

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 49 NUMBER 2 2005

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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 ASCII Text, Word or WordPerfect format.

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From The President

by Bill Ross, FS 5210



As you read this, the Midwinters are under way in Florida. We want to thank all who have come to the first Midwinters at St. Petersburg Yacht Club. We hope that everyone will enjoy the stay and have a good time. The FSSA especially wants to thank those who have donated services and money to make the "Kickoff Party" a big success. We have many dedicated people and sponsors who donate to the FSSA on a regular basis, and we truly appreciate their generosity. We should be thanking these people whenever we can.

In the last issue (volume 49 number 1) of *Scots n' Water*, we announced that we will have an optional trapezoid course to sail at the NAC. Watch future issues of *Scots n' Water* for details. Here in St. Pete there will be something new, as well. The race committee will announce

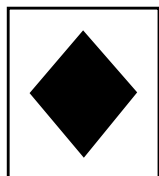
OCS boats via VHF radio. This is the result of a rule change by the International Sailing Federation (ISAF). Racing rule 41 has been rewritten to clarify "outside help." Look for more of this from future race committees. Also, the safety factor of having a radio on board should not be overlooked.

Have you visited the FSSA Web site lately? The membership committee, hard at work as usual, and Ed Price Jr. (FS 4618) have worked diligently with Hank Sykes, Web Site Editor, expanding the Cruising Section. Are you searching for a place to take your boat for a sailing vacation? Do you have a favorite spot you would like to share with your fellow cruising sailors? The new section has a form that you can fill out for others to see. It will provide basic information about your favorite sailing place. It takes

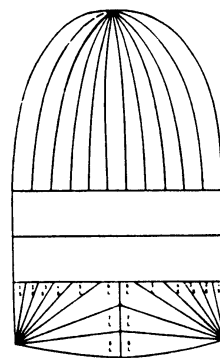
about five to seven minutes to complete the form; just have your local emergency numbers handy before you start. Here is a chance to give your sailing club a plug, and your local Chamber of Commerce will give you an "Atta Boy/Girl" for it.

Fleet Captains and District Governors: If you are new to the job and need help, the FSSA has a new Fleet Captains' Manual and soon-to-be-published Governors' Manual that will assist you in understanding what the job entails. You can download a copy from the FSSA Web site. Don't forget that the US SAILING One Design Class Council's Web site also contains information on fleet building and class management. It is a valuable resource for you. Use it, do it, and watch your fleet grow. If you need help, contact the FSSA membership committee, Charles Buffington, or me; we will steer you in the right direction. ▲

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Letters to the Editor

Kay Summerfield



Windward Sheeting: Do we really need it? Or is it time to change the class rules?

In these snowy, wintry months, I have been taking a back seat and contemplating improvements to my Scot. It has occurred to me that the windward sheeting we use for racing is an anachronism forced upon us by class rules that do not make sense to me.

The drawbacks to windward sheeting are that it is less safe than not windward sheeting and it is one more thing (a generally unsafe thing) for a beginner racer to learn. In an emergency, there is an extra cleat that has to be released in order to depower the jib. After 25 years of racing the Scot, I finally dumped the boat last year when I fell overboard getting ready to hike in heavy air. My crew was not able to release the main and jib in time, and the boat went over. Things happened too fast for us to say that we would have saved the capsize if the jib had not been windward sheeted. Due to its great design, the boat lay on its side and we were able to right it by pulling on the centerboard, but the race was over for us.

Originally, the Scot came with all deck-mounted hardware for the jib sheets, thus keeping the seats clear for daysailing. The resultant sheeting angle to the jib track was pretty large, and sailmakers made faster sails that needed smaller sheeting angles. The smaller sheeting angle was obtained by windward sheeting, i.e., pulling the leeward jib lead inboard with the windward jib sheet. With this method the seats were still kept clear for daysailing.

Later on, the class allowed the jib cleat to be mounted on the seat. This is the most common racing arrangement used in conjunction with the 2:1 jib sheets for easier jib handling. The rule states that the jib lead and the bitter end of the jib sheet must be attached to the jib track. Thus there was still a wide sheeting angle, and windward sheeting was needed to reduce it for racing. But we cluttered up the seat with the cleat for the jib sheet and a separate turning block on some arrangements. In addition, lately I have seen an additional cam cleat on the windward foredeck to assist windward sheeting. This whole situation does not make sense. If we are going to clutter up the seats, then why not sheet directly to the seats and do away with windward sheeting? Or if we allow 2:1 sheeting, why not allow the bitter end to be fastened to the inboard edge of the seat, thus giving an effective sheeting angle to the seat centerline? With this arrangement, the seat could

be kept clear of clutter and windward sheeting would not be needed, making for a safer, easier-to-learn-in boat.

I have owned several other racing one-designs, and none needed windward sheeting.

I am submitting this for discussion and consideration by the membership.

Sincerely,

Gabor Karafiath, West River Sailing Club, FS 3512

Kay,

I have been very delinquent (life intervened!) but have finally gotten around to reading your last issue, and it is excellent! I heartily endorse what others have said, that it has something for everyone. I read it cover-to-cover and found all the articles diverse and fascinating. And a great action shot on the cover. You really brought it all together. You are doing so well; each issue must become a harder act to follow, but you are doing it!! Congratulations!

I'm already looking forward to the next one.

Barbara Griffin FS 2259

Wow, Kay,

This [volume 48, no. 6, 2004] is the single best issue of *Scots n' Water* I have seen in years. Great going. There is something here for everyone, from Bill's presidential kickoff, to Leslie's description of her thrilling, skipper-sandwiched daysail, to the 1st ACC, to the Albani and Buffington Thousand Island accounts, etc., etc. This will be a tough issue to follow, but keep up the great work.

Hank Sykes

FS 5613 "Desperado"

Editor's reply to Barbara Griffin and to Hank Sykes:

Thank you for your kind words. The kudos should go to the sailors who submitted the articles. As I have said before, Scots n' Water is a magazine for the members, by the members. I received great all-around articles for the issue. I hope district governors, fleet captains, and members will continue to gather and submit articles like these.

Kay ▲

JOHN SCHWARTING WINS THE 2ND ANNUAL LONG ISLAND FLYING SCOT CHAMPIONSHIP



by Joe Van Denburg, FS 5565

This year's championship turned out to be a highly contested event, with 30 boats competing.

The series takes place over three regattas: Westhampton YS in July, Moriches YC in August, and Sayville YC in September. This year the hurricane season cancelled Sayville, and it was replayed in Moriches two weeks later. Normal Great South Bay winds of 15 to 18 out of the southwest prevailed for the first two events and unusual light winds from the northeast in the last regatta—in other words, ideal winds and great sailing. This event is sailed in two categories: on an individual basis, where all one's scores count, and on a club basis, where only the first three boats from a club in each race count toward the final tally.

John Schwarting did consistently well and finished ahead of the field. There was a tie for second place between Ralph Coffill and Joe Van Denburg, with Ralph winning the tiebreaker. Only one point separated Ed Surgan (4th) and Regina Lindahl (5th). Moriches YC won the club event with 124

points, WHYS was second with 193 points, and Wet Pants YC was third with 199 points, followed by Sayville with 214 points. Obviously it paid to have a club represented by at least three boats at all events. At various times, we had a number of clubs from off the Bay participating, but they didn't return often enough to rank high in the standings.

The main purpose of the LI Championship is to promote friendly and high-quality competition between sailors and clubs, without resorting to team racing. This series is open to all, so please mark the events down for next year. There is great sailing in this part of the world. For information on future events feel free to contact Joe Van Denburg at JKV203@aol.com. ▲

| # | <i>Skipper</i> | <i>YC</i> | <i>Boat #</i> | <i>Totals</i> |
|----|-----------------------|------------------|----------------------|----------------------|
| 1 | Schwarting, John | WPHYC | 4469 | 36 |
| 2 | Coffill, Ralph | MYC | 4814 | 52 |
| 3 | Van Denburg, Joe | SYC | 5565 | 52 |
| 4 | Surgan, Ed | WHYS | 5096 | 71 |
| 5 | Lindahl, Regina | MYC | 3805 | 72 |
| 6 | Di Resta, Tony | MYC | 4938 | 76 |
| 7 | Frankman, Ken | WHYS | 4325 | 83 |
| 8 | Sweeny, Vin | WHYS | 4825 | 89 |
| 9 | Palmer, George | MYC | 2645 | 92 |
| 10 | Fenner, Peter | WHYS | 5032 | 92 |

A Story for Harry

by Bruce and Jackie Cattanach, Fleet 157

Irecently had the sad experience of selling my third Scot, #5222. The person who bought it [Jay Clarke, Scot sailor who sold boat few years ago and wanted back in] drove from Orlando to pick it up, then on to the factory to upgrade to a regatta trailer from the galvanized one. He then drove home to Orlando. I received the following email from him a week after he picked up the boat.

"Everything went as planned at Flying Scot, Inc. We had boarding ladder, handgrip, and motor mount installed, changed trailer, and were on the road by 10:30 a.m. [had arrived at 8 a.m.].

This you will not believe. In Jacksonville [120 miles from home] in a rainstorm, we were rear-ended by a car on I-95. I

was afraid to look at the damage to the boat, but, when I lifted the cover, the only damage was to the metal rail, and very little damage there. The cover was ripped up also. Not even a scratch on the stern. The Chevy had its whole front end destroyed. Flying Scot certainly builds one strong boat."

This Scot, which left the cold northeast in early October, has already been set up and will be sailed on Lake Eustice in Florida all winter plus. Jay said he was putting a ladder on the boat he was going to race because the lake is full of alligators, and, if you go over, you want to be able to get back in quickly. What we go through to sail a Scot!

I guess Harry can add this story to many others he has re the indestructibility of the Scot.

TOWING TO THE BBYRA

by Peter Sayia, FS 5508

To those unfamiliar with the term BBYRA, let me explain. This acronym stands for the Barnegat Bay Yacht Racing Association. Back in 1914, four yacht clubs got together to promote sailing on Barnegat Bay, New Jersey. These four clubs were comparatively close to one another along an approximate twenty-mile stretch of Barnegat Bay. Barnegat Bay runs roughly north/south, paralleling the Atlantic Ocean mid-state in Jersey.

Barnegat is a shallow bay where the inland waterway to Florida actually begins. The Bay was famous for shell-fishing (crabs, clams) and the production of seaweed (used at one time for insulation in houses, etc.). Indigenous to the Bay were sailing vessels with shallow drafts, i.e., centerboards. All forms of catboats evolved over time, with some still racing today. But we digress.

The BBYRA eventually expanded into its current format of a ten-race series spread out over ten summer Saturdays. There are now twelve yacht clubs involved, with eleven separate classes sailing. Five classes sail in the morning and six in the afternoon--which brings us to the point of our story.

One of the unique features (and there are many) of racing on Barnegat Bay is that most boats are towed to the racecourse by powerboats. Before drysailing became popular, boats were kept at the various yacht clubs either at a mooring or up on some sort of lift. With the relative proximity of the various yacht clubs, it was much easier (and more fun) to tow the boats than to de-rig them and trailer them around.

The tow is a ritual unto itself. As kids, the current crop of Flying Scot sailors from Seaside Park Yacht Club would all



pile into what was affectionately called the Club Sub and tow a bedraggled bunch of boats to the racecourse. Among the more infamous of classes to tow were the Barnegat Bay Sneakbox and the Penguin. There was never a tow that didn't soak all the occupants of either the skiff or the individual boats. Being drenched to the skin every Saturday seemed to be a rite of passage.

The Sneakbox is a 15-foot, flush-to-the-water, cedar-planking-over-oak-rib invention that started life as a duck hunting boat. Whoever evolved the Sneakbox into a sailboat stuck a too-big gaff rig in it and passed it off as a good training vessel for unsuspecting Jersey youths. It is an incredibly wet, uncomfortable boat that has the nasty habit of

trying to dive to the bottom of the aforementioned shallow Bay whenever the wind blows over about 10 knots. Once filled with water, the term "bath tub" is not overstating the issue. Towing this boat was also problematic, as it tends to ship water quickly when the Bay kicks up its nasty chop. Many a Saturday was spent mostly bailing, using, at one time, a big, metal, siphon-like pump.

Fast-forwarding, these same youths have grown up and are now sailing Flying Scots. While the boats have changed, the tow ritual has not, except for being soaked. A good thing about BBYR Flying Scot sailing is that the races start at 1:50 in the afternoon. This leaves the mornings free to enjoy, among other things, a more leisurely tow to the racecourse.

Saturdays usually start with the troops gathering at the yacht club around 10 a.m. to commence the day-long discussion on weather conditions. A typical summer Saturday at the Jersey shore begins with a morning of light air--either N or NW or sometimes S--which tends to die off around 11 a.m. or noon; then the afternoon sea breeze of 15 to 25 knots from the S/SW/SE pipes up around 1 or 2 p.m. [Since the breeze has the whole fetch of the Bay to blow down, a short, steep, teeth-rattling, Scot-stopping chop builds up quickly.] While this pattern is the most prevalent, it does not stop the endless discussions about cloud cover, humidity, pending cold fronts, and even references to one's heritage.

This banter is usually carried out as the boats are being put in the water and various and sundry bags and coolers



Continued on Page 8

Towing to the BBYRA —

Continued From Page 7

loaded into the towboat. The towboats have improved somewhat over the Club Sub, as more shelter for aging bones has mandated the shift to someone's nicer powerboat, rather than a club skiff. As an aside, the kids today don't much participate in the BBYRA, since the opportunities to race all week are a more attractive alternative to one race on Saturday. Actually, it is a good thing, in a way, as it lets the parents have their racing day.

Now to the fine art of tying up four or five Scots for a tow. Each boat has its own towline. The unique thing is that, when done properly, individual boats do not bear the weight of either the boat in front or the boat behind. First, a bowline is tied to the bolt holding the lifting bridle by the mast. This attachment point is considered stronger and better for the boat than either the mast or the bow plate. The line is then passed through the bow plate (to keep the boat centered) and then through



the next boat's inverted U on the rudder head (again to keep the boat from wandering on the tow). Then the line is tied to this front boat's bowline at his bolt; it is tied not to the bolt itself but to the loop in the bowline. Done this way, when the line is taught, the "pull" is straight from towline to towline and no one boat drags another.

Does towing boats somehow weaken them or wear them out quicker? Over the years I have seen no evidence of this. Sure, the boats take some pounding,

especially when towed upwind in bigger seas, but the boats seem plenty strong. Attaching the jib halyard to the jib downhaul and taking up the tension certainly helps spread the load off the forestay. Also, putting shock cord around the shrouds, especially on loose-rigged boats, helps to keep the rig from rattling too much. In all our tows, we have lost only two rigs—one from a frayed headstay, and one when the bolt tang up on the mast somehow came loose.

Once everyone is tied up, leaving the marina is the next trick. Keeping the boats close is the key to preventing one of the Scots from drifting into a piling. When clear of the marina, the crews minding the boats let off the remaining slack and proceed forward to the towboat. That is a delicate ballet but made easier by the fact that it is usually calm at this point.

The tow to the racecourse is about one hour. Normally the weather is great and everyone is unwinding from difficult weeks. There is plenty of banter

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 2003 Great 48 1st Overall
 2002 Open House 1st and 3rd Overall
 2002 NAC's 1st and 4th Overall
 2002 MidWinter's 1st Challenger Division
...and more!

Congrats to Bill Draheim, Marcus Eagan, Andrew Eagan, Natalie Mauney, Scott Mauney, Harry Carpenter, Richard Wade and Red Dog Jones for their fine victories!

Gus Sails was glad to be on board.



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about club politics, politics in general, and almost every other subject known to mankind. With five or six guys and occasionally several women on board, there is no lack of available subjects.

Once there, the powerboat hijinks continue. While all of us are good sailors, our powerboat skills are sometimes lagging. In order to go into a yacht club for lunch, the Scots in tow (assuming they are still there) need to be anchored out. This is made simple by having a lunch anchor that is separate from the main anchor on the powerboat. Slowing the tow, but keeping enough way on to keep the Scots in a straight line, seems to work best. The anchor is tied to the end of the towline and dropped as the powerboat slowly motors forward. At this point we are Scot-free (so to speak) and can, therefore, embarrass ourselves with abandon while docking!

Picking the tow back up is always harrowing. First, we drop off the crews on the individual boats, as our old bones are not eager to clamber off the powerboat and onto our individual Scots. Maneuvering a single-screw boat amongst bobbling Scots is a challenge we usually fail. Next we must pick up the lead towline that has the anchor attached, without fouling it on either the rudder or prop of the powerboat. Both predicaments have happened frequently over the years. We have never lost anyone, however! The Scots are then secured once again to the powerboat, and the powerboat is anchored for the afternoon.

Racing at this point is almost secondary. However, off to the course we must go. BBYRA races average five to six miles long, with sizable weather legs, sailed usually in heavy air with lots of chop and, at times, heavy motorboat wakes. A third crew, lots of vang/Cunningham, and the ability to keep the boat driving seem to constitute a formula for success. On certain days, even the ability to bail fast once rounding the weather mark is important.

Scots have a nice history on the Bay. They were incorporated into the BBYRA during the '60s, pushed by the godfather of the class, Ralph Manee. He won many championships but more impor-

tantly encouraged others to join this fun class. Many others, including Jeff Lines and Alan Terhune, have carried this tradition forward. The boats are well suited to the area. They take a pounding and remain intact. The one-design concept makes them affordable and insures that no one is winning strictly by spending more money. A boat that was one step from being made into a planter won a recent championship. But again we digress.

Eventually the race ends for everyone, and then the fun begins! Boats straggle back to the towboat in various stages of exhaustion. Landing at the boat is always a drama. Once an elderly couple made the mistake of anchoring too close to what they thought was a solitary powerboat. First one Scot came and tied on, then several more. By the time the third had tied up, the gap between theirs and ours had become rather narrow. A more prudent skipper might have thought enough was enough, but not this hard-core crabber. He hung in there and was eventually enveloped in Scot towlines and fending off Scot crews. No amount of cajoling would



convince him to move. We eventually managed to get the powerboat anchor up and the tow dragged forward enough to sort the mess out.

On most days, however, boats get tied up and gear stored without too much hassle for the beloved tow home. The ballet to the powerboat begins again, and more than one boom crutch has been crumpled as the tired participants made their way forward.

While alcohol is involved, it is not necessarily the imbibing that makes the whole adventure fun. At this point, people are relaxed and ready to party. The

race is minutely examined, piece by piece, from all perspectives, as all parts of the fleet are usually covered on any given day. Various strategies and boat setups are dissected. Discussions over other boats and crews are lively. Nothing from the afternoon misses someone's attention. No slight or foul is left untouched. This all goes on as we slowly chug back to our home club, usually in glorious afternoon sunshine.

We have occasionally been known to stop in at some other club along the way. This involves dragging the tow along and finding a docking space suitable to our docking skills. There is nothing better than knocking back a few cold ones while discussing the days racing with other, equally enthusiastic sailors.

Getting back into the marina without hitting anything is again an exercise that needs to be discussed and re-discussed many times as we near our destination. Since it is usually blowing hard out of the south, we manage to snake our way into the marina and into the slip (that faces south) without having to do anything but shorten up the tow. Occasionally we take the boats in two at a time, but this is not macho enough for most on board. Once the skipper's gender is called into question, the adrenaline kicks in and a more powerful plan is hatched.

Everyone at this point helps take the boats out of the water via the hoist. The whole operation happens tout de suite. By this time there is usually a Saturday night social event going on at the club, and we have provided a lot of entertainment for the crowd gathered on the porch watching the sunset. Since everyone is well acquainted with one another, various forms of greeting are exchanged.

And so another BBYRA Saturday comes to an end. Fun from start to finish. The sailing is usually good, and how one finishes is not the most important issue of the day. Having a great time with a bunch of old friends far exceeds the joy of doing well in any particular race. Everyone has his or her good and bad days, but the tow can always be counted on to provide great entertainment. ▲

TEACHING OLD DOGS SOME NEW TRICKS

by Andy Fox, FS 3063

One of the greatest attributes of the Flying Scot is the simplicity of the design. Without all the "bells & whistles" of other one-design boats, the Flying Scot racer can focus on basics in order to win races. Unfortunately, many of us seem to forget this, and we wonder what special "tricks" the top sailors use to get good starts and go fast. As someone who does not go to many regattas, when racing at the club level I tend to get complacent about my sailing abilities. One of my fellow club members, John Cooke, puts it best: "The difference between winning and losing is the nut on the tiller."


Here at FS Fleet 24 on Candlewood Lake, we have tried to increase the sailing skills of all of our club members. The most successful strategy for us has been setting up "sailing seminars" at our club. Whether it is a Friday afternoon or an all-day-Saturday event, these seminars bring to light the deficiencies we all have. Speaking for myself, I have learned volumes on sail trim, racing rules, starting tactics, and basic racing techniques. All that was required was to set a date and have an "expert" show up.

This year we have been fortunate; we have held two very successful seminars at our club. On a Friday afternoon, Brian Hayes from North Sails showed up for a few hours. We had roughly eight skippers pile into four boats and off we went. We spent at least an hour on starts and another hour on a short windward-leeward course. Brian motored behind us and pointed out our deficiencies. Whether it was vang and outhaul tension, sail trim, or crew placement, small changes resulted

in marked increases in boat speed. We ended the afternoon with an hour-long "chalk" talk. Brian pointed out many little things that all of us could improve. He expanded on sailing a Flying Scot really flat and handling a puff or a port/starboard crossing. In the end, we all thanked Brian for his time and for showing us the light at the end of the tunnel.

We were also able to get Graham Hall to our club for an all-day-Saturday event. I sent out email notices to FSSA members in our tri-state area. We ended up with over twenty people on eight boats, including three boats from other clubs. We started with a "chalk" talk and then headed out with three people on each Scot. With Graham videotaping, we spent the first two hours just on starts. While we broke for lunch, we were able to watch the video and get into another "chalk" talk. After lunch we headed back out for some windward-leeward coursework, and we ended the event with more review of the video. We were fortunate to have perfect weather with winds coming out of the northwest at 15 to 20. Everyone who attended this event left with a smile on his face.

I have noticed that many regattas have seminars attached to them, which is great for those who go to regattas. For the rest of us, a seminar on home waters is a good thing. Many of the strategies and tactics you will learn will work on other boats, as well as on the Flying Scot. I would recommend that all fleet captains look into some seminars when they are scheduling their regattas for next year.

This is one old dog who can now roll over on command... 



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Returning Home

by John Luard, FS 4240

Assuming you haven't packed an overnight bag, every day you sail your Flying Scot, you will want to return safely and efficiently to your mooring or dock. This article is one man's thoughts on how to avoid embarrassment, or worse, when doing so.

Landing at a Mooring

In general, approach the mooring area on a beam reach, aiming for a spot in the water two boat lengths (40') directly downwind of the mooring. When the bow reaches that point, put the helm down smartly and round up into the wind, and let the boat's momentum carry it straight up into the wind. The boat should slow enough so that, when the bow reaches the mooring, the crew (lying on his or her stomach on the foredeck) can reach down and pick up the pennant.

If going too fast, either go past the mooring and make another attempt, or slow the boat by pushing the main boom out to back the sail while using the rudder to counterbalance the boat's tendency to turn. I like to do this while standing up and looking over the bow at the mooring, pushing the boom out with one arm and steering (with a tiller extension) with the other.

If you are consistently too fast, you might have current pushing you upwind, into the mooring. Usually you can make your turning point farther from the mooring and successfully land at the mooring.

Landing at a Dock, from the Leeward Side

You can land at a dock from leeward in the same way you land at a mooring. Approach on a beam reach, round up into the wind, stop at the dock.

A tip: Use a floating cushion for practice. You should be able to stop with the boat's bow directly over the cushion.

Landing at a Dock, from the Windward Side

When landing from the windward side cannot be avoided, I recommend the following:

- Approach the dock on a broad reach, aiming at the place you want to land.
- When two boat lengths from the face of the dock, sharply round up until directly into the eye of the wind.
- The boat will coast about two boat lengths. During this time, lower both sails completely. (If your halyard reels don't run smoothly, lubricate them; silicone spray works well.)
- As the boat nears a stop, turn it off the wind. You will find yourself about four boat lengths off the dock.
- Steer directly downwind, furling your sails (particularly the mainsail) as promptly as possible.
- When about one length from the dock, turn the boat to bring the wind onto the beam (even in light air you will have enough headway to do this, from the wind on the mast and downed sails).
- With the wind on the beam, the boat will very slowly drift sideways into the dock. Fend off without putting any body parts between the structure and the boat.

Tips and Thoughts

1. Keep the centerboard down, to the extent the water depth allows. This will aid your maneuvering and slow the sideways drift that completes the maneuver.
2. If you or your crew are inexperienced, you can lower your sails further from the dock, to allow more time for furl-

ing, etc. In strong winds, you can sail miles downwind with no sails and develop enough speed to maneuver. But in light and moderate winds, beware of dropping the sails too far from the dock; you may find the wind direction different close to the dock, and then your plan won't work.

- 2a. Having the anchor available can keep a small embarrassment from turning into a problem.
3. I suggest practicing this landing, like everything in sailing. One way is to practice on a mooring, landing on its windward side, as a drill. In light air, even if the leeward side is available, try the windward. And, if you are inexperienced, don't practice what the topnotch crews are doing (like muscling the sails down while approaching directly). Practice your turning, lowering, and furling. It might take a little longer, but you will gain confidence for the breezy days to come.
4. When singlehanding, I might drop the jib well before approaching the mooring area, and either secure it on the foredeck or take it off. Then I can drop the main into my lap when we (the boat and I) are head to wind, turn off the wind and stay at the helm until the boat is inches from the dock, step out, and reach for the shroud--and we are home.

Two Final Thoughts

1. Never allow anyone to put a body part between a moving boat and a pier. Fend off, but above the height of the gunwale rails.
2. Don't say any landing (or leaving) can't be done. Not all that long ago, folks docked and undocked huge sailing ships using only wind and current, anchors, spring lines, and--oh, yes--skill. ▲

A Different Kind OF REGATTA

by Bruce and Jackie Cattanach, Fleet 157



RESULTS

| # | SKIPPER | CREW | SAIL # |
|----|------------------|----------------------------------|--------|
| 1 | Jack Hurley | John Luard | 5227 |
| 2 | Art Petrosemolo | Bill/Eileen Ewing | 5246 |
| 3 | Bob Markoff | Skip Bugbee | 4284 |
| 4 | Rob Atkinson | Robbie Atkinson/Casey Richardson | 4240 |
| 5 | Thom Lee | Lyle/Ann Faris | 3879 |
| 6 | Cary Zackman | Pat Zackman | 5561 |
| 7 | Bruce Cattanach | Jackie Cattanach | 3817 |
| 8 | Victor Zubb | John Phillips/Bernard Friel | 4789 |
| 9 | Bill Thonack | John Dorland/Caroline Sapone | 3922 |
| 10 | Valerie Barney | Dale/Cole Barney | 5128 |
| 11 | Dennis Schmaltz | Charlie Dzwonkowski | 4360 |
| 12 | Barbara Sanoudis | Bill Henry | 4081 |
| 13 | Erik Whalen | Donna Whalen | 3869 |

Monmouth Boat Club, established in 1879, has a long history of boating and sailing activities on the Navesink River in Red Bank, New Jersey. One of those traditions is sailing for the Miltenberger Trophy. This event is designed for novice racers who have not won a trophy at MBC. Previously sailed in Lightnings, this year the event was moved to Flying Scots. This gave those of us in Fleet 157 an opportunity to introduce other sailors to the Flying Scot.

The race was scheduled on Labor Day, which is typically reserved for that last family BBQ of the summer. The turnout was more than triple that of previous years, with thirteen Flying Scots on the line vying to win the one-race, winner-take-all extravaganza. Some of the skippers were Flying Scot owners, while others stepped into the Flying Scot for the first

time. The key, it seemed, was to grab some ringers as crew. FS Fleet Captain, Jack Hurley, with crew John Luard, narrowly eked out a first over cruising-boat owner Art Petrosemolo, with crew Bill and Eileen Ewing. In a close third was Bob Markoff, a former Flying Scot owner, with crew Skip Bugbee. The rest of the competition followed as the table shows.

After racing, there were comments like, "It's such a comfortable boat," "The boat has a good feel," and, from some cruising-boat skippers, "Everything happens so fast." One former Lightning owner is now in the market for a Flying Scot. All who participated agreed that this was one of the best events of the season, and deals are being made with the experts for next year. 🚢

HIGHLIGHTS of Scots'n Water



You've just bought a Flying Scot and are wondering how to rig it, sail it in strong winds or light air; raise, fly, and lower the spinnaker, recover from a capsized, trailer it, and lots of other little "tricks" that experienced Scot sailors know. The answers are in *Highlights of Scots'n Water*. This compendium is chock full of useful information about the Scot, its history, its rigging, sailing, storage, etc. No Scot owner should be without one! To order your copy call FSSA at 800-445-8629

Couch Potato

by Dave Osler, FS 5217

At the end of the last century, I met and fell in love with a couch potato. I decided that, in the new century, I would try to convert her to crew suitable to marry. So, in March of 2000, I asked my girlfriend, Syd, if she would like to come with me to the Sarasota regatta, enticing her with the fact that we could invite her father to drive up from Venice to meet us there. She agreed, whether more to be with me or more to see her dad, I did not know. I planned to teach my lovely couch potato to trailer the boat on this trip. My middle son, Steve, accompanied us to help with the drive down.

[In case anyone does not know, I am cursed driving to Florida, and the curse was still very much alive.]

By midafternoon, we were off! All was going well until my two passengers heard me say, "Make sure your seat belts are on; the brakes went." We were just outside Philadelphia. Slowly I eased the car down an exit ramp and inched to a Dunkin' Donuts, where we stopped. It was now pouring rain. We got directions to the nearest Pep Boys and inched the car/boat over there, arriving just in time to have the staff tell me it was closing time. Terrrrrific!!! A boat, a couch potato (though lovely), a son, and no brakes on the outskirts of Philly for the night. We planned to sleep in the car under the Thruway overpass but were advised not to, as that is where stolen cars are stripped and drugs are sold. Syd was very hot and not at all happy with having to move the car out into the open,

since the rain continued and we could not leave the windows open even a bit. She snarled (graciously) at my offer of a sleeping bag and a polypro blanket. I was equipped with a fan for the car, and eventually we fell asleep—I in the front seat, Syd in the back, and Steve in the boat.

Street cleaners woke Syd and me about 3 a.m. The rain had slowed to a drizzle, but nature was calling Syd. I escorted her under the overpass and held my coat like a gentleman while she answered that irresistible call (I did try to peek once). Back in the car, we took our places and went back to sleep. What I didn't know was that Syd forgot about being able to climb into the sleeping bag, so, as the temperature plummeted, she froze!! Turns out she only snarls (graciously) when she is too hot! The brakes were repaired and away we went. Plenty of time to teach Syd to trailer the boat.

We laughed, sang, slept until..... Yes, crisis #2: we hit a bump that knocked the exhaust system apart. Well, I do carry everything in my car and, sure enough, had wire to jury-rig the exhaust. Once again, it was dark and we were driving. Oh, no, crisis #3: the radiator overheated, spewing hot steam everywhere. No fear, back to the back of the station wagon. I rustled up every bottle of water I'd ever put in the car and emptied them into the radiator. The sailing Boy Scout saved the day again!

We arrived the morning of the first race. Remember, it was Syd's first! Her

main concern was not getting seasick; mine was not boring her to death. She did not get sick; she did get bored. It was a drifting match all afternoon. I was kind enough to lend my main squeeze a hat. However, it was black and attracted the sun to beat down mercilessly on her head, bringing on a monster headache. All was forgiven when we finally met up with her dad. He is a hoot, and his embarrassing, old-man-looking-for-sex stories took Syd's mind right off anything else but escape. (His stories are still a great way to make her leave the room, or at least cringe in horror!) Alas, no racing the next day, because the wind had really kicked up. Steve talked me into taking the boat out anyway, and we discovered that Syd LOVES heavy wind. A relaxing night hosted by the Penfields and a super breakfast made us feel like new!

On the leisurely trip back to Connecticut, I could teach Syd to drive with the boat behind us. Unless..... Right, crisis #4: the power steering went kablooey. Syd lucked out and never had to drive at all, and we all got back safe and sound.

My efforts to develop crew continued. In April or May of 2000, Syd and I did a Vespers. This time it was the wind that died. Our boat had to be towed back to the club, along with a friend of mine in his boat. I had tossed him my famous iced tea, as he was thirsty. When we were unhooking from

Continued on Page 14

Couch Potato

Continued From Page 13

the towboat, my friend tossed the iced tea back to Syd. Bad throw? Bad catch? We'll never know, but the iced tea went into the water. Syd did not want to get demerits as a girlfriend for letting my iced tea get lost, so she reached down for it.....and went headfirst into the cold water!!! Phil and I were unable to get her back into either boat (she was a couch potato, remember). She seemed to be having fun, though, and finally the club launch towed my sweetie to shore, laughing all the way. No, wait, that's "Jingle Bells." Oh, well, I digress. I'm told that, though the weather report will never show it, there was a full moon in the parking lot that night as a potato changed wet clothes for dry. The harbor water made Syd a bit queasy, so we went

directly home and shared our story with Steve and friends.

The next test was the Skaneateles districts. This was my new crew's first two-day regatta. She was raring to go! The first day she was so determined to succeed with the spinnaker pole, she wouldn't listen to me and stop; she got it up AFTER the leeward mark. No fear, we knew we weren't in first place. Persevering, Syd went out the next day with a new plan for spinnaker success. It seemed to be working until she stepped down from the seat, twisted her ankle, and fell between the seat and the center console. That cost us time (and, she was sure, the relationship). Gamely, she continued the race to the end, despite an ankle swelling rapidly and HURTING. When I asked her to help fold the sails, I shouldn't have been so unsympathetic when she said "No" and

hobbled off for some first aid from her new sailing friends. I got hell from them, too; that's how I know this. I knew all was well when Syd said she would go to Saratoga, even though that was several regattas away. As I drove home, my new crew fell into a restless sleep where she was sailing with a relentless skipper. I had to wake her when she threw her foot toward the accelerator while dreaming of tacking!!

Westhampton was next. Now I planned to teach her to camp. Being fussy, Syd demanded proximity to porcelain facilities. I was hooked, so I accommodated. I put up my 12x12 tent to make a big impression, and it was promptly dubbed "the condo" by the Westhampton crowd. Syd was so impressed that she brought a pitcher of beer and as many appetizers as she could carry to entertain at "the condo."



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All was well until.....I didn't realize I was being hit on by another woman--right in front of Syd! I just kept behaving like a big, dumb puppy dog getting scratchies. I think I know better now.

Finally, Saratoga. Well, the buildup had been great--promised drinks (Kamikazes), good party, and forty boats. I yelled at her. BIG mistake. Meanwhile, she got poison ivy from camping. Margaret Jacobsen was great; she had camphor oil, so Syd was a little less upset the next day. I knew by then that Syd was the crew I wanted to grow old with. She felt the same, and we were headed toward engagement. As I cannot keep a secret to save my life or anyone else's, Syd knew this would come on the Canada trip. She even knew that I planned to pop the question on the Maid

of the Mist in Niagara Falls. However, she kept her knowledge a secret.

I did surprise her in the end. Our hosts in Canada, Chris and Dee Greening, talked me into proposing that first night, as that was where they had become engaged. My mother had given me a ring for Syd to wear until we chose one together. Syd still cherishes that ring and still calls the Saturday dinner at Stony Lake Yacht Club our engagement dinner. I found out afterward that, the day we arrived, Syd looked back at the shore and saw a double rainbow. They truly are good luck.

Lastly for 2000, Lake Massapoag. Now a shower was part of the bargain. Our good friend Diane Kampf came through for me and said Syd could use the shower in their camper. The sailing was great fun. Syd eagerly ran for her promised shower. (I hear it was delightful.) Fully

refreshed, Syd made her way back to the tent wearing a robe, with a towel over her wet hair. As she started down the stairs, Diane sped past her to get to the bottom and take a photo of this magnificent creature....um...er...I mean "woman." Many of you may have seen it on the Internet. Hope sedation was not necessary! Just kidding. Thank God I chose a wife with a sense of humor this time.

All was well until..... Syd had the tiller as I was putting up the spinnaker. I saw a boat coming up behind us and taking advantage of Syd's inexperience. I yelled for them that we had right of way, but they kept coming. So I fairly flew back to the stern to take matters in hand and lodge a protest. Syd had never seen me so angry and was scared--until she realized I was defending her. Of course, now I know how to get her to

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be quiet for a little while!! We won the protest. She also came and watched two other regattas that year--Red Bank and Toms River. She was happy to stay ashore.

2001. Now married. I said let's go to Red Bank for the day and sail in the Challenger division. Syd agreed reluctantly, as she was tired. Two blocks from home, the car fan belt broke. Syd thought she had a reprieve. Not a chance; I got the car back to our house and fixed it in the driveway. Off we went again. We arrived late and, while rigging the boat, I discovered many little pieces were missing (the boat had been used in the Memorial Day parade). Although she seriously considered pocketing the plug and O ring, Syd was a good little wife and handed them over to her new skipper, and we set sail yet again. By now, Syd was realizing that she prefers me as a husband as opposed to a skipper; I do turn into Captain Bly.

Next was 2001 Saratoga. We LOVE Saratoga. Syd got out of crewing but paid for it in numerous bug bites that caused huge, purple welts and required a trip to the emergency room before we got home. Buying Benadryl for itching in CVS the next morning, Syd must have looked like a Benadryl junkie, due to the writhing motions to scratch all the bites!!! Wish I had that video! NO MORE TENTING FOR SYD.

Massapoag round two. Syd won two awards--one (when I made her upset in race one) for being a good sport with our new term "mooning" [21st-century sailing phrase used by crew to skipper; short for "remember what my butt looks like, 'cause I'm mooning you in my mind"], the other for being well-equipped with a water gun. We nailed quite a few boats.

2003. Syd went to one regatta with me--Saratoga. Got lucky, stayed at Peter Seidman's mother's, no camping. Ended

up with a different crew, though. I used my 213 Scot, which cost me a few boats because I was missing things. Syd stayed on shore.

2004. With new job, Syd could go only to Canada--back to "the scene of the crime." Syd is on call most week-ends, so this was great. We asked to stay at the Greenings, but they had company, so we stayed with Pat McCallum. Well, we had a great time. Did not end up last. Syd did break a toe, but only one. We did go back to Niagara and stayed at a slightly better hotel. This one had parking in the back for the boat and a Jacuzzi. I learned that "pour generously" on a bottle of bubble bath does not mean to use one-third of the supersized bottle. All in all, I have a wonderful wife who has let me sail five days a week and goes with me to regattas when she can. She also has done some big-boat sailing with me. And she still loves her Captain Bly. [edited by the former couch potato]. 🍌



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37 Years “behind” the Mast of a Flying Scot— Priceless

by Jim Worth, Fleet 162, Past GNY District Governor 2004

- Deciding on a Scot in 1967 and climbing up three levels at Beaton’s Boatyard [NJ] with my seven-months-pregnant wife to look at the stored Scot #952 [used]. [She wanted carpeting, instead.]
- Buying that Scot instead of new carpeting. [Kathy agrees—now, but not then—that it was the right decision.]
- Learning and daysailing with spouse and our two infants; the two babies napping in car beds on the Scot during Long Island Sound drifters, our daughter being nursed by Mom on the Scot, Matchbox cars being run under the fore-deck.
- Being accepted and encouraged by Fleet 7 Riverside to race as a guest in the mid-‘70s [no Scots where we sailed in Norwalk].
- Learning on the course in Greenwich from the Old Guard [Rettie and Howe] and at the traditional social “critique” Fleet 7 arranged after every race, in the format “How We Won” by the winner, with lots of questions and answers flowing.
- Sailing in our first NAC in 1973 with my spouse in our first Scot.
- Sailing in the 1991 NAC with my daughter (her son home with Dad) in our second Scot.
- Sailing in the 2001 NAC with my grandson in our third Scot.
- Forming Fleet 142 at Sprite Island in the late ‘70s with Eric Ammann’s encouragement; watching it grow to 25 active boats in a few years.
- Participating in the critiques (copying Fleet 7’s example) with our friends after the races at Sprite, while consuming quantities of wine under the maple tree and watching the sunset.
- Hosting annual weeklong visits at our home by Eric Ammann during the Norwalk Boat Show; the evening stories he spun, and the year he was joined for the week by Sandy, who added his flare to the spinning.
- Joining Fleet 31 at Shore Acres (Ralph Manee turf) in 1984 after our move to New Jersey, and returning FS 952 to her original club 17 years after buying her!
- Serving as Fleet Captain at Shore Acres with 60 Scots in the parking lot; the competitive racing, and friends developed in the fleet.
- Routine, hair-raising planing on Barnegat Bay after sailing in drifters on Long Island Sound for years; actually having to wear sailing gloves there, and going to 2-to-1 jib sheeting for my spouse.
- Returning to Sprite in 1989 to win their annual regatta, but this time with our first grandson running Matchbox cars in the same boat where his mother and uncle had played 20 or so years earlier.
- Receiving a special welcome from Alan Terhune and Jeff Lines when we joined TRYC in 1995.
- Helping create the Ralph and Ethel Manee perpetual trophy for the Scot class for the summer-long BBYRA series [never yet winning it, however].
- Sailing the Midwinters since 1989, and the friends developed there.
- Observing the reaction of Kathy and many of the other wives to the Hooter girls at the Midwinters a few years back—not a pretty sight!
- Witnessing what Sandy [Douglass], Greg [Fisher], Kelly [Gough], and Mark [Eagan] did/do with a Scot, compared with us “mortals”
- Seeing our first Scot (#952) still in excellent shape and sailed well at Monmouth Boat Club recently—and being beaten by her!
- Watching Joe Thorpe put aside his muscle crew to sail with his two small, young sons, instead; their “growth” as a team over the last five years to the point where they are “one of the boats to beat.”
- Seeing my spouse, Kathy, still racing and enjoying it [but no longer with me], and being passed with her on the chute in light air.
- Noting the continued outstanding support our class receives from the current owners of Flying Scot, Inc., Harry and Karen [Carpenter], who follow in the tradition set by Sandy [Douglass] and Eric [Ammann].
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www.schurrsails.com

Design

The Schurr Sails design team has over 50 years combined experience in development of FAST, easy to set and trim, sails. Our record speaks for itself with numerous wins in present and past local, regional, and national events

Fabrication

Schurr Sails uses its proven construction techniques on each sail it manufactures. Combine this with the highest quality materials available on the market today, and this makes for an award winning consistent design each time.

Service

Schurr Sails is proud to be part of the Flying Scot Association. We guarantee to continue to provide each member with individual attention as our way of supporting its continual growth.



Excellence in Design, Fabrication & Service

Whether you're Cruising the Open waters or Racing around the buoys, Schurr Sails has the equipment you need to get you there safely and quickly.

For the Cruiser looking for quality, durability, reliability, and service, we have selected the finest cloth available, and combined it with our proven construction techniques to give you what you are looking for. Mainsails starting at \$710 and Jibs at \$300.

For the Racer, we have taken the same quality, durability, reliability, and service and selected the finest cloth available. We have taken our 50 plus years of experience in development and created the fastest sails available, yes they are still remarkably easy to set and trim.

Mainsails starting at \$710, Jibs \$300, and Crosscut Spinnaker at \$398

We also have available a Triradial or Biradial Spinnaker for \$510.



For more information call Steve Bellows, your friendly Flying Scot Sailmaker

The Learning Curve, or I Learned about Sailing from That

by Dan Warnick, FS 5595

Preface

I'm writing this in hopes that someone will learn from my inexperience and will react properly if faced with a similar situation in the future. If this information can someday save just ONE crash, I'll be happy. (Call me stupid as you read this, but perhaps if I had seen an account of this situation in print, my crash wouldn't have happened.)

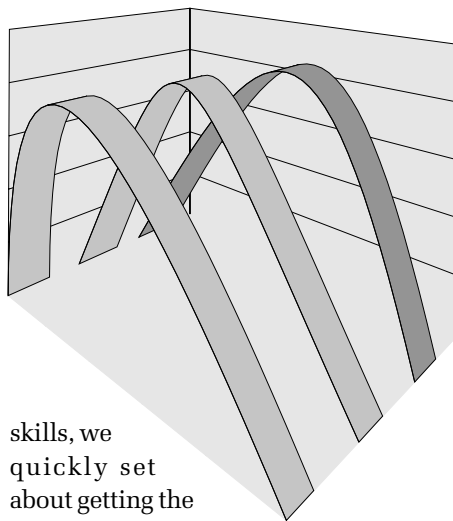
To train in my profession as a corporate jet pilot, I spent twelve years as a copilot watching a seasoned Captain (Skipper) deal with a continual parade of difficult situations, all the while noting, "So that's how you do that!" I was always fascinated by a column in FLYING magazine called "I Learned about Flying from That," wherein other aviators humbled (and often embarrassed) themselves in front of the aviation community in the interest of education, and I studied accident reports in depth. But I didn't have the luxury of either on-the-job or armchair learning in sailing. We bought an older Scot, took a few EXCELLENT private lessons from Ed Peters at the Deep Creek Sailing School, and struck out to learn the rest by trial and error.

Our Past

The summer of 2004 was our third year of Scot sailing and our first year of "serious" racing. The first year we had finally mustered up enough confidence and courage to enter a couple of low-key, Wednesday-night races. The second year we worked up to an occasional, tentative appearance on the starting line of the weekend races (when the wind was steady and less than about 10). But now that we had moved up to Deep

Creek Lake (MD) full time, 2004 was our first year of total immersion in the local racing program.

And a good year it started out to be, too. After sailing our trusty old 2944 to a challenger class win in our club's 4th of July Firecracker Regatta, we were feeling pretty proud. So proud, in fact, that we allowed our hearts to be taken by the beautiful, dark-hulled 5595 on display at nearby Flying Scot, Inc. Her purchase easily rationalized by our developing



skills, we quickly set about getting the feel of the new boat and the new-to-us "snug rig," but we were somewhat disappointed by our uneven performances (finishes like 2nd in the first race followed by 12th in the second race were not uncommon). Clearly it would take some time to get our new boat speed up to where it had been with 2944.

September 5, 2004

It was the annual Commodore's Cup Regatta, and we were hoping to be able finally to put it all together at year-end. The day was a little breezier and shifti-

er than, as a rookie, I was really happy with, but we managed a 2nd place in the first race, were able to keep the boat reasonably flat, and maneuvered without problems, so we came back for more. My only concern was that, for some reason, I was having trouble steering the boat in the now huge (for me) puffs. Sometimes, in the puffs, it seemed that the tiller was a lot less effective than usual. It would move the rudder but seemed to have little effect except to slow the boat down; the rudder seemed to be stalling in the water. I made a mental note to ask one of my club "mentors" about this during our lunch break between races 2 and 3.

As we waited our turn at the starting line, the committee boat gave a "now hear this" announcement that they were seeing gusts to 22 knots. We moved the jib leads back a couple notches, trimmed everything tighter than we had ever trimmed before, took a deep breath, and hit the line running.

I had my hands full in this even-windier second race, and the first spinaker run was exciting enough that my wife/crew Joy and I both felt like the inside of our mouths had been dusted with cornstarch! We hadn't capsized and were in 3rd place at the third mark, so back upwind we turned.

Soon we found ourselves on port tack looking at a close crossing with our friends Darlene and Ray Miller, who were on starboard and in 2nd place. I was greedy about our fleet position and wanted to hold course as long as possible and, if I did need to duck them, to do

Continued on Page 20

The Learning Curve

Continued From Page 19

so at the last possible moment. When they were about four boat lengths away (and closing fast), we were hit simultaneously with a strong, lifting puff and with the reality that we would have to duck them. With regret, I called the duck to Joy and pulled the tiller to steer to starboard. Nothing happened! I pulled harder--still no reaction from the stupid boat! I then pulled the tiller hard to port, while retaining a death grip on the mainsheet...but nothing was happening!

What happened next is a bit of a blur, but I do distinctly remember the sounds. There were increasingly louder and more desperate hails of "STARBOARD" from the Millers' boat. From the front of the cockpit there were similar cries of "DAN - TURN!" from Joy. A loud "whooshing" sound came from the rudder. Finally, that sickening sound of smashing fiberglass as we "T-boned" the Millers midship on their port side.

We looked up after the jolt. Everyone was standing, and neither boat seemed to be taking on water. "Is everyone OK?" came from both boats. We were all OK. I don't know how many times I yelled "SORRY!" as we drifted apart. (We had often toyed with the idea of naming our boat "Student Driver." Right now that name seemed like a promotion!)

As quickly as we could compose ourselves, we did our 720 and went on to finish in the middle of the fleet. Our friends (yes, they are still our friends) the Millers went on to beat us handily, and for this we are thankful.

Back at the dock we surveyed the damage. Both boats came through surprisingly well. Our boat needed only a new stem band and the Millers' about six hours of fiberglass work by Harry Carpenter's wizards at Flying Scot, Inc.

The Lesson Learned

I initially thought that the boat's failure to react to my heavy pull on the

tiller was due to the rudder being "overpowered" by the main - and that it was my failure to release the mainsheet that was my downfall. It turns out that my "fix" of releasing the main was the cure, but I didn't really understand the problem.

We are extremely fortunate to have Harry Carpenter as a fellow club member and "neighbor." After a discussion with Harry (who always has been more than willing to give his valuable time to answer Scot owners' questions), I learned that the problem was that I really didn't understand weather helm and its implications.

For reference, please look at the accompanying photograph. Although taken for fun, it bears remarkable similarities to our pre-crash situation (port tack, sporty day, lots of heel). Note the large amount of water built up on the leeward side of the hull versus not much on the windward side. I couldn't do any better paraphrasing Harry's explanation, so here it is in its entirety:

"This is why any boat develops weather helm (the tendency of the boat to steer to windward) as it heels. The water building up on the leeward side offers more and more resistance as the boat heels over. The boat seeks the path of least resistance and begins to turn to windward."

"The second problem is that the rudder is being lifted out of the water as the boat heels over. So with less water on the rudder, you have less drag available to correct the mounting weather

helm. The only cure is to flatten the boat out to even the water pressure on the leeward side to the windward side and put more rudder back in the water. This can be done by hiking harder and getting more weight to windward or by easing the main to reduce the heeling force. This is why all the books on sailing a dinghy like the Flying Scot emphasize the importance of keeping the boat flat. Everything that happens as the boat heels over is bad from a performance standpoint."

So, basically, I was trying to use about one-third of the rudder to turn the Scot into a wall of water parked on the leeward side of the boat. The title of an article by Sandy Douglass reprinted in Highlights of Scots n' Water says it all - "SAIL HER FLAT." ▲



2005 Wife-Husband Championship

PRELIMINARY NOTICE OF RACE

June 25 & 26

~ PRELIMINARY NOTICE OF RACE ~

*Flying Scot Sailing Association 2005 Wife Husband
Championship Series*

*Saturday June 25 & Sunday June 26, 2005
Organizing Authority FSSA Fleet 97*

*West River Sailing Club
4800 Riverside Drive
Galesville, Maryland 20765
410.867.9772*

- West River Sailing Club (WRSC) at Galesville, Maryland is located 15 miles south of the Maryland State Capitol, Annapolis, on the Western shore of the Chesapeake Bay
- The FSSA Wife Husband Championship Series (WHCS) is a National, sanctioned event. As such it will be governed by the rules as defined in the current Racing Rules of Sailing except as modified herein and in the Sailing Instructions. The Sailing Instructions and a copy of this document will be available at the Clubhouse to each registrant at check.
- Registration for the WHCS will close Monday, June 21 at 1600 hours Eastern Time. No monies will be refunded after that date and time.
- Boats will be inspected upon arrival at WRSC to determine equipment compliance with FSSA Article S-V.2 Restrictions. Boats and sails will not be measured but must conform to the Official Plan.
- Each boat will have on board one appropriate USCG approved Personnel Floatation Device for each person on board and one appropriate USCG approved throwable device.
- NOTE. As per Article B-X-1.b of the FSSA BYLAWS, the crew shall consist only of a skipper and spouse, the helmsperson may switch at anytime and at least one crew member shall be a 2005 Active, Life, Club or Family FSSA member in good standing.
- A three race series is planned. Two races are planned Saturday and one race Sunday. Courses will be Windward Leeward as illustrated in the Sailing Instructions.

TENTATIVE SCHEDULE OF EVENTS:

Friday June 24:

| | |
|--|-----------|
| Check in and rigging at Clubhouse | 1530-1900 |
| Greg Fisher parking lot boat tune talk | 1630-1800 |
| Casual Scot tune up racing off Club Dock | 1800-1930 |
| Friday evening Club lawn cookout (\$6.00 ea) | 1830-1900 |

Saturday June 25:

| | |
|--|-----------|
| Continental breakfast at Clubhouse | 0830-1030 |
| Check in and rigging at Clubhouse | 0830-1030 |
| Competitors meeting | 1030-1045 |
| Race 1 Championship Warning Signal | 1200 |
| Race 1 Challenger Warning Signal | to follow |
| Race 2 Championship and Challenger Warning | to follow |
| After Race R&R ashore | 1700 |
| Greg Fisher 2005 WHCS race videos | 1700 |
| Dinner and door prizes | 1830 |

Sunday June 26:

| | |
|------------------------------------|-----------|
| Race 3 Championship Warning Signal | 1000 |
| Race 3 Challenger Warning Signal | to follow |
| Refreshments and awards | to follow |

- At the discretion of the Race Committee more races per day may be attempted but not more than three races total for the series.
- One complete race may be judged to constitute the series.
- RRS Appendix A, A2 is modified, all finishes will be scored.
- RRS 61.1.a.2 is modified, a protest flag is required.
- There will be 2 racing divisions, Championship and Challenger. Competitors choose the division in which they wish to compete on the entry form.

Continued on Page 22

WIFE HUSBAND CHAMPIONSHIP REGISTRATION

PRINT:

Skippers Name _____

Spouses Name _____

Address _____

City, State, Zip Code _____

Phone _____ email _____

Emergency phone # while at regatta _____

Sail # _____ Fleet # _____ Club Affiliation _____

Select the Racing Division you wish to compete in. ☐ Championship ☐ ChallengerIs this the 1st Wife Husband Championship Series for this crew? ☐ Yes ☐ No

Entry fee includes continental breakfast, lunch and beverages for skipper and spouse. Free dinner Saturday for youngsters (12 and under) accompanied by W/H crew

Entry fee for U.S. Sailing member **\$ 65.00**Entry fee for Non U. S. Sailing member **\$ 70.00**

Additional Sat. / Sun. Lunches \$5.00 each () x \$5.00= \$ _____

Saturday Dinner: \$25.00 each () x \$25.00= \$ _____

Your total \$ _____

Make Checks payable to FSSA Fleet 97 WH. Mail completed entry form and check to: Fleet 97 Treasurer
6413 Lynbrook Dr. • Bethesda MD 20817 • 301.469.7449

I agree to be bound by the current Racing Rules of Sailing and all other Rules that govern.

Skipper signature _____

Spouse signature _____

Friday Evening Club Cookout, \$6.00/plate paid at the club. Cookout menu is one grilled entrée from choice of two, side dish, salad and dessert. Grilled entrée menu varies week to week. If you intend to eat at the Club Friday evening, please estimate the # in your party ()

Wife-Husband Championship

Continued From Page 21

PRIZES:

- Racing Divisions: Separate starts for Championship and Challenger divisions.
- Personal Trophies: Top 7 in Championship and top 5 in Challenger
- Perpetual Trophies as follows:
 1. Florence and Ted Glass Perpetual Trophy; 1st place Championship Division
 2. Bob Penticoff Memorial Trophy; 1st time W/H with best finish in the Championship Division
 3. Cal and Anita Hudson Perpetual Trophy; 1st place Challenger Division
 4. Eric and Mary Amman Perpetual Trophy; Best finish either division for W/H with combined ages equal to or greater than 100. (Tie is broken in favor of Championship Division competitor)

Plus Special Awards.

Child Care

Arrangements can be made by contacting the event Co-Chairs.

Hotel Accommodations

There are hotels within 15 miles of WRSC. A list of hotels can be provided by email upon request made to the Event Co-Chairs.

Sorry no camping or RV's at the Club**For Travel Directions to WRSC visit Directions to WRSC**

For other details regarding WRSC and the Galesville, MD area visit About WRSC

The WHCS NOR and ENTRY FORM are available only at the FSSA web site

STARTING LINE

Calendar Of Monthly Events

2005 Sarasota One Design Midwinters March 19 & 20, 2005

Sarasota Sailing Squadron
Sarasota, FL
Contact Jim Barr at (941) 366-1972,
jbarr3620@aol.com

24th Annual Lake of the Woods April 23 & 24, 2005

Lake of the Woods
Locust Grove, VA
Contact Hans Noordanus at
(540) 972-0933, or
hans.noordanus@lowsc.org.

Azalea Cup May 7 & 8, 2005

West River Sailing Club
Galesville, VA
Contact Frank Gibson at
(703) 271-2716, or
fhgibson@peoplepc.com

Buckeye Regatta May 21 & 22, 2005

Hoover Sailing Club
Westerville, OH
Contact Jay Huling at (614) 248-5437
(w); (614) 882-6464 (h);
jhuling@wideopenwest.com

5th Annual Leukemia Cup Regatta May 28 & 29, 2005

Carlyle Sailing Association
Carlyle Lake, IL
Contact Pat Swan at (618) 654-7571,
fs1918@charter.net or go to
www.csa-sailing.org

Founders Cup Regatta June 4, 2005

Old Greenwich Yacht Club
Greenwich, CT
Contact Dave Osler at (203) 975-9166;
ddosler1@aol.com

Egyptian Cup Regatta June 4 & 5, 2005

Carlyle Sailing Association
Carlyle Lake, IL
Contact Pat Swan at (618) 654-7571,
fs1918@charter.net or go to
www.csa-sailing.org

Full Moon Regatta June 11, 2005

Monmouth Boat Club
Red Bank, NJ
Contact Dan Vought at (732) 530-
9801, danbvought@verizon.net

Summer Solstice Regatta June 18 & 19, 2005

Selby Bay Sailing Center
Edgewater, MD
Contact Dave Gillingham at (410) 295-
6675, dgilling@glue.umd.edu.

Sandusky One-design Regatta June 25, 2005

Sandusky Sailing Club
Sandusky, OH
Contact Wes Blazer at (419) 499-2256;
blaze@accelogy.com

The Caledonian June 25 & 26, 2005

Willow Bank Yacht Club
Cazenovia Lake
Cazenovia, NY
Contact Peter Colman,
w:(315) 446-7084, h:(315) 682-6587,
pacolman@aol.com.

Wife-Husband Regatta June 25 & 26, 2005

West River Sailing Club
Galesville, MD
Contact Hans Noordanus at
hans.noordanus@lowsc.org.

New England District Championships July 9 & 10, 2005

FS Fleet #124
Duxbury, MA
Contact Charlie Willauer at (617) 241-
2210 or cwillauer@adelphia.net.

Mid Summer Regatta July 16, 2005

West River Sailing Club
Galesville, MD
Contact Frank Gibson at
(703) 271-2716, or
fhgibson@peoplepc.com

Westhampton Yacht Squadron Regatta Leg #1 of LI Championship July 16, 2005

Moriches Bay
Remsenburg, NY
Contact Ed Sorgan at (631) 288-2069;
eddgann@aol.com

North American Championship Regatta July 24 - 29, 2005

Houston Yacht Club
Houston, TX

Midwestern District Championship 100th Ephraim Regatta August 5 - 7, 2005

Ephraim Yacht Club
Ephraim, WI
Contact Ryan Malmgren at (608) 225-
4287; ryanmalm@yahoo.com or go to
www.eyc.org

Sprague Memorial Leg #2 of LI Championship August 6, 2005

Moriches Bay
Remsenburg, NY
Contact Ed Sorgan at (631) 288-2069;
eddgann@aol.com

Eastern Women's Invitational Regatta August 6 & 7, 2005

FS Fleet #6, Deep Creek Lake
Deep Creek Lake, MD
Contact Geri Meehan at (352) 683-
2543, gmeehan@earthlink.net.

Michigan-Ontario Districts August 6 & 7, 2005

Detroit Yacht Club
Detroit, MI
Contact John and Sheu-Jane Gallagher
at (313) 331-8131;
dycscots@comcast.net

66th Annual Invitational One-Design August 13 & 14, 2005

Fishing Bay Yacht Club
Deltaville, VA
Contact Debbie Cycotte at (804) 776-
7098, dcycotte@yahoo.com.

Sandy Douglass Memorial Regatta August 13 & 14, 2005

Deep Creek Lake
Swanton, MD
Contact Frank Vandall at (301) 387-
6735, fvandall@law.emory.edu.

19th Annual Invitational Regatta August 13 & 14, 2005

Saratoga Lake Sailing Club
Saratoga Lake
Contact Ann and Peter Seidman at
pseidma1@nycap.rr.com;
(518) 877-8731 or go to
www.sailsaragoga.org.

NY Lakes District Championships August 20 & 21, 2005

Skaneateles Sailing Club
Skaneateles, NY
Contact Ted Jeske at (315) 469-6911;
jeske1@mac.com.
NOR will be available 5/1/05.

West River Sailing Club Annual Regatta September 4 and 5, 2005

West River Sailing Club
Galesville, MD
For more information contact Frank
Gibson 703-271-2716,
fhgibson@peoplepc.com

Silver Piper National Championship September 10 and 11, 2005

Selby Bay Sailing Center
Edgewater, MD
For more information contact Dave
Gillingham 410-295-6675,
dgilling@glue.umd.edu

Annual Whale of a Sail Regatta September 17 and 18, 2005

Carlyle Sailing Association
Carlyle Lake, IL
Contact Pat Swan at (618) 654-7571,
fs1918@charter.net or go to
www.csa-sailing.org

Koningsberg Regatta September 17 and 18, 2005

West River Sailing Club
Galesville, MD
For more information contact Frank
Gibson 703-271-2716,
fhgibson@peoplepc.com

Atlantic Coast Championship Capitol District September 24 and 25, 2005

Fishing Bay Yacht Club
Deltaville, VA
For more information contact Debbie
Cycotte 804-776-7098
dcycotte@yahoo.com

NERD Regatta October 8 and 9, 2005

Monmouth Boat Club
Red Bank, NJ
Contact Dan Vought at (732) 530-
9801, danbvought@verizon.net

Pumpkin Patch Regatta October 15 and 16, 2005

West River Sailing Club
Galesville, MD
For more information contact For more
information contact Frank Gibson 703-
271-2716,
fhgibson@peoplepc.com

FS Fleet 160 Championship October 23, 2005

Lake of the Woods
Locust Grove, VA
For more information contact Hans
Noordanus 540-972-0933 hans.noor-
danus@lowsc.org

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FS 59 – Douglass built in 1959. Red hull, white deck, three sets of sails, extra rudder and tiller. Over-the-boat cover and trailer. No leaking, but needs new bottom paint. **\$1500**. Located in OH. Contact Jay Gilbert at (419) 756-6846, jgilbert@neo.rr.com.

FS 337 – Douglass built in 1962. Light Blue Hull, Yellow deck, lots of sails, including like new North Tight Rig Main, Jib & Spinnaker, 1995 galvanized trailer, Sailor's Tailor cover, fast, stiff competitive older boat, totally updated. **\$3500**. Located in Long Island, NY. Contact Charles Huberman at (631) 563-4856, spudsailor@aol.com.

FS 397 – Douglass built in 1963. Functional redo 2001 w/all new halyard winches, halyards, lines and wires. Boom cover & vang. Hull painted. \$1200 Schurr sails used 1 short season + 6 old sails. Spinnaker rigged w/pole. Lifting bridle, SS mast sleeve, motor bracket, old Gator Trailer. **\$1000**. Located in Beach Haven, NJ. Contact Greg Brash at (201) 681-6191, gregory@barsh.com.

FS 708 – Douglass built in 1965. Blue hull, white deck. Complete restoration and refinishing 2002 - like new! North sails, new galvanized trailer, Sailor's Tailor cover. Very, very good condition. **\$5000 obo**. Located in Lake Hopatcong, NJ. Contact Martin Mick at (973) 663-3544, mdmick@optonline.net.

FS 971 – Douglass built in 1966. White with green deck, two sets of sails, one set new North jib and main. Galvanized trailer in good condition. **\$3700**. Located in Kennewick, WA. Contact Diane Ellis at dsails01@charter.net, (509) 585-1203.

FS 1056 – Douglass built in 1967. Light green with off white deck. Two suits of sails, one spinnaker and pole, lifting bridle, motor bracket,

new Sailors Tailor over the boom cover, trailer. **\$2300**. Located in NE Ohio. Contact George Rootring at (330) 874-4541.

FS 1255 – Customflex built in 1968. Red hull with white deck. Two sets of sails, one spinnaker and ple. 3hp Johnson motor, garaged Pamco trailer. **\$2700**. Located in Atlanta, GA. Contact Harold Wilde at (770) 926-4191, hg wilde@bellsouth.net.

FS 1394 – Douglass built in 1968. White with red boot stripe. Two suits of sails with spinnaker. Harken blocks, rigged for racing. Flooring cover, motor, cockpit cover. Spinnaker pole anchor, etc. Removable motor mount. Sterling trailer. **\$2700**. Located at Berlin Lake, OH. Contact Gordon Shasteen, (330) 337-6771, shastgn@earthlink.net.

FS 1565 – Customflex built in 1969. White /white, dark blue waterline, red anti-fouling bottom, teak trim and deck supports, new bottom bals core, boom and mast, gasket, rub rails, tiller and extension. Sailor's tailor cover. Galvanized Gator trailer. Schurr racing and tri-color spinnaker. Thomas day sailing. Dry sailed, garage stored. Will deliver. **\$3500**. Located in Cincinnati, OH. Contact John Seillers at (513) 489-7282.

FS 1653 – Douglass built in 1970. Renovated older trailer and in very good condition. New tires, wheels, bearings, lights, axel, tongue, paint, rollers, bunks and winch. Harken blocks, new aluminum spinnaker pole, no spinnaker. North racing sails in good condition. New Schurr cruising sails, main rigged for jiffy reefing. CB gasket replaced and CB reglassed. **\$3750 obo**. Located in Dunstable, MA. Contact Joseph Vcek at joseph_vcek@yahoo.com.

FS 2124 – Douglass built in 1972. White with red boot stripe. One set of sails, winter cover and mooring boom tent. Outboard motor mount, hoisting bridle. Trailer. All in good

shape. **\$1500**. Located in White Plains, NY. Contact Stephen Fendler at sfendler@optonline.com, (914) 328-0507.

FS 2149 – First **\$250** purchases this hull. Good condition. Contact Don Hurst at (410) 620-6062, dhurst30@comcast.net.

FS 2184 – Customflex built in 1972. White, blue water line. Garage kept - Excellent condition. 1978 Pamco boat trailer. Original owner. **\$2950**. Located in Chicago, IL. Contact Pantelis Kosiopoulos at (312) 649-0550, kosiopoulos@earthlink.net

FS 2347 – Customflex built in 1973. W/Trailer, Kevlar sheets, new CB gasket, recent paint Harken hardware, 2 sets of sails, new cover. **\$2500**. Located in Central OH. Contact Brian Engelbach at (419) 756-8411.

FS 2362 – Douglass built in 1973. Boat trailer. **\$2300**. Located near Destin, FL. Contact Ray Visser at (517) 410-8042.

FS 2625 – Douglass built in 1975. Class A Racer - Family oriented. Includes sails, trailer and outboard motor. In prime condition. **Call for price**. Located in Livingston, NJ. Contact Shirley Friedman at (973) 992-9054.

FS 2673 – Douglass built in 1974. Very good condition. Fresh water sailed, inside winter storage, three suits of sails, cockpit cover. Two spinnakers with turtle and gear. Lifting bridle. **\$3200**. Located in Central NH. Contact Edward Godfrey at (603) 522-9086.

FS 3230 – Customflex built in 1978. Yellow hull, white deck, three sets of good sails, boom tent, motor bracket, two tillers, anchor. AMC tilt-trailer, all new tires, wheels, winch jack. Kept covered (in Virginia until last year). Unused for several years. **\$3800**. Located in Port Charlotte, FL. Contact Ray Chasteen at (941) 627-1091.

FS 3492 – Douglass built in 1980. Very good condition, white hull, light blue deck, multi-blue pin striping. One set of sails. Whisker pole, lifting bridle, 1/2HP Seagull motor, paddle, anchor, misc. Sterling trailer. Fresh water sailed. **\$4800** or obo. Located in Oswego, NY. Contact Jeff Walrath (315) 342-6311.

FS 4012 – Douglass built in 1983. White, blue striping, crisp Schurr main and jib, spinnaker, other used sails; fresh water only, uprated vang; boom tent, Sailor's Tailor deck cover, Tee-Nee galvanized trailer, motor (non-working) and mount. Fast boat in very good condition. **\$4900**. Located in Chattanooga, TN. Contact Ian McLeod at (423) 240-9473, aimcleod@comcast.net.

FS 4046 – Douglass built in 1985. Excellent condition. White with green pin striping, fresh water sailed, one set of older sails, spinnaker, boom tent, Tee Nee Trailer, paddles, life jackets etc. **\$3500**. Located in Shelton, CT. Contact William Miller at wmiller02@aol.com.

FS 4225 – Douglass built in 1986. Excellent condition. Schurr sails, always protected when not sailing so in good shape. Boom tent, with extension. TeeNee galvanized trailer. Outboard motor mount, and one 1/2hp motor, but motor has not been used in some years, so am not sure of condition. **\$6150**. Located in Lake Gaston, NC. Contact Bob Moorhead at (919) 929-3338 or rbm@intrex.net.

FS 4331 – Douglass built in 1987. Very good condition. White with blue trim. Fresh water, dry sailed. Stored winters. Two sets sails including spinnakers. Tactical compass. TeeNee trailer, new bearings, recent tires, Bearing Buddies, cover. Flotation kit, mast collar, extras. **\$5000**. Located in Dayton, OH. Contact Jim Robinson at (937) 294-8763.

FS 4408 – Douglass built in 1987. Very good condition, never raced, off white with blue trim, dry sailed, stored winters, custom full cover, Schurr sails, spinnaker like new, lifting bridle, extra tiller, anchor with rhode. 1987 TeeNee trailer with spare, 3.5hp Nissan with outboard brackets. **\$5000**. Located in Oceanport, NJ. Contact Wolfgang Kornwebel at (732) 291-8892.

FS 4479 – Douglass built in 1988. White with teal trim. One year old Beaton sails, three year old North sails. Good racing record. Trailer. **\$5200**. Located in Toms River, NJ. Contact Arthur Bailey at (732) 929-8944.

FS 4585 – Douglass built in 1990. White hull with blue waterlines. Rigged for racing. Excellent condition. Aluminum trailer purchased new in 2003. Highly competitive racing bottom applied in 2003. Factory installed race package. North main, jib and spinnaker. **\$7000**. Located in Harwich Port, MA. Contact Thomas Lewis at (617) 696-1171, tom.lewis@fmr.com.

FS 4653 – Douglass built in 1990. White with blue boot stripe. New North sails race ready, additional old set. TeeNee Trailer. **\$6000**. Located in Key Largo, FL. Contact Phillip Wieland at (954) 309-3554, (305) 453-0887.

FS 4674 – Douglass built in 1990. White with teal trim. Great racing record. Hull, spars, rigging excellent. Four year old North sails okay for daysailing and club racing; should probably be replaced for serious competition. Silva racing compass. Trailer, winter cover. **\$6500**. Located at Sayville YC, NY. Contact Phil Linker at (631) 472-3170, bur-link@aol.com.

FS 4758 – Douglass built in 1991. Excellent condition. White deck/hull. Two sets sails, spinnaker pole, motor mount and bracket, galvanized trailer. Rinsed, covered and stored on trailer after each use. **\$6200**. Located in Dumont, NJ. Contact Bill Seveck at (201) 387-8724, wseveck@verizon.net.

FS 4881 – Douglass built in 1993. White hull, red stripe, main, jib, boom cover, winter cover, lifting bridle, motor mount. (New, unused 2.5 HP Mercury motor - extra cost) Used for family recreation. Galvanized trailer. **\$6500**. Located in Northern Barnegat Bay, NJ. Contact Dorothy Windhorst at baker25@comcast.net.

FS 4907 – Flying Scot built in 1993. White/white, blue bottom; galvanized trailer, race equipped; Sailor's Tailor custom mooring cover, Schurr Main, jib and spinnaker, lifting bridle, motor mount. Average sailed 3-4 times/yr; inside winter storage thru 2000; dry sailed since 2001; One year dry parking slip. **\$7000**. Located in Annapolis, MD. Contact Robert Shuler at (301) 983-8593.

FS 4997 – Flying Scot built in 1995. White deck & hull. Medium blue trim stripes. North sails: 2 jibs, 2 mains, 1 spinnaker. Galvanized trailer. Full deck cover kept gel coat "like new." Will consider delivery within 500 miles of SE Mich. **\$6900**. Located in Canton, MI. Contact Gordon Reeve at (734) 416-5390; greeve@aol.com.

FS 5010 – Flying Scot built in 1995. White hull, gray deck, medium blue trim stripes. North sails including spinnaker. Race package. Motor mount, swim ladder and deck handle, new mooring cover. Galvanized trailer. **\$6900**. Located in Islip, Long Island, NY. Contact Don Murn at (631) 581-1045.

FS 5171 – Flying Scot built in 1997. "Rhino" Excellent race record, North right rig sails, full covers, compass. **\$9500**. Located in Westport, CT. Contact Josh Goldman at (917) 859-7764.



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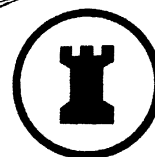
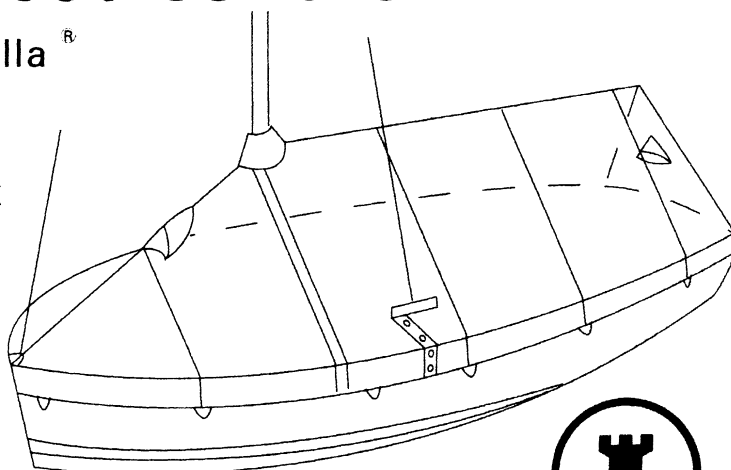
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Lightweight extruded aluminum designed to keep boat low for easy access while rigging. Overall width is 7.5' and features 4.80 x 12" tires. Can be picked up at the factory or knocked down and shipped by truck (assembly required).

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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.

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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.

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

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

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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.

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