOWLEDGE OF SAILING BY ANSWERING THE QUESTIONS BELOW

1. What are the two advantages of the bowline knot?
2. Who are the "three men in the tub"?
3. The moon looks like a capital D tonight in the northern hemisphere. Is it waxing or waning?
4. What is meant by a "slit rig"?
5. What do we call a wind change that forces a vessel to bear off to maintain a proper sail trim?
6. On the Mississippi River, how are green and red buoys differentiated easily at night?
7. What do we call the theoretical distance advanced by a propeller in one complete revolution?
8. Besides its effectiveness, what is the advantage of the Danforth anchor?
9. What is meant by "freshening the nip"?
10. To maintain proper sail shape, what should ordinarily be done to halyards as wind speed increases?

Answers are below.

1. It doesn't slip, it retains much of the line's tensile strength, and it does not jam (i.e., it can be untied easily even after loading).
2. The butcher, the baker, and the candlestick maker.
3. It is waxing.
4. It is a rig which carries its sail area on more than one mast (the yawl and ketch are two examples).
5. A "header".
6. The red buoys flash twice, the black and green, once.
7. The pitch.
8. It stays flat.
9. Shifting a rope to minimize wear and chafe.
10. They should be tightened to keep the draft properly positioned.

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The Schurr Sails design team has over 50 years combined experience in the development of fast, easy to set and trim, sails on the market today.

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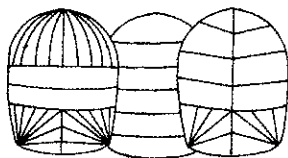
☐ 4.4 oz. Racing Cloth    ☐ 5.3 oz. Cruising Cloth    Number Color: ☐ Red; ☐ Blue; ☐ Green; ☐ Black; ☐ White

<input type="checkbox"/> Mainsail	\$660	<input type="checkbox"/> Jib Radials	\$40	<input type="checkbox"/> Brummels on Spinnaker	\$15
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<input type="checkbox"/> Jib	\$280	<input type="checkbox"/> Spinnaker-Biradial	\$475	<input type="checkbox"/> Mainsheet Retainer	\$10

Price includes bag, battens and royalty.

We would like a 50% deposit with order and balance upon delivery.

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# Racing Upwind in Big Air

by John Luard, FS 4240

At twenty seconds to the start a blast hits us, a starboard lift. The entire fleet flogs their sails and the middle crew screams out the time remaining; I can barely hear her although we're inches apart. We manage to stay in balance, sailing on the leeches of both sails, pinched up to keep a hole to leeward.

The gun goes, I shout, "HIKE, vang on hard", we're off.

Paul Lee starts just below us, and a regatta leader, Alby Terhune, comes out fast from the port end, the crew of three clinging to the topsides, only their lower legs in the boat.

The forward crew starts the information: "Several boats got off the line to windward better, the compass reads 190, Fisher is almost abeam to windward, 50 feet away. There is a huge pack on your hip, can't tack for a while."

"Thanks, hike."

"195, a lift. I assume you see how close Lee is?"

"Yes, here we go."

"192"

All around is noise. The rigging whistles, the front third of the main luffs, the waves come over the bow, but it's remarkably calm and happy in my brain. Anxiety vanishes into the exertion of hiking while easing and trimming the big Flying Scot mainsail. The helm is light; the doubts are gone.

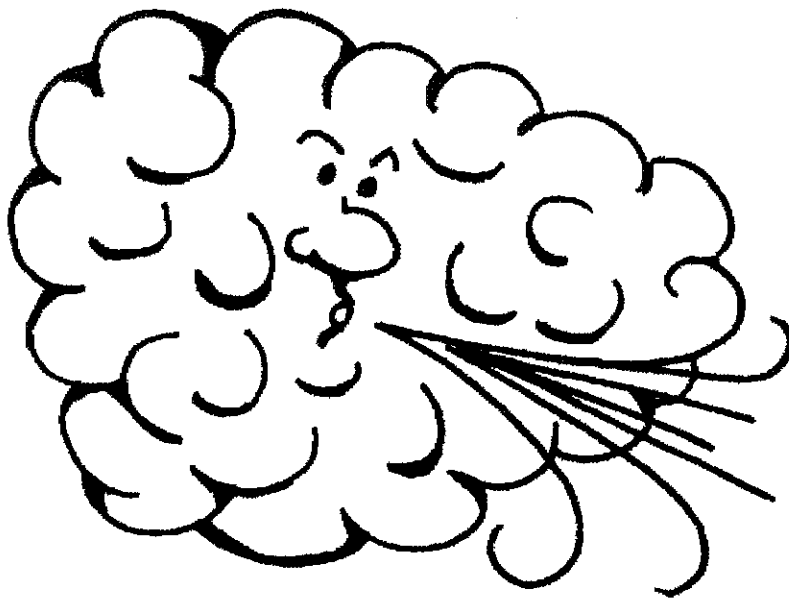
Terhune and crew are the same speed, but pointing higher than most, and, a couple of minutes into the race, have worked themselves almost directly in front of Lee, with three or four lengths of water between them. Their pointing has forced most of the boats to our left to tack, soon it will be Lee's turn. But I've been copying Terhune. Even flatter we

Normally being farthest left is not the place to be since the next shift is likely to be from the right. But, today is our day, the wind rotates toward the left, only a few degrees. This little shift appears to be a land effect (Ocean Gate beach is a quarter mile away) and it doesn't spread down into the fleet, only Terhune and our boat seem to have it. We feel fast, mean and strong, ready to parry and thrust with the wind and waves and, on this day, on this one leg, thrive.

Eventually the fifteen degree oscillations return, but by that time Terhune and our boat are directly downwind of the yellow tetrahedron and 50 yards ahead of the pack. Terhune is still faster, but not by much, and we're second to the mark, planing off under spinnaker while the remaining 54 boats flog their way upwind. It may never happen again, but it was sweet. When we're going well, the whole picture is clear: we see the big shifts and the small wavelets, we hear the

sail, even more main we luff, the helm goes completely neutral, maybe even some lee helm, but we are fast; we make less leeway. The forward crew reports Fisher is gaining less; the fleet is dropping back. Soon Terhune is headed and tacks. He will cross the fleet. The header reaches us a few seconds later but we hold for a bit, to avoid Fisher tacking on us. When farthest to the left we tack and all the leaders are on port.

sounds of the luffing main and the bow wave of the boat on our hip. Exhilaration comes from getting and keeping the boat in balance despite the gusts, shifts, and waves. Tugs on the tiller are eliminated; the lack of pressure on the rudder makes steering around waves easier. The symphony of wind, water and boat is the payoff for our training. The symphony will play all winter.



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40" fixed length black anodized aluminum fluted tube w/black 'Hyperlon' grip and rubber ball end. Urethane universal joint offers unlimited movement & unique fixed or snap-on/snap-off mount system. Complete w/bolts.

**\$34.00**

Clip to hold extension to tiller.

**\$1.85**

## Ronstan Telescopic X-10 Tiller Extension...

29" to 48" telescopic, same as Fixed X-10 above w/twist-lock adjustment. 'Hyperlon' grip on outer tube & ball end on inner tube, and urethane universal joint. Complete w/bolts.

**\$58.35**

Clip to hold extension to tiller.

**\$2.40**

## Spinnaker Pole...

1.5" diameter pole w/heavy duty Forespar end fittings designed to snap on without pulling the continuous wire trip.

**\$189.00**

## Transom Port 4"...

Aids in rescue of swamped Scot by allowing water to drain through transom while the boat is towed. Complete w/screws. Loaner hole saw available.

**\$9.65**

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## Motor Bracket...

Two-part bracket that bolts to the transom. Stand-off part stays with the engine so that bracket has a low profile when engine is not installed. Yoke that bolts to the transom is painted cast aluminum & stand-off part is stainless steel w/hardwood board for engine clamps. Complete w/fasteners & template.

**\$122.00**

## Bow Flotation Bag Kit...

Reserve buoyancy to help keep bow of a swamped Scot up and aid in rescue. Kit comes complete w/mounting blocks & hardware. Gelcoat and/or resin not included. Price complete.

**\$54.10**

Replacement bag only.

**\$39.70**

## Web Lifting Bridle...

Lightweight polyester webbing is easy on the boat and sails. Rolls up for easy storage in locker. Complete w/stainless steel ring, bolt & shackle.

**\$68.00**

## Jiffy Reefing Kit...

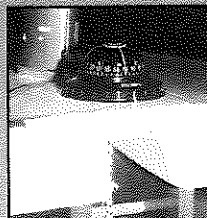
Hardware and line for single 36" reef reduces mainsail area by about 25%, but does not require removal of the bottom battens. (Modification to mainsail for reef grommets not incl.)

**\$47.70**

## Trailax Aluminum Trailer...

Lightweight extruded aluminum designed to keep boat low for easy access while rigging. Overall width is 7.5' and features 4.80 x 12" tires. Can be picked up at the factory or knocked down and shipped by truck (assembly required).

**\$1675.00**



## Aquameter Sailor II Compass & Mount...

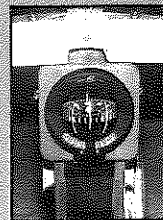
Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete.

**\$70.00**

## Plastimo Contest Tactical Compass & Mount...

3 5/8" card - read the horizontal surface for bearings. Read the vertical surface at the 45 degree lubber line, tack through 90 degrees and you will read the same number on the opposite tack's lubber line. Mahogany mount is held in place by shock cord for easy installation. Price complete.

**\$230.00**



## Tacktick Class Compass & Mount...

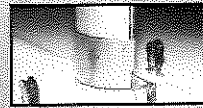
Enjoy the competitive advantage of having a digital heading display and essential start timer.

**\$380.00**

## Stainless Steel Mast Sleeve...

Custom formed, welded and polished stainless steel to reinforce the base of the mast. Complete w/screws.

**\$137.90**



## Rudder Lift System...

Features custom stainless bracket for lift line and shock cord to pull blade down and hold it down. Great for weed prone or shallow areas. Complete w/fasteners.

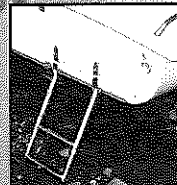
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## Swim Ladder...

Telescoping, stainless steel, two-step ladder that stows flat to the transom. Stainless grab rail through bolts to deck. Low profile to reduce mainsheet snags. Easiest way to get into the boat from the water. Complete w/fasteners. Ladder

**\$110.00**

Grab Rail **\$21.00**



## Mainsail Flotation...

For added security against turtling or burying the mast in the bottom. No modification to the boat or sails required for installation. Weight approx. 2 lbs. Price complete.

**\$145.00**



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# The Road to Inverness

by Ken Nelson, FS 25

So on we went over the hill to Frisco, down to the Haight, to check out the "Chopper" shop. Al had drooled all over the magazine with the chopper of choice on the cover, and wanted to check out the real article. He warned us not to intimate that we were members of the "Outlaws" or the Hell's Angel owner would likely take us out (not to dinner). After a couple of hours in the shop looking at parts for choppers (NOT Harleys), we were over the Golden Gate and on the road to Inverness, the holy grail of Flying Scot sailing on the Pacific Coast. Five boats from Fleet 100 (well four actually as Wanda and I chartered the Fleet 40 Fleet Captain Stanton Morris' boat), made the long trip to Inverness. Fleet 100's Pacific District Champions Al Hopp, FS 4887 (1998 District Champ) sailing the newest boat in Fleet 100, Van Ramsdell's, FS 5407 and Dennis Trimble, FS 1863 (1999 District Champ), made the trip. Pacific District Governor Ken Nelson, FS 25, Roger McVicker, FS 4368 and the "Flying Pickle", aka Gilles Gherkin, Dave Gilles, FS 2169, also made the trip to this year's regatta. Fleet 40 on Tomales Bay at the Inverness Yacht Club hosted this year's event. Participants enjoyed the legendary high-wind sailing, spectacular scenery, San Francisco and the Napa/Sonoma vineyards.

Al, Wanda and I spent some time on Thursday getting acquainted with the local wineries in Napa. Not sure that we had made the right call, we went out again Friday for a more in depth tour, spending enough time on Mt. Veeder to get acquainted with the higher echelon art and wine crew. Then having set up camp at Olema, we toured what is affectionately known by the locals as the "lichen fleet". There are Flying Scot's of



*Heading to the Windward Mark at Ft. Worden*



*Wanda Haddon, FS 25 comes off the water after Desert Regatta, "Was that fun or what?"*

*Continued on page 10*

Continued from page 9

every ilk on site from the lichen encrusted ones to the brand new variety. Van Ramsdell broke his boat in style, bringing his awesome, beautiful, cherried out, race equipped, sparkling, brand spanking new, flawless, gorgeous, gleaming, brilliant, polished, spectacular, oh, and did I say beautiful, new FS 5407. Boy did I hate to see all that banging at the dock!!

So, in the land of the crotch rocket, with Ducati's and Bimmer bikes a dime a dozen, our reformed Harley Hippy Al Hopp, Fleet Captain for Fleet 100 and all around great guy, lead the Van Ramsdell team to its first outing in Inverness. The now legendary winds were there like clockwork, building just as the tide filled the bay allowing us to go sailing...I am always amazed to see the Scot's at the lift being placed in the bay, they look so light, almost like they are Flying...And boy did they, at the time of the third race of the day on Saturday, the winds were really picking up. I asked Dennis Trimble if the winds lived up to the legend and he said, "if anything, you understated it!" Kim Desenberg of Fleet 40 and Wylie Rabbit National Champion, Robert Cardwell (perennial District Champ), led with Al

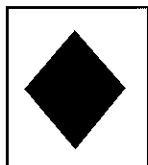


*Not your Fathers Flying Scot Fleet!!  
Al Hopp, FS 4887, reformed Harley Hippy looks pensive.*

Hopp and Ken Nelson in close pursuit in the first race (delayed so the wind and water would have a chance to build). That first race was a great start to a great regatta. We had two more races on Saturday as the wind continued to build. Saturday night our hosts had a fantastic feast with local barbecued oysters for

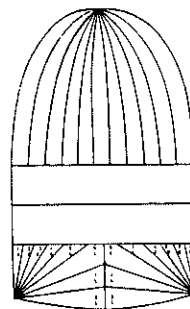
appetizers. Sunday produced two more great races, with Kim Desenberg and Robert Cardwell coming in first and second respectively. In a regatta that saw a couple of capsizes and ear-splitting grins on all the sailors, this was a regatta to remember. I can't remember when I was more tired. We'll be back!

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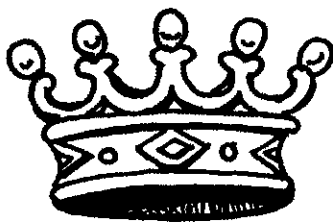
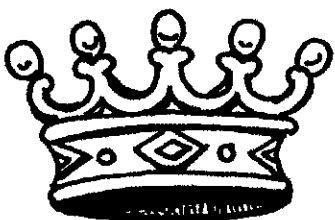
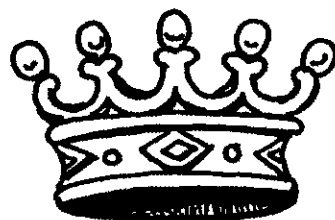
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# Fleet 100's Triple Crown

by Ken Nelson, FS 25

Well it was quite a year for old number 25. The year started out with the Desert Regatta held at Charbonneau Park on the Snake River, just above Ice Harbor Dam. For over 25 years this has been one of the biggest inland regattas in the Pacific Northwest. Written up in *Sailing World* by the Tasar fleet a couple of years ago as one of their favorite "bush" regattas this regatta draws world class sailor's from around the Pacific Northwest. The McKee brothers, off to New Zealand for the America's Cup have been frequent attendees, as well as all the other hotshot sailors in the region. One of the earliest regattas, it is generally the first weekend in May each year, a time when many are still chipping ice off the ramp. For the 1st time since 1998 someone broke perennial champion Al Hopp's hold of the Desert Regatta championship. In a close regatta not decided until the fickle winds of fate on the last day of racing, we were able to come up with a victory in the last race to break the tie with the venerable Harley Hippy Hopp FS 4887. Al Hopp was the hero of the Pacific Northwest when he was able to break the 33 year stranglehold that Inverness had placed on the Pacific Districts in 1998. The Desert Regatta this year had a mix of conditions with almost Inverness like winds on the first day. Strong winds the first day really favored those who were able to get out in front by the weather mark. The end of the first day's racing had Al Hopp and us (FS 25) tied for first place. Sunday started out with light winds that only got lighter as the day went on, this proved critical in the last race as sailors struggled to finish within the time limit within yards of the finish line. Fortunately for us, we were able to cross ahead of the rest of the fleet for the victory.

Leg two of the Triple Crown is our annual Ft. Worden regatta, held in Port



Townsend. This is our traditional site for the coveted "Bronze Bucket" regatta. In 2000, this was the site of our second hosting of the Pacific Districts with some of the strangest conditions on record. Robert Cardwell of Fleet 40, taking the regatta back to the legendary Inverness, won this regatta by anchoring in site of the finish. We were not able to race on Saturday because of thunder storms. Each time we went out to the pier to check the conditions, the lady's with long hair were our safety indicators. To us it did not seem safe to go out on the water when their hair stood on end at the pier...spooky.....This year brought more "normal" conditions, sort of Charbonneau on steroids, with shifty but strong winds and a significant current. I can remember times when just getting around the bell bouy was a feat. Last year Dennis Trimble FS 1863 (Pacific District Champion 1999) was flushed out to the straights of Juan de Fuca past the Pt. Wilson lighthouse by the strong current (no Dennis, that wasn't a wind line). This year's conditions again provided the normal great racing, great surroundings and great fun. Fleet 100 has the housing reserved three years in advance, this is the officers quarters featured in the movie "An Officer and a Gentleman". This is really a great place to sail and meet up with fellow Flying Scot sailors from around the Pacific Northwest. Old number 25 was able to come up with the victory again, beating out Al Hopp, FS 4887, with a last minute tack in the last race.

The third leg of the Triple Crown was the Desert Olympic Regatta Charbonneau (more affectionately known as DORC). In racing that was close and competitive, old number 25 "POV" (Persistence of Vision) was able to come up with victory again, winning this year's Fleet 100 championship regatta.

# Notice of Race

## Flying Scot Midwinter Regatta

### March 17 - 21, 2002

St. Andrews Bay Yacht Club • Panama City, Florida

#### **RULES:**

The regatta will be governed by "the current version of The Racing Rules of Sailing (RRS)"; the prescriptions of the United States Sailing Association; The Flying Scot Sailing Association Class Rules; the Notice of Race except as any of these are altered by the sailing instructions; and by the sailing instructions and any amendments thereto:

#### **ELIGIBILITY**

The Flying Scot Midwinter Regatta is open to all members of the Flying Scot Sailing Association and will be sailed in two divisions. Each competing skipper shall elect Division 1 (Championship) or Division 2 (Challenger) when completing the entry form prior to the beginning of the series, except the winner of the previous year's Division 1 & 2 titles must compete in Division 1 (Championship).

#### **SCHEDULE OF EVENTS:**

##### Registration and Sail Measurement:

1200-1700 Sunday March 17  
0800-1600 Monday March 18  
0800-1000 Tuesday March 19

##### Skippers Meeting

1000 Tuesday March 19  
St. Andrews Bay Yacht Club Ball Room

##### Racing Schedule:

Race	Day/Date	Warning Signal
Race 1	Tuesday 3/19	1220
Race 2	Tuesday 3/19	ASAP after Race 1 finish
Race 3	Wednesday 3/20	1220
Race 4	Wednesday 3/20	ASAP after Race 3 finish
Race 5	Thursday 3/21	1220
Race 6	Thursday 3/21	ASAP after Race 5 finish
Make-up Races	Friday 3/22	1020

#### **FEES:**

Boats wishing to enter shall submit their check in the amount of \$125.00 before March 10, 2002 (after March 10, 2002 - \$145.00) non US Sailing members add \$5.00 to the applicable registration fee to:

St. Andrews Bay Yacht Club  
Attn: Midwinter Regatta Chairman  
218 Bunkers Cove Road  
Panama City, Florida 32401

#### **SAILING INSTRUCTIONS:**

The sailing instructions will be available at registration and they will contain diagrams of courses to be used and a copy of the chart reflecting the general racing area.

#### **SCORING:**

The Low Point Scoring System, Rule A 2 of the racing rules will apply (with six races scheduled of which three shall be completed to constitute a series), except that there will be no throw out. In addition, the first sentence of Rule A 2.3 is changed to read: When there is a tie between two or more boats in a series, the boat which has defeated the other boat(s) the greatest number of times shall be awarded the higher position. If a tie still exists, the boat with the best finish in the last race, shall be awarded the higher position.

#### **PRIZES:**

Skipper and crew prizes will be awarded to the boats that finish first in each race in each division. Series prizes will be awarded to the first seven place boats in each division.

#### **ADVERTISING:**

The regatta is designated Category "A" in accordance with racing rule 79 and appendix G.

#### **BOW NUMBERS:**

Numbers provided at registration shall be applied to both sides of the bow of each boat approximately 6 inches below the deck and 6 inches aft of the bow. These numbers will be utilized during the Regatta in lieu of sail numbers to identify boats.

#### **SAFETY:**

It is each competitor's exclusive and individual responsibility to decide whether or not to race or continue racing, to wear a life jacket when conditions warrant, and to otherwise provide for his or her own personal safety. Competitors are reminded that all federal and state safety regulations should be observed.



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850-769-0000  
Best Western Suites 1035 E 23rd Street  
850-784-7700  
Howard Johnson's 301 E. 23rd Street  
850-872-8585  
Days Inn 301 West 23rd Street  
850-785-0001  
LaQuinta Inn 1030 E. 23rd Street  
850-914-0022 or 800-687-6667  
Comfort Inn 1013 E. 23rd Street  
850-769-6969

**CONTACTS:**

Regatta Chairman  
Jim Robinson  
(Home) 850-913-6132  
(Fax) 850-913-8249  
sailaway931@home.com

Regatta Headquarters  
St. Andrews Bay Yacht Club  
218 Bunkers Cove Road  
Panama City, FL 32401  
850-769-2453

**2002 FSSA Midwinter Championship Registration****March 17 - 21****St. Andrews Bay Yacht Club****218 Bunkers Cove Road****Panama City, Florida 32401****Skipper:** \_\_\_\_\_**Address:** \_\_\_\_\_**Crew:** \_\_\_\_\_**Crew:** \_\_\_\_\_**Sail #** \_\_\_\_\_ **USSA Member #** \_\_\_\_\_**Division:**    ☐ **Championship**    ☐ **Challenger**

Must be a current member of FSSA or join at registration.

**Fee:**

\$125.00 if postmarked by March 16. (Add \$10.00 if not providing USSA membership number)  
\$145.00 if postmarked after March 16 or in person at registration.

Make checks payable to St. Andrews Bay Yacht Club

# Tight Rig Setup

by Dave Batchelor, FS 2324

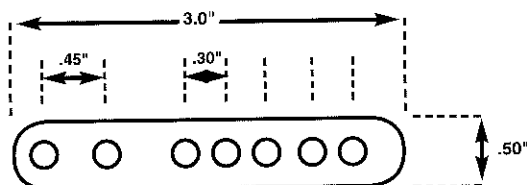
Over the years when it comes to Flying Scots we are lucky to have Dave Batchelor locally to refer to. He's the one we call for information when it comes to the how and why of these boats. Dave has been sailing Scots since 1975. At the 1977 North Americans, he was in charge of sail measurement and has served as District Governor for more than 5 years. He is an officer on the Senior Race Committee with U.S. Sailing. He sells and rigs new Flying Scots and has

designed and given us advise on a couple of products that we have begun to sell specifically for the these boats. The **Tight Rig Kit** and the **Compass Tabernacle Bracket** are just a couple of his ideas.

## Step 1: Forestay Extender

I suggest using a forestay extender, in combination with the turnbuckle under the bow, to set tension at your target level (normally 200-250lbs.) at the pre-marked hole. Set it such that there is an opportunity to increase or decrease tension by moving one hole either way. The heavy-duty extender shown below fits inside the tangs of the forestay. This arrangement minimizes protrusions that can snag spinnakers.

Attach the trailer winch rope to the jib halyard to tension the rig. You should probably measure the tension on the jib halyard when you first attempt this procedure to avoid over tensioning the rig. Attach the forestay in the top hole of the extension. Attach the extension wire, from under the deck, in the third hole from the bottom. Have someone adjust the turnbuckle so that when the winch pressure is released the tension on the forestay measures the pressure recommended by your sailmaker. Re-wire the turnbuckle. Moving on hole either way can effect small changes of 30-40 lbs.. Smaller changes are possible starting in the second hole from the top which is 1.5x the standard spacing.



## Step 2: Rake Control

The shroud length controls mast rake in a tight rig. Use the top two holes in the standard extension plates that came with the boat and measure rake. If you are in the range specified by your sailmaker with the forestay tension at recommended values - GREAT. If the standard 7/8" spacing on the standard extension plates gives you a mast rake greater than the recommended value you need to shorten the distance by very small amounts. The custom shroud plates (shown to the right) allow a minimum spacing of 5/8" or 3/4" simply by turning over these plates. This should allow a rake in the recommended range. Observation has shown a change of approximately 1.5" for a 1/8" change. It's hard to drill holes that accurately in any fitting. NOTE: The FSSA class measurer has issued a CMR against drilling any holes in the chainplate fitting.

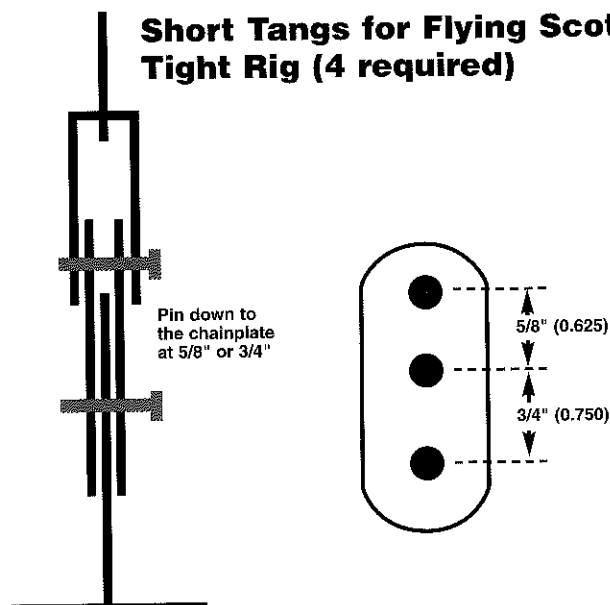
## Step 3: Re-Measurement

You'll need to set up for tension on the rig initially to check and set rake, then go back to step 1, one last time. There should be little need to continually measure and readjust tension each weekend.

**NOTE 1:** These recommendations are not based on extensive testing and represent experience with a small number of boats. Therefore, use at your own risk.

**NOTE 2:** Until someone does a lot more testing I would NOT want to leave the full 200-250 lbs. tension on the boat for long periods of time.

## Short Tangs for Flying Scot Tight Rig (4 required)



## Tabernacle Bracket Installation

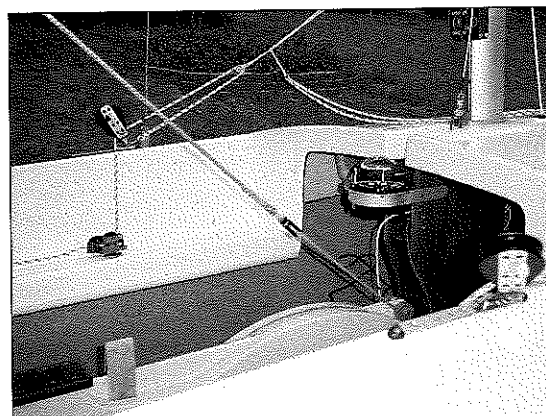
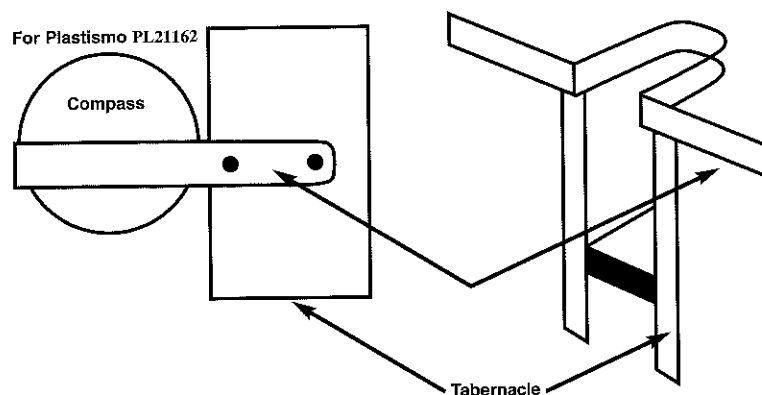


Photo courtesy of Dave Batchelor

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# Fleets In

## 2001 FALL 48 A BIG SUCCESS

The 2001 Fall 48 at LNYC was hugely successful. The event was held a week later than normal on 11-10&11, and a record 40 boats from 11 states attended with 33 participating in the championship fleet. The states represented were FL, GA, SC, NC, VA, MD, PA, NJ, OH, CT, & TN. Seven of the eleven states went for Bush. 21 boats from LNYC registered including some new faces Edie Sullivan, the Watson's, Richard Grayson, and Dave Safirstein, but I can count another 10-15 that should have been out on this gorgeous fall day including our Fleet Captain who had a wedding to go to and then told me he almost always beats Neff..

This is a season ending event that is somewhat of an east coast championship. The fall in the Carolina piedmont normally offers great weather and moderate winds. This year's event was no exception. Friday afternoon Bill Ross conducted a rules/race management seminar that was both well attended and informative. The winds were variable with speeds generally between 5-12 with Sunday's racing in 10-12. Four of the five scheduled races were run, and there were four different winners. In fact windward marks were north, south and west, keeping the race committee and the competitors on their toes.

Locals Larry and Starr Lewis won the first race narrowly beating Geoff Spencer, another local in a race that saw big shifts from the beginning and was shortened on the second lap. Bill and Eileen Ewing from Tom's River, NJ won the second race with local Dave Neff and Tom McNiff placing second. Brian Pace from Ohio won the third race with local Neff and McNiff getting second again. Don and Barb Griffin from Deep Creek took advantage of a big shift on the right half way up the first leg of the fourth race and led the rest of the way holding off Bill and Eileen Ewing who place second.

Bill and Eileen Ewing won the regatta with Chris Danilek and Dave Osler from CT. Second, John Applegate of Toms River was third and locals Dave Neff and Larry Lewis were fourth and fifth. LNYC took 3 of the top 10 slots with the rest going to our guests.

The challenger fleet had seven contestants and Craig Milliken and Keith Hale won the event. Second went to Art and Marilyn Mastoris. First time racer Richard Grayson was fourth, and with the help of veteran Don Smith won a trophy in his first event

This year's event was free to first time contestants and 17 teams sailed for free. We think that contributed to the record participation particularly among locals. Another unique aspect of the event is that each year we go to a different restaurant for

dinner. This year almost 65 people dined, drank, and conversed at the South End brewery.

A very unfortunate accident that could have easily had grave consequences befell Dave and Jane Mahan from Deep Creek Lake. Saturday morning on their way out to the racecourse, a speeding motorboat in excess of 20' hit them. Dave saw it coming and did all he could, screaming and yelling, to get his Flying Scot out of the way. Somehow he succeeded and the motorboat bow caught his mainsheet, breaking it, and according to Dave the boat operator who had been looking below looked up just in time to get hit in the head with the boom. Thank God they were safe and not deterred.

Results follow below.

### CHAMPIONSHIP

Pl.	Skipper & Crew	Boat #	R1	R2	R3	R4	Tot.
1	Bill & Eileen Ewing	5246	4	1	6	2	13
2	Chris Danilek Dave Osler	3913	3	6	5	5	19
3	John & Patti Applegate	3713	7	3	3	10	23
4	Dave Neff Tom McNiff	3109	8	2	2	15	27
5	Larry & Starr Lewis	3933	1	7	21	7	36
6	Don & Barb Griffin	2259	11	13	11	1	36
7	Chuck & Mark Gise	2070	9	8	7	18	42
8	Kris Smith & Josh Goldman	4901	20	5	10	12	47
9	Jeff Penfield	5318	12	24	4	8	48
10	Joe Brake	3091	15	9	13	13	50

### CHALLENGER

Pl.	Skipper & Crew	Boat #	R1	R2	R3	R4	Tot.
1	Craig Milliken & Keith Hale	5135	4	1	1	2	8
2	Art & Marilyn Mastoras	4933	2	2	2	2	8
3	Brian & Laura Bolin	5025	1	3	3	3	10
4	Richard Grayson & Don Smith	4931	3	4	4	5	16
5	Jay Harrell Dave Huggins	5166	Dnf	5	5	6	21
6	Sean & Mary Watson	3537	Dnf	6	6	7	24
7	Dave Safirstein	5022	Dnf	7	7	4	23

# Not Everyone Races!

by Courtland Dalton

*Mainsheet (Catalina 34)*

There are cruising sailors who never raced. I am one. My Kevlar brethren tell me the only way to really sail well is to race. They are good and I am impressed. They take it to the edge. They create excitement and danger.

I have learned that a race course for sailboats is sacred. Like an Indian burial ground, only the tribe has access. Woe to those who can't read tribal marks. I really do respect the sanctity, but sometimes I miss the marks. I inadvertently cross the boundary and for that there can be no forgiveness.

I am no longer a sailing brother. I am not wanted. They mass for the tack. I am threatened. Tortured. I start the engine. I bob and weave. I obey the hurled command to maintain course. Finally, I am out.

The warriors do not give chase. They want me out and I am out. They are content to slash the waves, curve the wind, and struggle for the same space.

As I put them behind me, or more properly, as they put me behind them, off goes the engine. The wind fills in. I am left to my sailing: nature's elements and forces, and me trying to blend the boat with both. It feels right as she slides through wind and water.

And then, another cruiser escapes the sacred territory. The warriors do not give chase. A kindred spirit has emerged to share, not steal, the wind. I feel better in knowing that I, too, have a tribe.

Then I notice my tribesman is getting larger. I eye my sails, check the luff tapes, and look again. He probably hasn't killed the engine yet. But the fairlead needs a notch and the main could be flatter. Done!

Looks good. He is gaining! Concentrate. Play the puffs. Keep your boat speed up. Is there traffic around that can help? Can I take his wind and maintain boatspeed?

This is my sacred territory. He is stealing it. He is not a fellow tribesman. He is one of them and he is still gaining. Why didn't he stay with his own kind? Whoops! I'm pinching. Look, he's much larger. Really, he's bigger than me. Adjusted time? How much?

Just then, he falls off. I am alone in my element. Thank goodness I am not caught up in the madness of warriors. I am different.

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### Here are the simple facts:

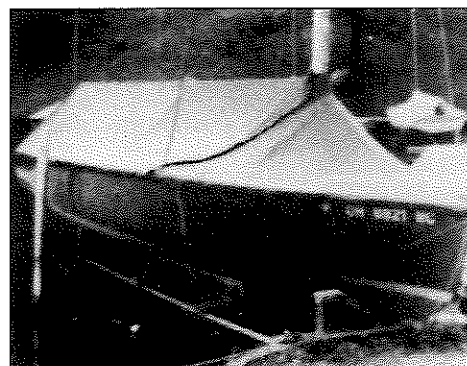
A white acrylic cover lasts an average of 3-4 years, colored acrylic about 5 years. Our least expensive Poly Army Duck cover lasts an average of 7 to 10 years. Now that's long! We know, because we've been manufacturing quality one design boat covers for over 20 years. And we make both Acrylic and Poly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

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# Reasons to Sail and NOT Do Other Things

as seen in *News Noutique*.

Credited to Tom Willis in *International Boat Industry*

**N**ow is a great time for a membership drive, so if you have friends interested, but can't quite convince them, we've inserted our tongues firmly in cheek and come up with a list for you of why they should be sailing instead of doing other things.

**Computers:** Sailing is more fun, healthier and doesn't make your eyes go bad. It's more sociable and what's more, you don't have to be under 21 to understand it.

**Cars:** Sailing doesn't pollute the environment with non-biodegradable nasties, make noise or consume copious quantities of fossil fuels.

**Motorcycles:** Sailboats are lots quieter and big ones don't tip over when going around corners or while parked.

**Horseback Riding:** You don't need to talk nicely to your sailboat, feed it a lump of sugar or shovel up after it. And, if you ignore it for weeks, it won't die on you.

**Flying:** Sailboats don't fall out of the sky or give traffic controllers premature hair loss.

**Video Games:** If you can see any point in Sonic the Hedgehog, Super Mario or Mortal Kombat, we don't want you in the yacht club anyway.

**Beach Holidays:** Lying on the beach in the sun is overrated, bad for your skin and you have to go in the water anyway to cool off. On a sailboat you can jump in the water and swim without getting sand all over you.

**Longhaul Holidays:** Why travel to the other side of the world to meet strange and exotic people when you just have to walk along the dock.

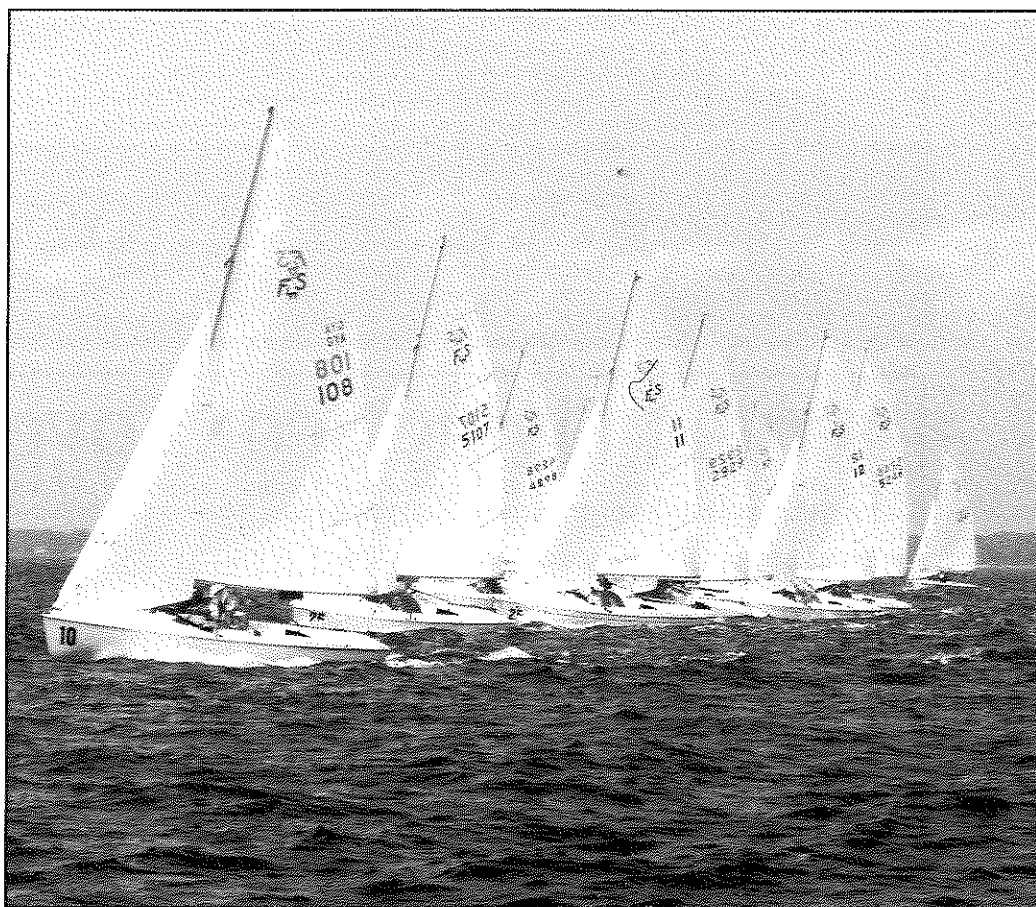
**Gardening:** A vastly overrated pastime. After all the back breaking work digging and planting, you finally get masses of beans at a time of the year when they are cheap and everybody else's are ready as well. So you end up with

more than you can use, sell or give away and you have to eat them at every meal for a month.

**Golf:** Don't be ridiculous. Golfers whack a small ball across a series of lawns, lakes, and sand pits in order to get back to where they started, the clubhouse, several hours later.

**Mountain Bikes:** Auxiliary sailboats have two gears, forward and reverse. Mountain bikes have 18+. Doesn't that tell you something about the amount of effort you are going to put in?

**Gym:** Sailboats generally do not bring your heart rate up to 240 beats per minute (except when you see the bill for

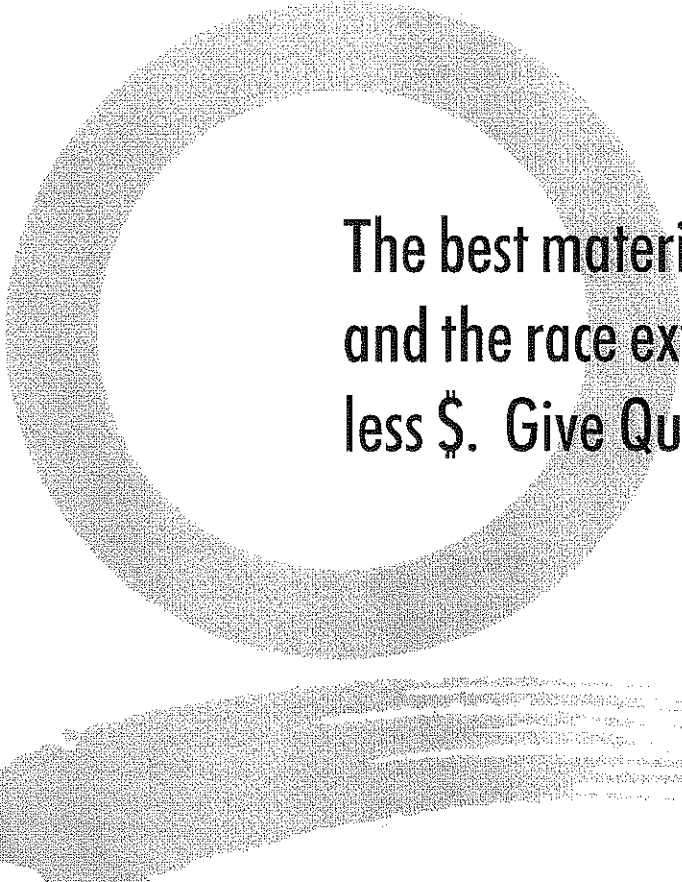


**Photography:** You spend a fortune on cameras and lenses, travel thousands of miles to spend two weeks taking once-in-a-lifetime pictures and finally have all your film and equipment stolen on the way back through the airport.

next years mooring fees). And the air is fresher than the average gym too.

**Bungee Jumping:** And just what did you think the mast was for?

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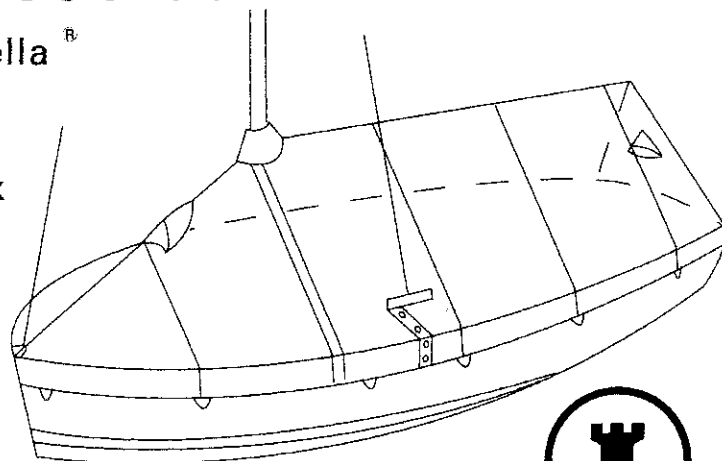
Cover has a tent-like fit  
Delrin zippers with flap  
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Hooded mesh vents  
Loops along hem for tie-down  
Hidden seams for UV resistance  
Heat cut edges will not fray  
Flat covers also available

### Options

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Drawstring/shockcord in hem  
Sail # installation  
Custom multi-color panels/trim

### Prices

Cover	white	blue	other
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Full-sided	\$483	\$498	\$522



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# Winning the Start

by Peter Brombe

as seen in *Byte Bits*

**F**irst: try to decide which end of the start line is favored. I have a general rule that the favor must be at least 5 degrees or more. If the line is favored less than 5 degrees, I would generally start at the boat end of the line. I like the boat end start because on any given start you have a 50-50 chance of being on the wrong tack at the gun and the boat end allows you to get onto the port tack when you want and not just when you are allowed. I feel that far too often the fleet will stay on starboard too long, probably trying to service their boat speed egos, quite often missing the first shift - one they will never get back.

Once you have decided which end of the line to start on, I then try to make a hole to leeward in which to bear off into at 10

seconds before the gun and then the line at full speed. The two common threats against your hole are boats making a late port tack approach and boats on starboard reaching down the line from your windward side. Your best defense against the port tacker trying to tack into the hole is to bear off quickly, aiming straight at them. This forces the port tacker to go behind or tack to leeward. Either way, I head up sharply keeping that hole to bear off into. The starboard tacker reaching down the line tends to be a little tougher to defend against, but again bear off and keep him from gaining the leeward overlap, forcing him to either go to windward or go to leeward of the next boat down the line. Then head up sharply, creating your own hole, and use the boat speed game by bearing off.

## ~ Racing Tips ~

# Windward Tactics

by Richard Clarke

as seen in *Byte Bits*

**S**o, now you've gotten off the line in good shape and now you have to decide where to go. You have two choices, keep going on starboard or tack onto port (I am assuming you all started on starboard). Ninety percent of the time you will keep going on starboard because, unless the port end was favored and you nailed the start, you simply cannot cross the other starboard tackers. The other time you may opt to tack onto port is if you are 100% sure that the wind is going to clock to the right and you've started at the committee boat and are clear to tack.

Due to the fact that most of the time the pin end is not dramatically favored and we're not 100% sure that the wind is going to clock, the decision becomes easy, STAY ON STARBOARD.

With the first third of the beat figured out, the question arises again, tack or keep going. I normally wait for the fleet to leeward to tack and try to position myself leeward and ahead of that fleet and lead them back to the middle of the course. As you cross the middle of the race course, you should see a few of the boats to your right start tacking over to starboard. If you can cross them, then do so and tack on their hip; if you can't then tack and lead them back to the left. You can continue this ping pong game up the weather leg until you have to plan your approach to the mark. If you can cross the fleet on your weather hip, lead them to the lay-line and tack. If you cannot cross the fleet, then tack shy of the lay-line and try and keep clear air as long as possible. The worst thing you can do if you're not crossing the pack is to tack on the lay-line and have five to ten boats tack on you.

## Whence, Whither, What?

as seen in Optinews

**H**ow do sailors describe the direction of winds and currents? If you think that a northerly current and a northerly wind are both heading in the same direction, you're wrong! They're actually heading in opposite directions.

A wind is described by the direction it's coming from. If it's blowing out of the north - that is if it's blowing from the north towards the south - a sailor would call it a northerly wind.

Currents are named exactly the opposite - by the direction they are heading. A current that's flowing from south to north is called a northerly current.

There's an old sailor's saying about winds and currents. We don't know whether it will help you remember the difference, but it's a catchy saying, so here it is:

"Winds are known from whence they blow, currents by where they flow." Got it?

## Windy Stories

as seen in Optinews

**W**ant to sail fast on your next light air day? A sailing legend says you can whistle to call the wind. But be careful - if it's already windy when you whistle, you might whistle up a storm. Another sailor's superstition to bring more wind is to scratch the mast or throw a broom overboard. As a last resort, toss a penny into the water to "buy" some wind from the sea. Give it a try - it's only a penny!

## Cold Blast Will Blow Fast

as seen in Optinews

**W**hen a thunderstorm rolls towards you, you'll often feel a blast of much cooler air. This is a downdraft from the upper part of the storm, maybe 9 miles up in the sky. Pay attention to the temperature of this cool air. The cooler it is, the more violent the storm will be. Check it out - a cold blast means the wind will blow fast - and the colder, the faster.



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## **The 2002 Flying Scot MidWinter Warmups**

March 16 & 17, 2002  
Ft Walton Yacht Club  
Ft. Walton Beach, FL

### **MidWinters**

March 18 - 21, 2002  
St. Andrews Bay Yacht Club  
Panama City, FL

See notice of race on page 10 of this issue.

## **2002 Sarasota One Design Midwinters**

March 22-24, 2002  
Sarasota, Florida

Questions/Inquiries contact Jim Barr (941) 366 1972, e-mail: [jbarr3620@aol.com](mailto:jbarr3620@aol.com)  
Directions and accomodations see Web: [www.sarasotasailingsquad.com](http://www.sarasotasailingsquad.com)

## **2002 Chattanooga Choo Choo Classic Regatta**

April 27 & 28, 2002  
Privateer Yacht Club  
Chattanooga, TN

For more information, contact Bill Robertson (423) 870-8334, [fs50751@home.com](mailto:fs50751@home.com) or Doug Spohn at (423) 622-8389, [dbspohn@worldnet.att.net](mailto:dbspohn@worldnet.att.net)

## **2002 Wife Husband Championship Regatta**

June 14 - 16, 2002  
Delavan Lake Yacht Club  
Delavan, WI

For more information contact co-chairs: Frank Gerry at (630) 466-1161, [fgerry@mc.net](mailto:fgerry@mc.net) or Jack McClurkin at (847) 991-8092, [JMclurkin@aol.com](mailto:JMclurkin@aol.com). Visit the Delavan Lake Yacht Club website at [www.dlyc.com](http://www.dlyc.com).

## **Full Moon Regatta**

June 15, 2002  
Monmouth Boat Club  
Red Bank, NJ

Skipper's meeting at 9:30 am; continental breakfast and lunch included. Entry fee will be waived for all skippers participating for the first time. For further information, contact Bill

Ewing at (732) 530-6511 or [fs5246@yahoo.com](mailto:fs5246@yahoo.com).

## **45th Anniversary Regatta**

June 22 & 23, 2002  
Cowan Lake Sailing Association  
Cincinnati-Wilmington, OH

For further information, contact Bob Peterson at (513) 522-2203.

## **Flying Scot Canadian Championship and Michigan/Ontario Districts**

July 13 & 14, 2002  
Stony Lake Yacht Club  
Stony Lake, Ontario

To include Greg Fisher Race Seminar. For more information on FSCC, please contact Douglas T. Smith at [dtmsmith@sympatico.ca](mailto:dtmsmith@sympatico.ca) (705)876 8559. For more information on Michigan/Ontario Districts contact Forest Rogers at [forest@vibrodynamics.com](mailto:forest@vibrodynamics.com) (734) 954 0452

## **North American Championship**

July 20 & 26, 2002  
Pensacola, Yacht Club

Look for more information in future issues of *Scots'n Water*.

## **2nd Annual Lake Saint Clair One-Design Invitational**

July 20 & 21, 2002  
Crescent Sails Yacht Club  
Grosse Pointe Farms, MI

For more information contact Ted Jeske at (313) 647-9124.

## **New York Lakes District Regatta**

July 20 & 21, 2002  
Owasco Yacht Club, Fleet 181  
Auburn, NY

For info contact Peter Whiting at 315-252-2709 eves; 315-253-5231 days; [plwhiting@aol.com](mailto:plwhiting@aol.com).

## **Sandy Douglass Memorial Regatta**

July 27 & 28, 2002  
Deep Creek Lake  
Maryland

For more information, contact Ed Peters at (301) 797-7824 or [barmusic01@hotmail.com](mailto:barmusic01@hotmail.com).

## **New England District Regatta**

August 3 & 4, 2002  
Stone Horse Yacht Club  
Harwich Port, MA

For more information contact Ned Steiger at (617) 268-8320, [easteiger@yahoo.com](mailto:easteiger@yahoo.com) or Chuck Winans at (561) 234-3386 (until May 1), [winansca@mindspring.com](mailto:winansca@mindspring.com).

## **16th Annual Invitational Regatta**

August 10 & 11, 2002  
Saratoga Lake Sailing Club, Fleet 161  
Saratoga Lake, New York

For more information contact Peter and Ann Seidman (518) 877-8731, or email: [pseidma1@nycap.rr.com](mailto:pseidma1@nycap.rr.com), [www.sailsaratoga.org](http://www.sailsaratoga.org)

## **Eastern Women's Invitational Regatta**

August 10 and 11, 2002  
Deep Creek Lake, Fleet 6  
Deep Creek Lake, MD

Contact Geri Meehan for more information at 703-293-9531 (Home); 301-387-7890 (Deep Creek Yacht Club/Weekends Starting Mid April, 2002)

## **Grand Annual Regatta**

September 29 & 30, 2002  
Cave Run Sailing Association  
Morehead, KY

For more information contact Susie Stombaugh at [fs2162@netzero.com](mailto:fs2162@netzero.com) or see [www.caverunsailing.com](http://www.caverunsailing.com).

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	A773	Greg Menke	9 Kenwood Ave	Catonsville, MD 21228
<b>Carolinas District</b>				
	5421	Arthur B Thompson	1460 Cumberland Circle	Rockingham, NC 28379
<b>Florida District</b>				
	4145	Wilson W Byles II	8559 Malaga	Jacksonville, FL 32073
	4603	Tom Norris	9447 Coventry Ct	Sanibel, FL 33957
<b>Greater NY District</b>				
	4469	John Schwarting	177 Beaver Dam Road	Islip, NY 11751
<b>Gulf District</b>				
	5378	Bay Waveland Yacht Club	PO Box 367	Bay St. Louis, MS 39520
<b>Michigan-Ontario District</b>				
	182	Mark Pytell	35720 Miami Rd	Clinton Twp., MI 48035
<b>Midwestern District</b>				
	5448	Stu Martell	2147 Oakridge Avenue	Madison, WI 53704
	140	Richard H Remde	4045 Goldenrod Lane	Plymouth, MN 55441
<b>New England District</b>				
	A995	Harry Billings	646 Main Street	Hanover, MA 02339
	A996	Harry G Billings	646 Main Street	Hanover, MA 02339
<b>Ohio District</b>				
	2449	Ted Arnn	10494 Olde Villa Drive	Gibsonia, PA 15044
<b>Texas District</b>				
	23	Susan Justus	7033 Meadow Lake Avenue	Dallas, TX 75214
	1418			

New Members this report 14

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Editor (Name and complete mailing address)  
Lynne Hartman, P O Box 1066, Champaign, Illinois 61824-1066  
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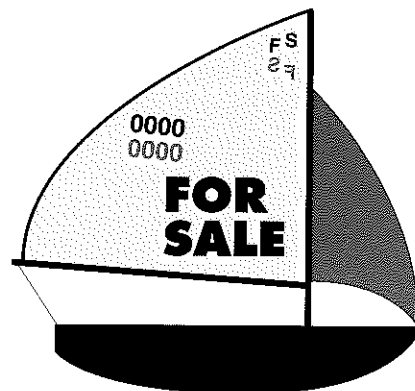
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