

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 50 NUMBER 5 2006

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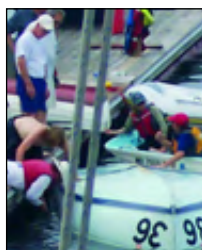
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The Email address for regatta notices and regatta results to be published in Scots n' Water is info@fssa.com. Visit the site frequently to view updated information! Please save all articles submitted for publication in ASCII Text, Word or WordPerfect format.

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From The President

by Glenn Shaffer, FS 5213



The Unexpected...

At our recent annual meeting and dinner at the Corinthian Yacht Club in Marblehead, I began the program by saying that I did not quite know where to begin. It was, of course, an understatement of the emotions that all of us attending felt about the events of the prior few days. The 2006 North American Championship had begun with such glorious promise of superb weather, racing, hospitality, and fun. Marblehead was a magnificent and historic location to experience a unique kind of NAC. But on Tuesday, July 11th, the entire Marblehead area was stricken with torrential rain, hail, lightning, thunder, and wind that eventually passed. However, it was the surgical precision of a microburst that descended upon the Flying Scot fleet and Corinthian Yacht Club and carved a very narrow path of destruction, perhaps only 150 yards wide by 1,000 yards long. It was fortunate that no one was injured, since the racing fleet had been off the water for only about 20 minutes when the storm erupted.

Following soon after that brief but violent storm, the race committee of the Corinthian Yacht Club declared the regatta to be over. Some questioned why the decision to end the regatta had come so quickly, without the benefit of greater input from the FSSA and the competitors. But as the race committee immediately saw it, their waterfront and their ability to run the regatta were severely compromised—not to mention that 45 or so boats were either on top of each other or upside down in the harbor. There were no offers from other clubs nearby to run the remainder of the regatta for us. With so many who had incurred significant damage, a national-championship-caliber event was no longer possible. This was a huge disappointment to everyone.

Well over a year of hard work and long meetings went into the planning of the 2006 NAC. So much credit and thanks go

to those who helped plan, organize, and then improvise, starting with the regatta chair, Randy Williams, and the members of the nearby New England fleets. The officers, staff, and members of Corinthian Yacht Club were extraordinarily generous with their time, facilities, and support of our class. Special thanks go to those sailors who led the efforts to rescue and recover the capsized and damaged boats. The competitors on 64 boats who traveled great distances to attend were exceptional examples of the resiliency of Flying Scot sailing. No one deserved the disappointment and unfortunate outcome of the storm that tore through Marblehead Harbor that day. Yet, despite the outcome, we are enormously grateful to have gone to Marblehead, and we are grateful that everyone arrived home safely. Hopefully, we might someday have the opportunity to return and fully appreciate what was planned for us at Corinthian Yacht Club.

Before returning home, I had the opportunity to do some sight-seeing with my wife, Joyce. We visited the Peabody Essex Museum in nearby Salem, where we viewed an exhibit of the yachting photography of Willard B. Jackson. Patrolling the waters of Marblehead in the early 1900s in a sleek, 36-foot, white launch carrying an enormous bellows camera, Jackson took hundreds of glass-negative photographs of anything that sailed, from yachts to knockabouts, dories, and other smaller craft that rarely drew the attention of most photographers. Viewing these exceptionally high-quality photographs of 100 years ago, I was so impressed by the enthusiasm of those sailors and the similarities to sailing and racing today. What has significantly changed, however, is the formal attire that men and women wore while racing—no shorts and T-shirts! Also of tremendous interest to me was the background photography of Marblehead, particularly one of the photographs of the boats in Marblehead

Harbor taken from the deck of Corinthian Yacht Club in 1908—a view that we had enjoyed with awe many times during the previous week. For those of you who might have interest in Jackson's photography, you should visit the Web site of the Peabody Essex Museum at www.pem.org.



There is also an excellent new book about his photography, written by Matthew P. Murphy and entitled *Glass Plates & Wooden Boats*, as well as a soon-to-be-released video production narrated by Gary Jobson.

Most of our sailing events during 2006 will have been concluded by the time this letter arrives in your mailbox. For 2007, we look forward to the 50th anniversary of the Flying Scot, starting with the Midwinter Championship at the St. Petersburg Yacht Club in early March. The 2007 NAC will be a split-venue format, with three days of racing in June hosted by the Fishing Bay Yacht Club in Deltaville, VA, followed by a long weekend of celebration and fun sailing at Deep Creek Lake, the home of Flying Scot, Inc. The 2007 Wife-Husband Championship will be held in late August at Cedar Point Yacht Club (CT), which has a great location on Long Island Sound. At this writing, the Atlantic Coast Championship has been tentatively planned for late September at Toms River Yacht Club (NJ) on Barnegat Bay. I look forward to joining you at these events. ▲

From the Editor

Kay Summerfield



Iwould like to thank all of you for your articles, photos, and help that made this year's *Scots n' Water* such a success. The 2006 Editor's Awards were presented at the North American Championship dinner to the following:

INDIVIDUAL CONTRIBUTOR...

presented to the person who contributed the most: **Marti Worthen, proofreader**, accepted by Bill Ross.



INDIVIDUAL FLEET...

awarded to the fleet that contributed the most: **Fleet 6 - Meredith Dodd, fleet captain**, accepted by Charles Buffington.



DISTRICT CONTRIBUTING THE MOST...

presented to the district governor (left, below) for all the help and support he/she gave or drafted from his/her district: **Ohio District - Charles Buffington, district governor**.

BEST PICTURE...

presented for the best non-professional photo: **Hank Sykes**.



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2006 Florida Circuit 1st Overall

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2005 Midwinter's 1st Challenger

2004/2003 Wife Husband 1st

2003/2002 NAC's 1st

Congratulations to:

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Natalie & Scott Mauney...and more!

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From The First Vice President:

2006 Fleet of the Year Award

by Barbara Griffin, FS 2259

WOW! Eight applications were received for the 2006 Fleet of the Year award! This award is a very prestigious honor. Not only does it require time and effort (with lots of research) to complete the form, but, more importantly, it demonstrates the enthusiasm, commitment, and health of a fleet. It is very rewarding to see such pride of ownership in these fleets. Some of the point categories for this award are: number of members and growth of fleet, hosting/participating in local races and any regatta, members/officers of FSSA, publicity received, and innovative ideas/programs for increased fleet membership.

The eight fleets represented seven different districts: the Capitol, Carolinas, Florida, Midwestern, New England, NY Lakes, and Ohio. One applicant, Fleet 161, scored points in 15 of the 17 categories on the form. Very impressive! Also impressive was the fact that Fleets 76 and 103 have 100% of their fleet members also as members of FSSA. This is a goal for all. Fleet 44 increased its membership by almost 400%! All exciting news!

All fleets submitted very creative ideas for sailing, racing, and fleet activities. These may be of interest to others, as well.

Fleet 44: FC Ryan Malmgren, Eagle Harbor, WI

- 120 races scheduled this year
- Almost 400 % fleet membership increase
- Set all-time record of 55 boats for their Districts.

Fleet 48: FC Bane Shaw, Lake Norman, NC

- Scot rollover weekend
- Rent-a-ringer weekend
- Fall shore session
- Scot Spot (after-race social)
- Learn-to-sail sessions
- Diamond Fleet—adult sailors used Flying Scots during Junior Sailing Camp
- Have 54 members.



Fleet 76: FC Greg Kampf, Massapoag, MA

- Members sold old Scots to new/existing members, then sometimes upgraded
- Used new members as crew
- Started a "B" fleet
- Used Flying Scots in Junior races, with parents as crew
- Successfully moved some members from Day Sailors to Flying Scots
- Host regattas, including this year's NACs
- All Fleet members are also members of FSSA.

Fleet 90: FC Larry Whipple, Coconut Grove, FL

- Summer sandbar party
- E-mail reminders of races and summaries
- After-race reviews by racers
- Do a great job of publicity/communication
- Had a member attend each of the last five NACs.

Fleet 103: FC John Hubbard, Fishing Bay, VA

- 100% of fleet members are members of FSSA
- Added five new members in 2006
- Had largest team-race event in history of Capitol District, with 15 boats
- Will host the 2007 NACs.

Fleet 160: FC Jimmy Lee, Lake of the Woods, VA

- Gave Flying Scot rides
- Held an around-the-island race
- Host regattas
- Implemented a sound system for starting races.

Fleet 161: FC Peter Seidman, Saratoga Lake, NY

- Used Scots for adult, in addition to junior, sailing instruction
- Held a fleet tuning day/dinner

- Held a midwinter fleet meeting/dinner, inviting new Scot owners as guests
- Scot racers invited non-Scot-owning club members to crew for them
- Scot members who met through the Scot fleet have been chartering together in the Caribbean.

(Fleet 161 has, admittedly, been hailed by several as having "the best regatta in the country." See Peter for reasons why!)

Fleet 165: FC David Davison, Cave Run, KY

- Held "basic racing regattas," where experienced skippers crewed and mentored new racers in their own three-race regattas
- Do an amazing job on publicity, with fleet newsletters in color five times per year, plus articles in *Scots n' Water*
- Have a kickoff party and a Beach Bum party.

And the winner, with 118 points, was **Fleet 76, Massapoag Yacht Club, Massapoag, MA, New England District; fleet captain, Greg Kampf**. Congratulations on an excellent year! The award was presented at the NACs.

Many thanks to all for the wonderful job of promoting Flying Scot membership, sailing, and racing—with creativity, enthusiasm, and dedication. All entrants received a certificate in recognition of excellence. 🏆

2006 Flying Scot Greater NY District Championship

by Rob & Linda Cohen, FS 5102, Fleet 177



Congratulations, Paul-Jon Patin!!! Surf was up at the 2006 Flying Scot Greater New York District Championship held at Cedar Point Yacht Club on Saturday, August 26.

The skippers' meeting was called promptly at 9:30 a.m. by Eric Robbins, PRO for the event. Weather reports for race day varied, but all knew that the east wind from the previous 24 hours had produced some challenging conditions.

As the fleet was departing the dock, Andy Fox (Candlewood Lake Yacht Club) returned with a broken vang and reported heavy seas. After securing his boat, Andy jumped on John Cooke's as a third; and Andy's crew, Matt Orr, was welcomed aboard my boat by Linda (my slightly nervous crew). The fleet of [33] 31 Flying Scots proceeded (slogged) to the race course. Crews on many of the boats looked concerned; perhaps they feared they might be reunited with the coffee and doughnuts served prior to the skippers' meeting. Hmmm....

The first race was W2 (windward leeward twice). At the first weather mark rounding, there was some "confusion" but no protests were lodged. Downwind surfing was the game of the day as skippers hunted for the best waves to ride to the leeward mark. Top finishers in the first race were Paul-Jon Patin, Peter Beam, and Daniel Neff.

The second course was a repeat of the first. Several

anxious boats jumped the start, prompting the race committee (RC) to sound a general recall. After the fleet regrouped, RC grinned as they hoisted the "I" flag to signal that the "round an end" rule was in effect. The second attempt resulted in a clean start. Top finishers in the second race were Paul-Jon Patin, John Cooke, John Luard.

For the third race, RC added a reaching mark and set a "T2" (triangle) course. The reaching legs were close reaches. About 20% of the 24 boats remaining in the fleet (yes, it was a brutal day) chose to fly spinnakers. One boat capsized and quickly turtled. On a few boats, spinnakers unintentionally became sea anchors. Eighteen boats finished the third race; top finishers were Paul-Jon Patin, Dan Vought, Ralph Coffill.

Waves were a key factor all day. RC reported 3' to 5' seas with winds of 11 to 17 knots; crews from several boats reported "4' to 8' seas with 14- to 22-knot winds."

I guess conditions were varied. All agreed that winds were easterly.

Sandwiches were served at CPYC after the races, and soggy crews enjoyed hot showers and cold beer. It was suggested that hot toddies would have gone well with the weather (suggestion noted for future events).

Continued On Next Page



John Cooke, FSSA Greater NY District governor, presented trophies to this year's victors (*see photos below*):

- Winner (1,1,1) Paul-Jon Patin with crew Matt Cottrell, Christian Cremer
- 2nd Place (2,4,6) Peter Beam with crew Stuart Saffer
- 3rd Place (6,5,2) Dan Vought with crew Brad Thompson
- 4th Place (10,2,4) John Cooke with crew Robyn Hoffman, Andy Fox
- 5th place (7,3,9) John Luard with crew Jim Worth.

Race results are posted at: [http:// www.cedarpointyc.org/DesktopDefault.aspx?tabindex= 5&tabid=87](http://www.cedarpointyc.org/DesktopDefault.aspx?tabindex=5&tabid=87) .

Check out Dan Neff's photos at <http://www.flyingscotracing.com/> to get a feel for the "excitement and pain" of the day.

Special thanks to:

- *John Cooke and Melanie Dunham* for providing leadership and vision for this event
- *Marcia Ryan, Margaret Jacobson, Neil Farrow* and others from Fleet 177 who volunteered to assist
- *Eric Robbins*, PRO, and CPYC's race & regatta committee for officiating at this event

- Seth Van Beever and CPYC's staff for providing outstanding support for this event and throughout the 2006 summer season.

Summer 2006 is Fleet 177's first official year at CPYC. Our fleet is small but enthusiastic and already beginning to plan for summer 2007. We welcome guests to participate in any of our regularly scheduled race days.

For information on Fleet 177 or CPYC or to contact members of the fleet, go to the CPYC Web site located at <http://www.cedarpointyc.org/>. ▲



June 24–27: North American Championship 2007

by Richard Bauer (rear commodore, FBYC) & Hans Noordanus (FSSA Capitol District governor)



For the first time in Flying Scot history, the NAC will be held in the Capitol District and specifically at Fishing Bay Yacht Club in Deltaville, Virginia. Because we are so centrally located, we are expecting 120 Flying Scots to compete.

We will start the event with the Junior Championship and the Women's Championship with two divisions (all-women teams and a woman skipper/male team). Following that, there will be three days of racing (with no qualifier), starting Monday, June 25th, and finishing Wednesday, June 27th. On Thursday, all sailors will be invited to travel to Deep Creek, MD, for the Flying Scot 50th anniversary celebrations. Please check the FBYC Flying Scot 2007 NAC web site regularly for updates, www.fbyc.net/fsnacs.

FBYC was founded in the Spring of 1939 and started life in Urbanna, 15 miles west of our current site. After WWII—in which many members served, including some in boats on antisubmarine patrol off the Atlantic coast—the club moved in 1949 to its present site on Fishing Bay at the mouth of the Piankatank River. This is an ideal site for small-boat racing on Fishing Bay, with slips for offshore boats on Jackson Creek. The club has grown from the original 2.5 acres to 5.2 acres as a result of land purchases in 1985 and 2004. A recent upgrade was the replacement of the 50-year-old clubhouse on Fishing Bay with a new clubhouse, commissioned in April 2002.

The club has four sailing divisions—cruising, junior, offshore, and one-design—and has only two paid employees—a facilities manager and an executive secretary. A board of trustees is charged with managing the club and is supported by a number of committee chairs, all of whom comprise a board that meets monthly. With almost all our activities managed by volunteers, we are putting increased emphasis on having our members contribute at least two full days each year to support club programs.

Sailing activities for our juniors are centered inside Fishing Bay; for our one-design sailors, activities are in Godfrey and Hills Bays to the south. For our juniors, Optimists are the entry-level boat, followed by Lasers and 420s, while our one-design racers sail Flying Scots, Front Runners, Lasers, and Mobjacks, with Flying Scots by far our largest fleet. Because we have only one signal boat, our weekend race series are run on an alternating Saturday and Sunday basis for the one-design and offshore divisions. As well as series races, we hold five or six major regattas each year, and, in 2004, we had 162 Optimists registered for the USODA Atlantic Coast Regatta, our largest entry in at least ten years. Our cruisers are by far our most active division based on the number of events scheduled, with many boats leaving the club on a Friday afternoon and returning on Sunday, if not later. In effect, we have sailing activities for all members, with some parents spending many hours traveling with our juniors to numerous regattas away from the club during the summer months.

Off the water, we have storage for boats on trailers—for one-designs raced on Fishing Bay launched down a concrete ramp, and for keelboats up to 30 feet long also dry-sailed and stored on trailers, launched on Jackson Creek using a hoist. Slips on three piers are available for the larger boats used for cruising and racing offshore, plus we have some slips for visitors and ample space for mooring in Jackson Creek. The area is fast becoming known as an anchorage for boats moving up and down the Chesapeake Bay year-round, rather than primarily in the Fall, as was the case as little as five or six years ago. Our other facilities include a bathhouse on Jackson Creek plus a small clubhouse overlooking the three piers and, last but not least, a pump-out facility for holding tanks. Across Jackson Creek there is a boatyard that can handle any conceivable repair to boats of any size. ▲

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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.



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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 with fasteners.



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Deep Creek Lake, Maryland - June 28-30, 2007

Flying Scot 50th Anniversary Celebration

by Charles Buffington, FS 5347

Join the party at Deep Creek Lake in western Maryland to celebrate the 50th anniversary of the Flying Scot® and the people who sail her! The event is open to all current and former owners of a Flying Scot. Housing with local hosts will be arranged, which will keep the costs down and the fun up. Come with or without your boat...but come!

- Events will start Thursday, June 28, with tours of the Flying Scot, Inc., factory. Come see how our boat is made—essentially by hand—and get a look at some brand-new boats. Enjoy food and drink from 2:00 p.m. to 7:00 p.m.

- The morning of Friday, June 29, brings a festival at the Turkey Neck YC, complete with an opening ceremony, a hall of fame, an antique boat show, vendors of sailing



equipment, and children's activities.

- Friday afternoon features a fun race for the whole family that will explore the entire southern part of Deep Creek Lake.

- The big party will be Friday evening, with supper, speeches, a band, and fireworks. Good stories about Sandy Douglass, Eric Ammann, and Harry Carpenter are required for entry.

- Saturday brings breakfast, awards, and an early departure.

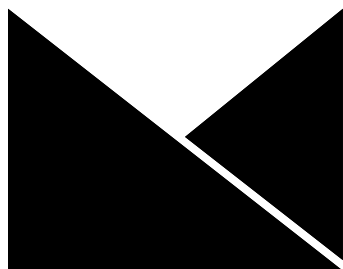
More details will be published in future issues of *Scots n' Water*. Want to talk to someone? Contact Charles Buffington with questions. (Buffingtoncw@anes.upmc.edu).

Not many one-design classes survive for 50 years, so this is a real milestone. A great boat, a solid class organization, a dedicated builder, and YOU—the individual Scot owner—all combine to create success. **Be there for the 50th!**

PS: If you can't make it to Deep Creek, why not throw a "50th Anniversary Party" at your own club sometime during the year? Use it to promote sailing in general and Scot sailing in particular. 🚢

There are new sails in town.

They're called **MAD SAILS...**
perhaps because they're
so **FAST** and **FURIOUS**.



MAD SAILS

Mad Sails showed up a few years ago on the upper Midwest side and started making noise right away. '06 was especially loud:

- Midwest District Championship – 1, 2, 3, 4, 5
- 101st Ephraim Regatta – 1, 3, 4, 5
- Lake Carlyle Whale of a Sail – 1

A couple Mad Sails first appeared on the East Coast part of town in '05. A few more arrived in '06 and people began to take notice:

- North American Championship* – 1[†], 2, 4, 5
- Canadian Championship – 2
- New England District Championship – 1
- Lake Norman Great 48 Regatta – 1
- Atlantic Coast Championship – 2
- 20th Saratoga Invitational (48 boats) – 1
- 57th Massapoag Regatta – 1

*truncated series due to storm

†mixed inventory

If you would like an introduction to *Mad Sails* — call or email Ryan Malmgren.

Chances are you'll become fast friends.

Ryan Malmgren | ryanmalm@yahoo.com | madsails@gmail.com | 1621 Madison Street | Madison, WI 53711 | 608-225-4287

Flying Scot Sailors Survive Direct Hit by Tornado at N.A.C.

by Charles Buffington, FS 5347

Sailboats were dismantled and overturned when a tornado tore through Marblehead Harbor and crossed the docks of Corinthian Yacht Club, site of the 2006 Flying Scot North American Championship. There were no deaths or serious injuries to the 140 sailors, including 12 from Deep Creek Lake, but only 14 of the 64 Flying Scots were still upright after the twister blew through the afternoon of July 10th.

It was a close call. The sailors had finished a race and returned to harbor just minutes before the storm struck. A line of powerful thunderstorms had passed north of the coast during the afternoon and were thought to be safely out of range. But suddenly, the sky grew dark and the wind increased to 20 mph out of the West. A wall of rain appeared accompanied by lightening and golf-ball size hail. Then, continuous lightening that was very close accompanied by deafening thunder, horizontal rain, and zero visibility.



"My ears started popping like crazy" said Harry Carpenter. Two minutes later visibility increased somewhat and a cry went up from people brave enough to be standing by the windows of the clubhouse: "The boats are gone!"

Well, not exactly "gone" as it turned out, just upside down at moorings or flung up and over the docks by the wind - estimated to have been 100-120 mph. And not just sail boats, but sizeable motor boats that were in the path of the twister were capsized or sunk as well.

My wife, Sarah, and I were the last boat into the dock. We'd visited an island with nesting sea birds on the way back from the race course and tied up briefly in the small harbor of a YMCA camp on the island while what we thought was the major storm passed to the north. Then we sailed the mile or so over to Marblehead harbor, landing at the dock in gusty wind, rain and hail. As a result of this delay, we left the dock only minutes before the twister arrived. "That was entirely too close for comfort" Sarah said later. Our boat lost its mast and rigging but the hull survived with only a few dings, a testament to how well the boat is built.

Because of extensive damage to boats and docks, the regatta was cancelled. This was unfortunate because Harry Carpenter, sailing with his son Jimmy as

crew, was in first place in the standings after three qualifying races. His boat was dismantled as were about 15 others.

"It's a miracle that no one was killed or injured" said Don Hott, former Scot sail and Measurer who has sailed in or attended every championship since the first one, 49 years ago. "If that thing had come through while the boats were racing, it would have been a real disaster", he continued.

Waterfront staff from Corinthian and surrounding clubs worked late into the evening righting boats and untangling the mess of overturned hulls, broken masts and tangled rigging at the dock. The next day was flat calm, hot and sultry. Boats and parts of boats were towed piecemeal to nearby Eastern YC where they were reassembled as effectively as possible. At the end of the day, a pile of bent and broken masts and booms littered the side of the pier.

A painting in the Peabody-Essex museum near Marblehead shows 19th century sailing ships and "water spouts"...the marine equivalent of tornados, yet local sailors said this was an extremely rare event. Rare or not, a number of us used up one of our "nine lives" in this near miss and are extremely grateful to be able to tell you about it rather than being a paragraph an obituary section. ▲

Another Perspective on the NACs

by Barbara Griffin FS 2259

Don and I had the good fortune to have accommodations at the Corinthian Yacht Club clubhouse. It is a beautiful club, the rooms are delightful and the view of the harbor is spectacular! What particularly impressed us was the staff. All we had to do, as guests, was to mention something, anything, and they quickly responded. I especially remember the receptionists, Kathy, for one, and Dave, in charge of the kitchen. They made us feel part of the family. They were extremely flexible and responsive. Tuesday evening when the power went out, and the Board dinner was postponed 2 hours, Dave and crew just went with the flow. That's a challenge when you are preparing dinner for 40!

What we experienced at the club, we also witnessed with the dock crew and regatta personnel. They listened to us and responded. Being right at the club, we saw first hand the almost around the clock response to the disaster. And the Scots were their first priority. That is a challenge when you are dealing with a multimillion dollar club and hundreds of members, many of whom also sustained damage. We actually saw how they worked late into the dark on Tuesday, and then began again at sunrise on Wednesday. Extremely impressive!

What I especially respected was the fact that safety was CYC's priority. For safety reasons they had to close their waterfront, and many regatta boats were out of commission. There was no way they could have continued the racing. They could not have gotten us out to our boats, conducted a race, or provided rescue boats. And their manpower was busy doing all kinds of recovery work. Additionally, the races could not have been turned over to another club, i.e., Eastern. Eastern provided great assistance in recovery and retrieval in addition to continuing their scheduled member programs. Eastern demonstrated the true Corinthian spirit of sailors heaving to, to help others in need. In this, they were amazing and untiring!

Finally, we witnessed exceptional leadership ability in Randy Williams, Diane Kampf, Dennis Esposito and Ken Adams, as each handled his/her responsibilities in a quality and professional manner. ▲



Flying Scot Spinnaker Techniques

by Pat Glazier, FS 5322

The Spinnaker General Comments

The general rule for basic trim of a spinnaker is to try to keep the leading edge of the spinnaker curled a few inches. An old nautical term for trimming the spinnaker was “flying the kite,” and it’s appropriate to the task. The spinnaker trimmer should be constantly adjusting the sheet in and out so as to achieve a curl in the first panel of the shoulder panel of the spinnaker. In addition to the sheet, the spinnaker pole should be adjusted so that the two clews are at the same height above the deck, and then the trimmer needs to adjust the pole fore and aft so that the pole is approximately at right angles to the wind. When running, I find that the pole is usually about 60° back from centerline; this is about maximum for a Flying Scot, unless you’re sailing by the lee for a few seconds. Adjusting the pole topping lift and the guy is a constant job, and the trimmer will have to concentrate to keep the pole at the correct height (so the two clews are equal) and at the correct angle to the wind. Doing all of these jobs at once in a race has been described as jumping up and down on one foot while patting your head with one hand and rubbing your stomach with the other! It takes experience and a feel for the boat and sail to be able to accomplish the task of trimming the spinnaker smoothly and effectively. Practice, practice, practice until this all becomes second nature.

Another description of how to adjust the pole height properly is to keep the spinnaker’s center seam (on a crosscut spinnaker) almost parallel to the jib stay. Another technique is to look at the tack of the spinnaker coming off the pole and keep the luff of the spinnaker vertical. If the spinnaker is unstable or hard to trim, then the pole is probably too far back or too high. After you have mastered all of that, then remember to try to keep the jib from interfering with the spinnaker. The jib is 50 sq. ft., while the spinnaker is 200

The majority of the time, and in the typical races that Scots participate in, when close-reaching it’s just as fast, or faster, to just use the jib in conjunction with the main and balance the boat with the centerboard rather than fight to keep the spinnaker trimmed also. The action of hoisting and dropping the spinnaker will cost a couple of boat lengths, so keep that in mind if you decide you want to use the spinnaker in a race.

sq. ft. When reaching with the pole forward, keep the jib almost luffing or, in light air, consider taking it down. On a reach, consider easing the spinnaker halyard about 6” to 12” or so to open up the slot between the spinnaker and the back of the main. Try to keep the main full and not backwinding, which is slow. The main is as important as the spinnaker—if not more important—on a Flying Scot, so keep it properly trimmed and driving the boat. When running, I pull the spinnaker all the way up. Some sailors put a knot in the spinnaker halyard and always fly it 6” to 12” off the halyard block. It’s a minor point and individual preference. When going downwind, we have found that heeling the boat to windward about 10° is markedly faster. It rotates the spinnaker out from behind the main and puts the main higher in the air. It also reduces wetted surface and helps keep the rudder centered and neutral.

On a Scot the spinnaker seems to work best when the wind is on or behind the beam. This is rather typical of a “fractional”-rigged sloop like the Flying Scot

and also has to do with the shape and geometry of the Flying Scot spinnaker and its rounded, spherical shape. Sailing with a spinnaker with the wind in front of the beam up to 60° to 70° off the bow is possible, and occasionally some of the best sailors in the class will have some success by “triple slotting” the spinnaker, jib, and main, with the wind forward of the beam. I will say that it is very hard to do and extremely temperamental to keep everything trimmed correctly and the spinnaker not collapsing frequently. The majority of the time, and in the typical races that Scots participate in, when close-reaching it’s just as fast, or faster, to just use the jib in conjunction with the main and balance the boat with the centerboard rather than fight to keep the spinnaker trimmed also. The action of hoisting and dropping the spinnaker will cost a couple of boat lengths, so keep that in mind if you decide you want to use the spinnaker in a race. When reaching with the spinnaker, keep the centerboard farther down than normal if the wind is on the beam or a bit forward; this helps prevent lee helm and also keeps the boat from skidding sideways. Always sail the boat balanced by using the centerboard to keep the tiller neutral and not drag the rudder sideways in the water, which is very slow!

Keep the Jib Up, or Drop It?

With the spinnaker pole forward on a reach, I trim the jib so that it is almost luffing so that it won’t rob the spinnaker of air. In really light air (less than 6 knots), if the jib is interfering with the spinnaker, I typically will drop the jib in order to allow the spinnaker to trim better and get rid of the interference that the jib is causing. Generally speaking, if the jib won’t trim and fly like a sail and is just hanging over the deck, I will drop the jib and will go much faster as a result. Two big yanks on the leech of the sail will accomplish this task just fine. If it’s

Continued On Next Page

breezy enough to cause the jib to luff and trim normally, then it's fine to leave it up. When sailing with the spinnaker pole aft, the jib is not going to interfere with the spinnaker, so you can leave it up, or not, as the situation dictates. Having the jib halyard marked will help to rehoist the jib to the correct tension.

What Angle to Sail?

Larger boats have wind angle computers to help them maximize their VMG (velocity made good). This is a calculation of simple trigonometry and will get you the best speed toward the mark, based on the angle and the boat's SOG (speed over the ground). Running dead downwind is never the way to make your best VMG. Why? Because the sails are stalled out and not generating any lift, except for the spinnaker. The jib is blanketed by the main, which is stalled out and is just an area being pushed by the wind (no lift). The telltales on the main would just hang down on the sail. So how do you figure out a better angle for VMG on a Scot? Easy enough. First, if you have the jib up, sail high enough to get air in the jib and have the jib fill out to leeward and trim like a normal sail. Put another way: sail on a broad reach with the wind at about 145° to 150° apparent. The reason for this is not so much to get the jib to produce some driving force as it is to get the mainsail to produce lift and drive the boat. If the jib is blanketed, this is like a very large telltale that is telling you that the main is not producing lift on the leeward side of the main. If the jib is trying to gybe through in front of the mast, this is caused by the air being reversed on the back of the main and blowing the jib through. If you could see this in a wind tunnel, it would show up as a lot of turbulence and vortices, and this isn't fast. I also put a set of telltales on my main, just below the second batten and at the point of maximum camber, or draft, in the main; this is about 12" in front of the second batten. Now with the main all the way out, sail just high enough to get the leeward telltale to stream backward along the main. You will notice that the jib will be flying correctly and you will have achieved a lifting effect on all three sails. Your VMG towards the leeward mark will be much, much higher than if you just ran dead downwind (DDW).

These are a couple of quick and useful ways to improve your downwind speed.

The higher the actual wind velocity is, the lower or closer to dead downwind you can sail. However, it is very rare to sail with the wind at 180° aft (dead downwind) and is almost always slower than gybing downwind with the wind at approximately 150° apparent on a Flying Scot and getting lift from the main along with the spinnaker and getting the jib to fly and trim and produce some pressure. As I mentioned in other parts of the article, sometimes the jib is not effective and just hangs over the deck and I usually choose to drop it to get it out of the way; it depends on the conditions.

So how do you figure out a better angle for VMG on a Scot? Easy enough. First, if you have the jib up, sail high enough to get air in the jib and have the jib fill out to leeward and trim like a normal sail. Put another way: sail on a broad reach with the wind at about 145° to 150° apparent.

Spinnaker Shelves

I like the shelves in the front of the cockpit that cut a 45-degree angle with the seat and have elastic cords. North Sails and the other sailmakers sell them as a kit. We usually find that we use the port one for the spinnaker, while the starboard shelf holds the drinks cooler very nicely. This is a very "neat" way to quickly store and launch the spinnaker, and it keeps the sail from being ripped. Remember to tape up the clevis pins and so forth on the tang and shroud attachments. Secondly, the extra shelf keeps the beer/soft drinks immediately available for those emergency dehydration situations that we all experience while sailing!

Spinnaker Halyard Take-up Reel

I recommend that the spinnaker halyard be led aft so that the skipper can hoist and drop it while the crew gathers in the sail. The halyard is led to an inertial reel (like an old-fashioned clothesline) up forward on the wood tabernacle that has just enough tension on it to gather up the excess halyard and also to keep the sail from dropping into the water

while the crew gathers it in. Flying Scot, Inc., sells this as a kit, and it's an excellent addition for spinnaker handling.

Hoisting the Spinnaker

There are two ways to hoist the spinnaker – the bear-away set and the gybe set. In the bear-away set (the usual method), the pole is attached to the afterguy and pole lift and is put on the mast just as the boat is approaching the windward mark. It helps to pull the tack of the spinnaker down the deck and get it as near the pole as time and opportunity allow by pulling on the afterguy. This spreads the foot of the spinnaker out and will help prevent the twist, or hourglass. At the rounding as the main goes out, leave the jib over-trimmed a bit so that the spinnaker can slide along the leeward side of the jib and not hang up. Have the skipper hoist the spinnaker while the crew brings the tack of the spinnaker against the pole by pulling the afterguy back with one hand while holding the pole forward with the other. Then trim in the spinnaker with one hand while releasing the jib sheet with the other hand so that it won't interfere with the spinnaker. Help the skipper as required in getting the vang, centerboard, outhaul, and jib set and then concentrate on the spinnaker trim.

The gybe set is used when, for tactical reasons (wind shift), you want to immediately gybe around the mark. In this case, hang the pole on the topping lift so that the pole is hanging in the space between the main and jib. Attach the pole to nothing else at this point. Make sure the sheet that is going to be the free sheet is not in the guy hook (usually the starboard side) and also put the guy sheet in the guy hook (usually the port side). Now come to the mark and gybe around it and cross both the main and the jib to the new side and trim appropriately. The jib will push the pole around end-for-end and it will be ready to hook up to the spinnaker. Once the skipper is ready, simultaneously have the skipper hoist the spinnaker quickly, while the crew pulls back quickly on the sheet to get it around the headstay. A technique that we often use is to have the crew just grab the entire spinnaker like a basketball and throw it forward and up while the halyard is rapidly hoisted and the sheet is tugged on quickly. Once the sail is up and drawing, hook up the pole to the afterguy and then attach it to the mast.

Acrylic Flying Scot Covers

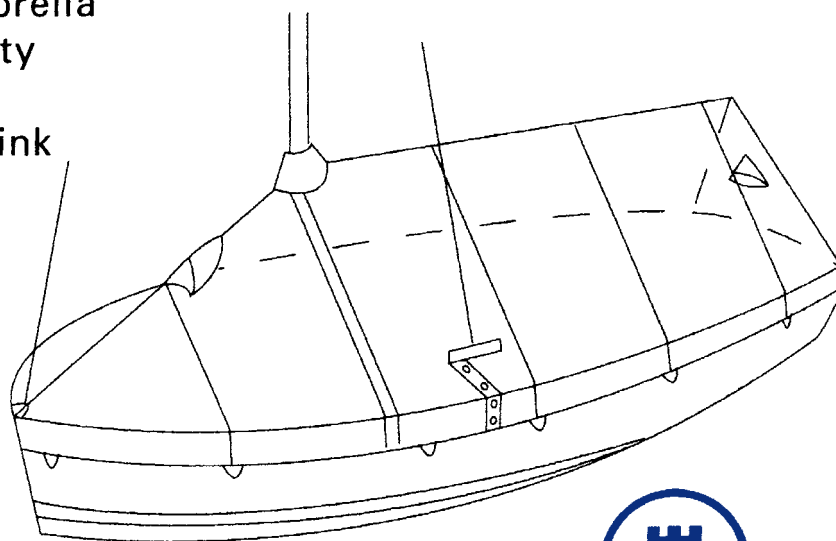
- made with 1st quality Sunbrella[®]
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Then adjust the main, the centerboard, and the jib as necessary and have the crew take over trimming the spinnaker, if that hasn't happened already.

Gybing the Spinnaker

There are several ways to gybe the spinnaker on a Scot. This is the way I like to do it, and it generally results in the spinnaker staying full throughout the gybe. I personally think dropping the jib to get it out of the way is helpful, but it's strictly my personal preference.

To commence the gybe, have the crew hand the spinnaker sheets back to the skipper, who is standing up with the tiller between his knees to steer (practice this, if you haven't yet). If it's windy, I like to keep both sheets in the guy hooks to keep the spinnaker down and in control. If it's not very windy, then take both sheets out of the guy hooks. Once the skipper is trimming, he calls for the gybe. The crew disconnects the pole from the mast and trips the after-guy off the end of the pole. The crew steps

back and pulls on the vang, pulling the main across while the boat is simultaneously gybed and turned about 20° or so. The skipper trims the spinnaker and keeps it full. The crew steps forward and reattaches the new afterguy to the pole and puts the pole on the mast, then makes sure the afterguy is in the guy hook and the new sheet is out of the guy hook (the leeward one under the main). He then sets up the jib as necessary and takes back the trim of the spinnaker. The gybe is complete.

Dropping the Spinnaker

The sequence should happen approximately like this. When about 200 feet from the mark, the skipper will drop the centerboard and pre-tension the vang and the Cunningham, while the crew sets the out-haul and hoists the jib (if necessary), removes the spinnaker pole, and stores it in the boat. Then the crew pulls the old tack to him and starts to gather in the foot of the spinnaker. When the crew has the sail contained, he calls for the halyard to

be released. The skipper then trips the halyard off the cleat; the tension on the inertial reel has enough resistance for the crew to gather the sail into its shelf. Pull the spinnaker sheets tight so they won't drag in the water, etc., while the crew secures the spinnaker halyard in the guy hook and finally windward-sheets the jib as the boat turns the mark and hardens up for the windward leg. That's the sequence, and it works quite nicely. It's somewhat easier to approach the leeward mark on the port gybe so that the crew is taking down the spinnaker on the weather side. It can be done on the starboard gybe, but skippers should try to keep an eye on the crew and not let the crew get tangled up in the vang and so forth. Essentially, a drop onto the weather side is easier and less complicated than dropping the spinnaker behind the main on the leeward side, if the tactics allow for it.

I hope these techniques will be helpful to you in your sailing or racing of the Flying Scot. ▲

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CAPITOL DISTRICT

Flying Scot 50th Anniversary Celebration – Call for Photos

by Joy, Dan and Tom Warnick, FS5595

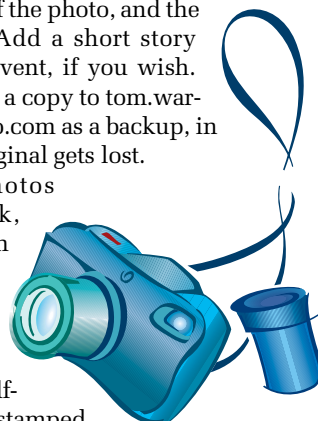
At the upcoming 50th anniversary celebration of the Flying Scot and the people who sail her, the Hall of Fame will include a photo gallery.

Please send us a photo—or three—of you and your Scot. And check your old photo albums for shots of Scot sailing that you'd like to see in a slide show. Awards will be given for the best photos in several categories: Family Sailing, Racing, Historical, Action, Bloopers, Spinnakers, Just Plain Silly.

Digital photos are preferred. E-mail them to djwarnick@adelphia.net with a note containing the names of people in the picture, the boat number(s), the approxi-

mate date of the photo, and the location. Add a short story about the event, if you wish. Please send a copy to tom.warnick@yahoo.com as a backup, in case the original gets lost.

Print photos will work, too. We can scan them and return them to you, if you include a self-addressed, stamped envelope. Please print your name on the back of each photo and provide informa-



tion about the photo, as listed above. Please alert Joy (djwarnick@adelphia.net) when you mail your photos.

If you managed to catch Sandy on your Super 8 camera, please loan us the clip. Thanks for the memories! 🌊

Camera Setting Size in Pixels	Maximum Print Size at 300 dpi
640 x 480	1" x .75"
1024 x 768	2" x 3"
1280 x 960	2.5" x 3.5"
1600 x 1200	4" x 5"
2048 x 1536	5" x 7.5"
2272 x 1704	5.5" x 8.5"

STARTING LINE

Calendar Of Monthly Events

**2nd Annual Capitol District
Team Racing Event
Lake of the Woods,
Lake of the Woods, VA
October 29, 2006**

For more information contact
Hans Noordanus 540-846-1605
hans.noordanus@lowsc.org

**9th Annual FALL 48
Lake Norman Yacht Club
Mooreville, NC
November 4 and 5, 2006**

For more information contact
Larry Vitez, larryvitez@
consolidatedadvisors.com

**Jubilee Regatta and
Gulf Yachting Association
Individual Flying Scot
Championship
Pensacola Yacht Club
Pensacola, FL**

November 11 and 12, 2006

For more information contact
John Matthews 850-492-4802 or
johnmatthews@cox.net

**Florida District
Championship Series
Rudder Club of Jacksonville
Jacksonville, FL
Dec. 2 & 3, 2006**

Contact Jon Hamilton:
jon.hamilton@cox.net

**For the
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about Regattas and
Other Events,
Visit the
Online Calendar
Listings of the
Flying Scot®
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at www.fssa.com.**

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Unique waterproof Vinyl-like double-coated Poly Army Duck	Uncoated, or laminated fabric that delaminates & leaks
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FS89 – Douglass built in 1959. In restorable condition with mast, ok sails, Non-FS Trailer. **\$850** Located in Oakland, MD. Contact: Ernest Berger, 251-626-6609 or ernestberger@bellsouth.net.

FS782 – Lofland built in 1965. Hull recoated with Baltek and West System. epoxy Interlux two part urathane finish. North mainsail and Schurr jib and spinnaker. No spinnaker pole. New mahogany stanchion, walnut center-board cap, trailer, Sailor's Tailor mooring cover, swim ladder and motor mount. **\$7600** Located in Oklahoma City, OK. Contact: Kirk Austin, 405-923-5369, kzan@cox.net

FS1033 – Customflex built in 1967. White over blue, in condition, 1 set extra sails, new axle on trailer, 2 1/2hp outboard motor, engine home to sail! **\$1500** Located in Golden, IL. Contact: Rob Brooks, 217-696-4892, rbrooks@adams.net

FS1721 – Lofland built in 1970. Good condition. Sound hull, light blue/white, main and jib sails, trailer needs work. **\$3000** Located in Northern CA. Contact: Joyce Sinclair, 707-786-4340, jksicinski@humboldt1.com

FS1750 – Douglass built in 1970. Good condition, white hull and deck with green trim. One set of sails, spinnaker pole, lifting buoy, motor cover. **\$1800** Located in Saratoga Lake, NY. Contact: David Lockwood, 518-785-7729, lockwood_david@hotmail.com

FS1864 – Ranger built in 1970. White hull blue deck. Sound hull. Some delamination in port stern deck. Two sets of sails, one spinnaker. TeeNee trailer new wheels, tires, bearing. **\$2000** Located in Kennewick, WA. Contact: Richard Anderson, 509-378-0263, richhome@charter.net

FS2262 – Douglass built in 1972. Excellent condition - "Good" North Sails - New rigging-under deck spinnaker rigging, topping lift under deck, jib blocks in seat, new Halyard winch and many more additions. Galvanized trailer less than 10 years old. **\$5500** Located in Greensboro, NC. Contact: Cary Wren, 336-333-9420.

FS2932 – Douglass built in 1977. Boat hull & rigging in very good condition with new Fischer racing sails. Package includes trailer, Minn Kota motor, boon cover, anchor, etc. **\$4500** Located in Buffalo, NY. Jeffrey Raugh, 716-689-7751 wayraw@aol.com

FS3838 – Douglass built in 1984. Ivory deck and hull, green stripe. Galvanized trailer with spare. 7 extra booms, two spinnaker poles, wood & alum. Cockpit cover, swim ladder, two spinners, anchor, special parts in metal box with two new wheel bearings trailer. **\$6000** Located in Budd Lake, NJ. Dick Armiger, 973-691-0169

FS3940 – Douglass built in 1984. One set parts & spinnaker; Tee-Nee trailer; good condition; sailed only 2-3 weekends per year for last 13 years. **\$4500** Located in Appleton, WI. Robert Sullivan, 920-731-0916, 920-734-0400, sullivanapp@aol.com

FS4156 – Douglass built in 1985. Great condition. Helm operated cascade vang adj and pin halyard with take up reel, under deck pole down haul, under seat spin sheet conversion, seat jib blocks, competitive sails. Ready to Race. TeeNee trailer with spare. **\$5500** Located in Coconut Grove, FL. Charles Price, 786-303-2921

FS4279 – Douglass built in 1987. Very good condition, dry sailed, ivory hull and deck, Schurr cruising sails, Sailor Tailor skirted mooring cover, rebuilt Tee Nee trailer with spare, barely used spinnaker and pole, motor mount, bow bag, rudder lift system **\$5500** – Located in Westfield, NJ. Contact: Robert Partridge, 908-233-9634, partridge@navpoint.com

FS4294 – Douglass built in 1987. Dry sailed, ready to sail, white hull and deck, blue water line. Two suits of North Sails including spinnakers. Radical race package, spinnaker pole, paddle, tilt-rudder, swim ladder, grab rail, full mooring cover, new mast. Tee-Nee galvanized trailer, new spare tire. **\$6800** Located in Boston, MA. Ed Wojtaszek, 978-250-0326, me@wojtaszek.com

FS4484 – Douglass built in 1988. Very good condition, water stored in shed. Dry sailed, ivory, Schurr sails just reconditioned by Linthieum Sailmakers. Tee-Nee Trailer & spare. **\$5300** Located in Central NJ. Contact: Bert Ulrich, 908-832-9379, baulrich@patmedia.net

FS4812 – Flying Scot built in 1992. In very good shape with new cover, choice of two engines, all three sails, trailer. White hull with blue trim. Shorestation also available. **\$6,500** – Located in Green Lake, WI. Contact: Richard Hemmings 630-371-1702, richard.hemmings@fla-life.com

FS4970 – Flying Scot built in 1994. Very fast boat, dry sailed, ready to sail, white hull and deck, blue pin strip. Two suits of sails, 1 Gus, 1 Fowler, both sets including spinnakers. Radical race package upgrade, 12:1 Vang, spinnaker pole, spinnaker halyard take-up reel, tilt-rudder, swim ladder, grab rail, motor

mount, mooring cover, NEW mast, NEW boom with 6:1 internal wire out-haul. Tee-Nee galvanized trailer, new spare tire and internal spinnaker sheets. Asking **\$6500** Located in Neenah, WI. Contact: Henry Schultz, 920-450-4321, henryschultz920@yahoo.com

FS5473 – Flying Scot built in 2002. Racing Rig, hunter green hull, and new trailer. Excellent condition. **\$10,000**. Located in East Hampton, NY. Contact: Blake Davies, 917-603-6774, blakedavies@yahoo.com

FS5629 – Flying Scot built in 2005. Radical racing package. 2005 Aluminum trailer. Includes original North Sails, spinnaker, mooring cover and used bottom travel cover. Dry sailed, many upgrades. Excellent Condition. **\$14,000** Located in Beaufort, SC. Contact: Mack Cook, 843-522-0240, cookiisc@yahoo.com



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