

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 51 NUMBER 2 2007

**FLEET 163 BLUE
ANGELS CRUISE
TO ANNAPOLIS**

**THE
RACING
BUG**

**2006 NAC
Measurement Changes**

**FULL MOON
REGATTA**

**CHALLENGE OF
THE LAKES!**

**When Sandy Douglass
WAS MY CREW!**

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2005

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1,4 NORTH AMERICANS - Challenge Div.

1,2 ATLANTIC COAST CHAMPS

1,2,3,4 NEW YORK DISTRICTS

1,2,3,4,5 HUSBAND & WIFE NATIONALS

1,3,4,5,6,7 MIDWINTERS

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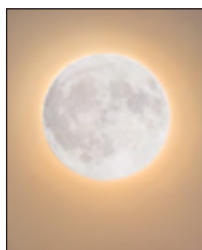
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From The President

by Glenn Shaffer, FS 5213



Free Time

Why do we sail? What makes a boat so intriguing and captivating? What force keeps drawing us back to the water over and over again? Several years ago, I first learned from my buddy, Rich Kerdock, that time on the water is “free time”; hence the name of his boat. The joy of sailing, the community of sailing, the comfort of sailing... together these result in the lifelong love of sailing. Why Flying Scot sailing? On this 50th anniversary of the Flying Scot, it is perhaps interesting and worthwhile to reflect on these thoughts and our own answers to these questions.

In a light-hearted vein, I found some interesting answers contained in *The Quotable Sailor*, edited by Christopher Caswell, that I thought might put smiles on your faces. Here are some of my favorites:

- A knot is never “nearly right”; it is either exactly right or it is hopelessly wrong, one or the other; there is nothing in between. *Clifford Ashley*
- How serene to be alone on a well-loved boat on an easy beam reach in smooth water! *William Robinson*
- It takes several years for anyone to learn to handle a yacht reasonably well, and a lifetime to admit how much more there is to learn. *Maurice Griffiths*
- The lovely thing about cruising is that planning usually turns out to be of little use. *Dom Degnon*
- I cannot not sail. *E. B. White*
- Will anyone dare to tell me that business is more entertaining than fooling around among boats? He must have never seen a boat, or never seen an office, who says so.... *Robert Louis Stevenson*
- The klop, klop of water under the bow of a small boat will cure most troubles in this world, and if another small boat is klop, klopping along within talking distance, and first one and then the other seems to be getting the best out of the wind, worries, however bad, simply disappear. *Arthur Ransome*

• Cruising has two main pleasures. One is to go out into wider waters from a sheltered place. The other is to go into a sheltered place from wide waters. *Howard Bloomfield*

• This is one of the very few sports whose techniques never quite match the demands. Throughout a sailing career, we never stop finding new skills to master and new problems to solve. *John Rousmaniere*

• There's one thing about bashing to windward. You never forget, for one minute, that you are at sea in a sailing boat. *Tristan Jones*

• No more expensive way of going really slowly has been invented by man than sailing. *Gary Mull*

• The ocean has always been a salve to my soul...the best thing for a cut or abrasion was swimming in salt water. Later down the road of life, I made the discovery that salt water was also good for the mental abrasions one inevitably acquires on land. *Jimmy Buffett*

• A tourist remains an outsider throughout his visit, but a sailor is part of the local scene from the moment he arrives. *Ann Davison*

• Asked how he slept after losing the first race of the 1974 America's Cup, Sir James Hardy replied, “Like a baby. Woke up every two hours and cried.”

• Sailors, with their built-in sense of order, service, and discipline, should really be running the world. *Nicholas Monsarrat*

• The three major factors to consider in a successful crewman are attitude, attitude, and attitude. *Dennis Conner*

• The only way to get a good crew is to marry one. *Eric Hiscock*

• Believe me, my young friend, there is nothing—absolutely nothing—half so much worth doing as simply messing about in boats. *Kenneth Grahame*

• If a man must be obsessed by something, I suppose a boat is as good as anything, perhaps a bit better than most. *E. B. White*

• I want a boat that drinks six, eats four, and sleeps two. *Ernest K. Gann*

• Always sail defensively in fog, and keep in mind that you may run across people who don't know what they are doing. *Perry Lewis*

• When I was just learning to race, my father kept saying to me, “Son, if you want to do well in this sport, be first at the start, stay out in front, and increase your lead.” *Buddy Melges*

• Sailboat racing becomes a game of chance only when you are not prepared. *Buddy Melges*

• Learning how to make a boat go fast is easier ashore than it is afloat because there is no time to stop and think when you are racing. *Paul Elvstrom*

• Sailing is a good sport. You don't have to beat up the other guy like you do in boxing or football; you just try to outsmart him, and outsail him, and then you go out and have a beer with him. *John Kolius*

• This is no democracy. However, I do like to hear any well-thought-out, reasonable suggestion. *Bus Mossbacher*

• To the electric excitement when pored-over plans and dull days of practice somehow come together in a racing move that shakes you free of the pack;...you cross the fleet and taste the sudden silence and splendid loneliness of first place. *Gary Hoyt*

• Anyone can hold the helm when the sea is calm. *Syrus Publilius*

• Twenty years from now, you will be more disappointed by the things that you didn't do than by the ones you did do. So throw off the bowlines. Sail away from the safe harbor. Catch the trade winds in your sails. Explore. Dream. Discover. *Mark Twain*

• The pessimist complains about the wind; the optimist expects it to change; the realist adjusts the sails. *William Arthur Ward*

I wish all of you good sailing! 🌊

From the Editor

Kay Summerfield



Dear Kay:

I felt it was high time I got off a note of appreciation of how you have so greatly improved the "Scots n' Water" in your time as editor. The color and content improve with each issue and I am sure that most members appreciate the "new look." You likely will win some type of magazine honor. I have noted over the years that some journal or magazine has been honored by appropriate organizations.

I have been a member for many years(FS 983) and have cut out pictures from "Scots n' Water" and put them in an album (until recently, most have been in black and white). When appropriate, I plan on showing them at our Crystal Lake Sailing Club meeting. I got my Scot in 1963 from the late Duane Smith but have not raced in a long time(all family crew now middle-aged and have their own family of sailors on the Great Lakes).

Anyhow, I want you to know how much

I appreciate the fantastic results of your talent and time.

*Sincerely,
George Stilwill*

Reply

George,

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

Thank you, Kay 🚢



A special thanks to Marty Worthen and Nancy Cooper, FSSA Staff Editor, for all their help during my computer crash. Hopefully "The Geek Squad" will have my computer back up soon.

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2006 MidWinter's 2nd & 3rd

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2004/2003 Wife Husband 1st

2003/2002 NAC's 1st

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Gus Sails was glad to be on board.



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Flying Scot 50th Anniversary Celebration

Call For Photos

by Joy, Dan, and Tom Warnick, FS 5595, Fleet 6

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 approximate 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 information 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! ▲

Joy, Dan, and Tom Warnick,
FS 5595, Fleet 6
86 Moorings Way
Swanton, MD 21561



50TH ANNIVERSARY

Flying Scot 50th Celebration

June 28 – 30th, 2007 at Deep Creek Lake, Maryland

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 (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.

Charles Buffington, FS 5347, Fleet 6



Coming in low with tailhooks down for a landing!!!

Fleet 163 Blue Angels Cruise To Annapolis

by Mike Noone, FS 5468,
Secretary, Fleet 163

Every fleet should have a social director like George Balas of Fleet 163 at Lake Nockamixon, PA. As a Scot sailor, George has lovingly restored FS 1892, *Silver Girl*, and her original Sterling trailer to pristine condition and updated the rig to “near” radical race

condition. Sailing with various crews, George has won his share of sailing awards, including the Nockamixon Sail Club championship in 2005. However, it is his social skills, and frequent ideas to enhance the fun of sailing, that earned him the “honor” of being appointed “social director” of Fleet 163 several years ago.

George has sailing experience in bigger boats – like the [aircraft carrier] *USS Lexington* in an experience funded by

Uncle Sam. After a spell in Pensacola, he became a big fan of the Navy “Blue Angels” aerobatic display team which travels every year to perform at the graduation ceremonies at the Naval Academy in Annapolis. It was, therefore, no big surprise to the fleet when George suggested that we sail to Annapolis to see the show. The “Blue Angels Cruise” tradition was born, and it is now the annual kickoff to the Fleet 163 social sailing season!!



Boats launched and ready to go at Matapeake.

The Blue Angels perform, weather permitting, on two days during graduation week before Memorial Day every year. Tuesday is a rehearsal show, and Wednesday is the big deal for the Navy brass. This gives a good two-day window for Fleet 163 to choose the better weather forecast and then schedule the trip. We have sailed on both days, and the “rehearsal” can be more dramatic than the formal show! The show is spectacular and cannot be adequately described in words – you have to see it and hear it (!) to appreciate the flying skills of the Navy pilots. You also have to be very fast with a camera to catch any photos of the action!

Logistics for the cruise include an “O dark hundred” start from the Philadelphia suburbs for the drive to the launch ramp at Matapeake State Park on the Eastern Shore of the Chesapeake Bay. A stop in Delaware for a hearty breakfast is essential preparation for the day. The Matapeake launch area has ample parking, a wide concrete launch ramp, and a sheltered basin inside a substantial breakwater. After rigging, loading, and launching the boats, we sail the course to Annapolis, about six miles due west, parallel to the Route 50 highway bridge across the bay (where the Volvo

Continued On Next Page



Scots approach Annapolis harbor under spinnaker.



Silver Girl and crew arrive at the mother ship.

ocean racers start!!). Spinnakers are typically flown on the trip across to Annapolis harbor, and it has generally been a fast close reach back after the show in a late-afternoon building breeze.

Of course, the highlight of the trip is the aerobatic display, but for Fleet 163 there is another highlight--lunch, relaxation, and viewing from the deck of a "mother ship" operated by former fleet captain, and fleet champion, Fred Molden. Fred typically arrives mid-morning and anchors his 35-ft Freedom in the mouth of the Severn River just south of the academy. When the Scots arrive and they tie up astern, Fred's boat suddenly develops an effective length of

nearly 100 feet!! So far, nobody has complained about this unconventional fleet of dinghies, although we do have to be careful as they swing with the wind and tidal changes!!

With fair winds, the fleet can be tied up, have lunch, and relax before the show begins. If the wind dies, we have a 2-HP Honda to tow the fleet (needed once for part of the trip). Navigating the Annapolis harbor, with hundreds of other boats--power and sail--anchored for the show, can be a challenge if it is breezy (and would be worse in very light wind [fortunately we have always had a good breeze]). The Coast Guard Auxiliary does

a great job of patrolling and policing the crowd on the water.

When the show is over, we wait for the harbor to clear somewhat before raising sail and setting course past the Annapolis "spider" and back across the bay--keeping the Route 50 bridge to port and heading for the Matapeake water tower. After lowering masts and packing up the boats, the fleet always stops for a classical Eastern Shore seafood dinner at one of the Kent Island restaurants before the drive home. The Blue Angels cruise is a long day of sailing and fun that has proved to be a great social event for Fleet 163--thanks to George, our social director!! ▲



1. Scots safely tied up behind mother ship.
2. Fleet enjoys lunch with Fred aboard the mother ship.
3. Watch out for that SparFly.
4. Six Blue Angels fly low over the harbor.
5. Blue Angels above the city of Annapolis.



Scot Parade

by Dave and Syd Osler, FS 5217

I have an idea that has been used to recruit sailors for our club and our fleet. PUT A DRESSED-UP FLYING SCOT (use a Sunfish mast) IN PARADES. Old Greenwich Boat Club, which sponsors our Founders Cup (June 2 this year) and allows Fleet 7 to use its clubhouse for parties, has done this for the last six Memorial Day parades. We have used my colorful Scot with the flags spelling out OG Yacht Club and FS Fleet 7 and, some years, my name. Many former Scot owners have cheered loudly to have us there.

You start the day early--take the cover off the boat, then take the mast and sails and everything else out. Then the fun begins. Rig a Sunfish mast with a line forward to the bow and back to the mainsheet block. Next use two spinnaker sheets to hold the

mast from the back against the front. You can lower it by loosening the front side a little. It must be rigged this way in order to miss trees and, in our case, to make it under a train bridge. Next the decorators come and put flag bunting on it. Along with that, we put the flags on the lines attached to each other. You can also have it directly attached to the spin sheets in back only, but be careful; on a windy day, the flags might not hold up the pressure.

Finally the fun part. You put an adult aboard with eight to ten young kids with flags. Make sure they do not have anything to throw. I had to go back and clean up the parade route one year; the kids thought it would be fun to throw candy out to everyone.

Make sure you GET A PARADE PER-

MIT! Our town requires them. Make sure that the driver and you are in sync. Parades tend to stop a lot. Make sure you use a light board so fire engines or other floats following you can see you.

Here's another idea: USE YOUR BOATS ON OPENING DAY TO SHOW OFF. In some years we have put flags on all our Scots in the water and even parked one right next to the beach. This allows our elected officials to see the Scots in all their glory. Another way is put a mainsail up (reefed) with the trailer tied down tight to ground and boat. Questions get asked like "What kind of boat is that?" Our only problem with this now is that all the current officers own big boats and put more flags up on them. Our Mercury fleet of ten boats also gets decorated. 🚤

go like *MAD*



2006 FLYING SCOT RESULTS

- Canadian National Championship – 2
- Midwest District Championship – 1, 2, 3, 4, 5
- New England District Championship – 1
- NAC Qualifiers (64 boats) – 1*, 3, 4, 5
- Atlantic Coast Championship – 2
- Lake Norman Great 48 – 1
- Saratoga Invitational (48 boats) – 1
- 101st Ephraim Regatta – 1, 3, 4, 5
- Lake Carlyle Whale of a Sail – 1
- 57th Massapoag Regatta – 1

*mixed inventory

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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).



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.

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.



Tacktick Micro Compass & Mount...

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Greater NY District Championship at Cedar Point, August 2006

Notes from the Crest of the Square Wave Easterly on LI Sound

by Paul-Jon Patin and Matt Cottrell, FS 4969

When the wind comes from the east on the Long Island Sound, be ready to hike, surf, and change gears rapidly. When the wind shifts, the waves remain constant for a while, creating a challenging situation. Never underestimate the inertia set up by a 120-plus-mile fetch.

The following are some boat-handling and sail-trimming techniques that we use on *Yertle* (FS 4969) when the going gets rough in large waves.

Background sailing conditions: The wind shifted over the course of the three races, starting at ~60° early, later moving to 90°-110° by race 3.

On the way out as we sailed upwind on port, Christian Cremer (our middle crew) inquired how we would be affected by the waves coming from directly ahead. We immediately recognized that we could not be “flat” going head-on through the waves.

These conditions were similar to sailing on port tack in a southwest breeze on Great South Bay at Sayville, NY. In Sayville the waves come from a more westerly direction than the wind in a southwest breeze. Out-of-towners have referred to these large square waves as sailing upwind in a “sea of dumpsters.”

At Cedar Point the conditions varied greatly on opposite tacks. On port tack, where the waves were directly on the bow, the boat needed 10° to 15° of heel. The heel helps the helmsman turn to keep from landing the bow squarely in the trough. On starboard tack, the waves came at an angle; passing under the boat without need for change at the helm, we could sail very flat. As the day went on, the wind moved right and the angle to the waves changed, but the principles remained the same.

- Heel is needed when waves are head-on to assist turning, in contrast to the ability to sail flat when waves are coming from an angle, i.e. 25° to 30°.

Hiking the boat flat out of the tacks is another technique that we have learned to accentuate. The boat feels best when the forward crew is the first to hike, flattening the boat. The weight of the forward crew turns the boat down against the helm.

- It is most effective to have the forward crew hike first out of a tack to help flatten (bear off) as the main comes back in.

We use a 2:1 jib trimming system for fine-tuning under load. This advantage comes at a price, which is the additional

main was trimmed to initiate the tack. After crossing the wind, the main was then eased to maintain neutral helm. The main was trimmed once again as the boat was flattened by crew weight on the rail in full hiking position.

- The most effective tack is accomplished in three steps by: (1) trimming the main in (to turn into the tack), then (2) easing as much as necessary (often several feet) to leave the helm balanced as the crew flattens the boat, and (3) trimming

The most effective tack is accomplished in three steps by: (1) trimming the main in (to turn into the tack), then (2) easing as much as necessary (often several feet) to leave the helm balanced as the crew flattens the boat, and (3) trimming back to the upwind setting so that the helmsman can trim in, balancing the weight of the crew and the wind on the sail.

line to haul in when tacking. A technique for rapid jib trimming is required with the 2:1 jib trimming system. Here is how we deal with the extra-long sheet. Matt Cottrell, our forward crew and jib trimmer, describes the motion as similar to a smooth, exaggerated “pull start” on a lawn mower. The technique is a single pull on the sheet in one continuous motion until the sheeting hand is behind the trimmer’s head. This one-handed approach proved to be much faster than gathering the jib sheet hand-over-hand. Trust us, we’ve tried both. :) When the jib trimmer extends his body out to the rail while performing the “pull start” technique, the jib comes in even faster and applies additional weight on the rail, right when it is needed most, when coming out of a tack hiking in breezy conditions.

Finally, we were able to put it all together when the helmsman actively trimmed the main through the tacks. First, the

back to the upwind setting so that the helmsman can trim in, balancing the weight of the crew and the wind on the sail.

One additional note on tacking is the spatial relationship of the waves, the bow, and the boat’s angle of heel. As you tack, the boat becomes flat when it passes through the wind. With the same concept in mind as discussed above, it is imperative to cross the wind at a time when the boat is not about to come off a wave, as it is undesirable to land the bow in the trough “flat.”

- A good time to cross the wind is on the near face of a substantial wave, which naturally allows the boat to change heel, setting it up for the trough at an angle.

Everyone has questions about sail trim, but one of the most prevalent is “how to trim using the top batten of the jib.” Honestly, I don’t look at the top of the jib

Continued On Next Page

for sail trim adjustment, at least not while racing. The reasons are that I trust that my jib is a well-made sail and that the settings we use are simple. My rule of thumb is to trim the clew to the center of the seat with the lead forward unless we are overpowered or there are some unusual sea/wind conditions requiring the slot to be open. Finally, depending on the jib, the conditions, and the position on the course with respect to competition, we use an inch or two of windward sheeting. The following is the process I envision for trimming the jib through the tack.

- Out of a tack we look for A) jib trimmed about 80% to 85%, B) then enough windward sheet to slightly affect the angle of the clew, C) followed by the final trim as the boat becomes flat and the main comes in.

Jibing in breeze and substantial waves is always a challenge but not one to fear. Instead it is an opportunity to embrace the forces on the boat and let them work for

- Use boat speed, sail trim, and reduced apparent wind to control the boat and execute maneuvers. Use weight placement (hiking most effectively ahead of the centerboard) to head the boat down. Specifically, weight to windward causes the boat to bear off, and weight to leeward or less on the windward rail tends to make the boat head up.

- The boat pivots (N, S, E, W) and pitches (bow up or down) around a position near the front of the centerboard. Weight is needed forward when you want the boat to “tilt forward” over the wave. Conversely, when the boat is surfing you want to keep the weight back and use it to help the helmsman avoid running into the wave face ahead.

Regarding crew weight and number of crew: Our crew weight was 500 lbs. (PJP 195 [back in the summer], Matt C 165, and Chris C 140). Crew weight is important in any boat and placement is vital. However, the most important aspect is

control). On the other hand, in planing conditions a 500-lb. crew, which is more than half of the 850-lb. hull weight, has a distinct advantage keeping the boat flat, attached, and loaded going upwind. The net result is often a high and faster boat having better velocity made good, aka VMG. In summary:

A lighter crew has an edge:

- When the boat transitions out of a “stopped situation,” i.e., starting, tacking, etc.
- In light and flat water conditions
- Off the wind, accelerating, and breaking onto a plane first.

A heavier crew has an edge:

- Using weight to turn the boat
- Flattening from the front first and in breezy conditions
- Handling sail control lines, e.g., vang
- Adjusting the pole, spin, jib
- Hiking while 3rd crew is off the rail
- Helping the helmsman keep his head out of the boat.

In general, I err on the side of sailing heavy, with three. The added weight is easily compensated by a talented third crew. Of course, the added weight of the third body must always stay firmly attached to the boat. This was a lesson reinforced by my experience sailing the Championship of Champions as a crew with Eduardo Cordero, with a weight of 520 lbs. This is how we keep crew weight attached to the boat:

- Hike tight to the hull (as opposed to floating with the sheet or hiking line in hand).
- Never stand up without holding onto the boat going through waves.
- Wedge feet tightly under something like the seat, a tight line, or the rail.

Although all of the above points are important, keeping one’s head out of the boat and having a plan with a finish in mind are vital. A perfect example is the need to know where the finish is, like the writing of this article; having started in August, if I didn’t have a deadline, in this case January 15th (and today is the 13th), I’d probably never finish. Luckily sailboat racing is relatively slow-moving with a finish line in sight :)

_ ~ _/) ~ Sail fast, sail smart and always enjoy the course! 🏆

Crew weight is important in any boat and placement is vital. However, the most important aspect is that each crew member maintains his/her weight firmly attached to the boat for maximum effect on performance. Proper and sufficient weight placement helps the boat turn. There are definitely times that a Flying Scot responds very positively to crew movement. Sailing heavier can be a plus if the weight is used to turn the boat.

you. The best time to jibe is when the boat is going fast or down a wave. You have to do it without hesitation or forcing the boat. Many people push the main sail or grab the vang to jibe. If there is substantial load on the helm or the sail, there is a drag and the boat is “telling you” it’s not right. Conversely, going down a wave or jibing from a plane you will experience the sails becoming “light” and crossing effortlessly. Keep the boat under the spinnaker. When things get wild, the trimmer can over-trim both sheets, which increases control at the expense of slowing the boat. However, over-trimming to stay in control has an obvious short-term benefit when whipping out or swimming is the alternative. No doubt, Yertle has seen it all. :)

Summarizing sail trim and boat trim:

that each crew member maintains his/her weight firmly attached to the boat for maximum effect on performance. Proper and sufficient weight placement helps the boat turn. There are definitely times that a Flying Scot responds very positively to crew movement. Sailing heavier can be a plus if the weight is used to turn the boat.

Having sailed Sunfish for many years as the “heaviest crew,” I came to appreciate sailing Flying Scots with only two crew members and being one of the “lightest crews” on the course. My opinion (worth \$.02) is that you can get away with being light in breeze when the water is flat and the course is short. In light air you’ll definitely have an edge out of a “stopped situation,” i.e., starting, tacking, etc. Without question, a significantly lighter crew can plane earlier and faster (if in

The Racing Bug

by Susan Davison, FS 909

My husband, Tom Davison, and I, in the late summer of 2005 bought a used Flying Scot, FS 909. Yes, it's an oldie but a goodie. We only sailed once or twice that year. It wasn't until this past summer that we got the bug--the racing bug! Let me preface this with the fact that Tom and I are new to sailing, period, not to mention racing! Well, the club we belong to, Wet Pants Sailing Association, has a Thursday night handicap racing series every week for the entire summer. The sailors at Wet Pants have been nothing but encouraging and prompted us to sail on race night. Once we did, we were hooked! It was absolutely the most fun we have had in a while. We continued to race as many Thursday nights as we could. We even raced in the Wet Pants Invitational Regatta. We have caught the bug so badly that we purchased a much newer Scot this past month. I am, however, a little sad about not sailing 909 next year, as I have grown sentimental about her. On a happier note, we sold 909 to dear friends of ours who will, no doubt, catch the bug in '07 and be sailing with us. 🛥

Suzanne Callis and I on our way to the Wet Pants Ladies Teacup Race '06 in her Scot. We did all right. Great skippering, Sue!



A day in 2006 on the Great South Bay practicing with the spinnaker. Picture taken by great friends John and Suzanne Callis.



Dear Scot Sailor,,

The 06 season is here and the latest version of our cordage and rigging catalog is out and available.

I have spent some focused time zeroing in on the very small lines we offer, pulling testing and graphing.

The results are spelled out in the catalog.

Call or write for your copy. I invite you to get on the list for other catalogs I plan to mail this year featuring the Latest and the Best stuff for *sick sailors* like you and me.

Thank you for your business.

We test our small dia. lines
This past fall I had a

My past fall I had the son of one of my long time customers call. He said he is sailing his Dad's 505 and asked me when I was going to do some bench testing on small diameter lines. I said: "It is on my list... now, it is at the top... what are you looking for?"

He said he wanted to use line instead of wire for the traps, plus he had some underdeck stuff he wanted to replace and he had some control lines that he wanted to be really small, good running and that would hold in the cleats. The boy must have been reading the layline catalog over the years 'cause he was thinking right

So, Jim, Hal and I spent 16 hours playing on the Punisher with our most popular high-tech, very small lines... Our method, we used 20 feet exactly. Preloaded and cycled each piece to 600 pounds 5 times. Then we did our measuring where we loaded the line to 40 pounds and increased the load by 40 pounds all the way up to 300 pounds. We took/recorded 5 samples from each line. The graphed data you see here is a average of all 5 samples.

Finish Line- Polyester

Finish Line makes a great control line on both Dinghy's as well as big boats. With it 8 plait constructions the Finish line stays round under load so it works well in both Cam Cleats as well as Cam Cleats as well as giving good performance for use as small boat spin halyards. New England offers their Finish Line in 4MM, 5MM, and 6MM sizing. Finish Line cannot be spliced but it holds a knot really well.

Buzz
Looking for an awesome mainsheet for your small boat? Take a look at New England's Bzz Line.
Constructed of Spun Filament Polyester and Polypropylene Bzz Line is a light Weight floating line that stays round under load so it is easy to cleat and uncleat as well as having unsurpassed ability to run at the top mark. The guys sailing Star Boats have really adopted this line as the way to go for their mainsheets. Because of the Spun Polyester the Bzz Line has a bit of a fuzzy finish easy to hold onto.

Regatta Lite
Regatta Lite is 100% Polypropylene woven in a pretty loose array. Runs super well. We use as non-water absorbing painters and for anchor lines in Etchells.

...selling our small diameter 100% polyester
...increments. The numbers are

Focus on New England Ropes Dinghy Line Developments

This is one of those stories where one of our Vendor's niche product lines is lost within Layline's product presentation. Over the last few years under the guidance of their new sales manager who was a sailmaker and college all american, New England has taken steps to strengthen their position in the dinghy and one design market.

In the past, this segment has been dominated by English and European suppliers, now, we have an American supplier.

Spyder Line
Spyder line is a perfect line for your highly loaded center lines on dinghies. Spyder line is constructed with a Polyester jacket over a SK75 Dyneema core giving you incredible strength and low stretch; take a look at the charts from our Fenisher results. New England offers the Spyder Line in four sizes ranging from 1.8MM, perfect for sail lines on your Opti, to 4.8MM. All the sizes except the 1.8MM have a braided core.....1.8mm.....thinking you could make some crazy sailing, scary but we know they have the patience, sorry but we

Flight Line

New England did their homework on this line. Flight line is made up of a polypropylene jacket with 12 strands of Kevlar reinforcement core but there is a difference from the Flight line. The thickness a New England made is normal and normal but thicker than normal and made it all at once, but thinner then for years. Layline have been making for years that the jacket was the weak link in the Flight line but now New England has addressed the problem by making the jacket while still offering all the performance that you've come to expect from your dinghy and your Flightline 6 or 8. I have been running the Flightline 6 for 3 years on Seno's all time record and I personally rated while still offering the same performance.

Salsa, Braided Polyester and Dyneema
Salsa line is a High-tech single braid line constructed from Spun Polyester and SK75 Dyneema. The spun Polyester gives the Salsa Line a bit of a fuzzy finish for easy handling and the SK75 Dyneema offers great performance. The Salsa Line stays round under load so it is easy to cleat and uncleat. This line works really well when used in everything from main sheets to light air sheets on big boats, because of its single braid construction. It really well in high performance sailing.

Finish Line, Pre Tensioned Polyester

Buzz. Braided Polypro

Regatta Lite

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Cordage is the back-bone of Layline. Here we offer product and supporting information we can not fit in our catalogs. Trying to show as many product details as possible. Always updating!!!
- 2. Boat Specific Solutions**
Here we drill down to boat focused solutions. We offer packaged parts and articles for perspective
- 3. Clothing**

virtual.not is Layline.com
Tongue in Cheek, Ha, Hal Prebenedict
"Virtual Dot Net": A while ago, I came up
with this term in an attempt to describe
what Layline and Layline.com is NOT. I
take great offense at being called an inter-
net retailer, or internet company. These
terms carry the stigma of anonymity, in-
security, impersonal, no inventory, low
value except the lowest price. On the con-
trary, Layline is real, living salesmen offer-
ing the latest and best solutions and knowl-
edge you can be. We are real and we are here.

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2007 FSSA WIFE-HUSBAND NATIONAL CHAMPIONSHIP

Organizing Authority: Flying Scot Sailing Association hosted by Flying Scot Fleet 177
in conjunction with Cedar Point Yacht Club – Westport, CT

August 25th & 26th, 2007

NOTICE OF RACE

1. **RULES** – The Regatta will be governed by The Racing Rules of Sailing.
2. **ADVERTISING** – Advertising is restricted to Category A.
3. **ELIGIBILITY** – Per Article B-X-1.b of the FSSA BY-LAWS, the crew shall consist of only a skipper and spouse, the helmsperson may switch at anytime and at least one crewmember shall be a 2007 Active, Life, Club or family FSSA member in good standing.
4. **REGISTRATION** – Completed entry forms must be received by August 15th, 2007 or be subject to a \$20 late fee. A registration form is included with this Notice of Race. Send entry forms to: Cedar Point Yacht Club, Attention Flying Scot Wife-Husband, 1 Bluff Point, Westport, CT 06880. Please make checks payable to FS Fleet 177. On site registration will be available at CPYC on August 24th from 1700-1900 or on August 25th from 0800-1000. No monies will be refunded after that date and time.

Competitors shall select their Division from among Championship, Challenger, and Non-Spinnaker.
5. **FEES** – The entry fee is \$75.00 if received by August 15st. Entries received after that date must include a \$20 late fee. The entry fee includes: Continental Breakfast both Saturday and Sunday. Clam Bake on Saturday Night. Additional Saturday dinners may be purchased for \$ 25.00 per person. Saturday night dinner for kids under 12 is \$8.00 per child .
6. **SCHEDULE OF EVENTS** –
7. **MEASUREMENT** – Boats and sails must conform to the Official Plan. Each boat must carry equipment required by FSSA Article S-V.2 Restrictions and Coast Guard safety regulations.
8. **SAILING INSTRUCTIONS** – Sailing Instructions will be available at registration and at the Skipper's meeting.
9. **VENUE** – The racing area will be approximately 2-3 miles southeast of the mouth of the Saugatuck River.
10. **COURSES** – The courses will be defined in the Sailing Instructions as illustrated in the Racing Rules of Sailing pages 117-119. The Championship Division will start first, followed by the Challenger and Non-Spinnaker Divisions starting together.
11. **VHF RADIOS** – Under the FSSA Bylaws VHF radios are allowed aboard but shall only be used while NOT racing or for an emergency, i.e. from Preparatory Signal to the Finish.
12. **SCORING** – The Low-point Scoring System of Appendix A2 will apply. 3 races are scheduled, of which one shall be completed to constitute a series. Each boat's total score will be the sum for all races (Changes Appendix A2)
13. **PRIZES** – This is a Flying Scot sanctioned event. Prizes will be awarded to the top 7 boats in Championship, The top 5 boats in Challenger, and the top 3 in the Non-spinnaker Division.

Perpetual Trophies:

Florence and Ted Glass Perpetual Trophy: First Place Championship Division

Bob Penticoff Memorial Trophy: First W/H with the best finish in the Championship Division.

Cal and Anita Hudson Perpetual Trophy: First Place Challenger Division

Eric and Mary Amman Perpetual Trophy: Best finish either division for W/H with combined ages equal to or greater than 100. (Tie breaker in favor of Championship division.)

14. **FOR FURTHER INFORMATION** – John Cooke at 203-792-7766 or 914-318-9155 or jcooke@trianglepackage.com

Aug. 24th, 2007	1700-1900	Registration – CPYC Regatta Office on 1st Floor
	1800	Light dinner offered for \$5.00 per person.
	1900	Special Guest speaker
Aug. 25th, 2007	0800-1000	Registration, Coffee, Juice, Donuts, Bagels
	1030	Skipper's Meeting
	1100	Harbor Gun
	1200	First Warning Signal
	1700	Refreshments on Upper Deck
	1830	Clam Bake Dinner
Aug. 26th, 2007	800-1000	Coffee, Juice, Donuts, Bagels
	1000	Harbor Gun
	1100	Warning Signal, racing continues (No Race will start after 1300)
		The awards presentation will be immediately following the final race.
	1500	Hamburgers and Hot Dog lunch will be available for \$5.00 pp.

Challenge of the Lakes

by Mike Noone, FS 5468, Secretary, Fleet 163



Fleet Building – The “Challenge of the Lakes” racing series between Fleet 163 at Lake Nockamixon, PA, and Fleet 184 at Spruce Run Reservoir, NJ.

We all know how the weather can affect our sailing pleasures, but lack of rain and the consequential low water level in Spruce Run Reservoir, NJ, several years ago caused Gary Nackman, then fleet captain of Fleet 184 at Hunterdon Sail Club, to look for somewhere else to sail--which developed into a long-term positive experience for two adjacent Greater NY fleets. Gary and his fleet found good Scot competition within an hour's drive at Lake Nockamixon, PA, where Fleet 163 of the

Nockamixon Sail Club had plenty of deep water. The interaction of the two fleets led to the idea of a “Challenge of the Lakes” racing series that will celebrate its fifth successful year of friendly, but serious, competition in 2007.

The “Challenge of the Lakes” series consists of two race dates at each lake, with three races held each date. Awards are presented to every competitor at every event, and a social picnic, or pizza and beer, follows each event. Competitors must sail at both lakes to qualify for the series awards, and nine races count for the series. Both fleets have grown as a result of this interaction, and information about Scot sailing and rigging is shared between fleets, as well as details

Lakes Challengers in action on Lake Nockamixon.

of any used boats on the local market. In fact, Chet Ensign, the current fleet captain of 184, now sails FS 4141, which started life in Fleet 163.

A major additional benefit of this competition is that it encouraged several sailors to trailer their boats for the first time to a distant, and different, sailing venue. The confidence and comfort that the sailors gained by traveling between the lakes--we travel together in a convoy and rig the boats as a team--eventually led to four boats traveling to the Wife-Husband regatta in 2005 when it was relatively close by on the Chesapeake Bay.



1. Gary Nackman, founder of the Challenge of the Lakes, and his son Avery, "Finest Young Crew"; Bert VanAnglen, fleet captain of Fleet 163, and his daughter Sarah, "Most Promising Crew"; and Brenda and Mike Noone, coordinators of the Challenge activities, show their awards under the Scot fleet tent at Lake Nockamixon. **2.** Happy competitors and their awards on the shore of Lake Nockamixon following an 11-boat "Challenge" race day. **3.** Challengers both upwind and downwind on Spruce Run Reservoir. **4.** All sailors are winners at the final race day at Spruce Run Reservoir!! **5.** Fine vintage Flying Scot wine awards—including some "Premier Crew" and "Grand Crew" appellations. Fine tablecloth courtesy of the FSSA.

We expect even more for the 2007 event, which is within the Greater NY district, and perhaps even more travel to other district events.

The level of competition between the fleets has always been high; typically, the final series awards are not resolved until the last day, sometimes not until the last race!! The number of boats competing has steadily increased as talk of the "Challenge" experience has spread through the fleets. In 2006, 16 boats raced in the series – including 100% of the smaller five-boat HSC fleet – and eight boats qualified for the series by sailing at both lakes. NSC boats finished 1, 3, 5, with Mike and Brenda Noone in FS 5468, *Hi-Noone*, in first place; Phil and Jill Scheetz in 4086 in third; and George Balas in 1892, *Silver Girl*, in fifth. HSC boats finished 2, 4, 6, with Chet Ensign and Dave Kurt in 4141 in second place;

Gordon Sell and Lynne Christopher in 2225, *Orange Crush*, in fourth; and Mark and Daniel Kaplan in sixth. A narrow victory in 2006 for the NSC folks, but the HSC team has another new member for 2007 and the competition should be even closer!

The tradition of having awards for all competitors at every event has encouraged participation in the "C-of-L" regattas. These awards are never expensive – usually framed, computer-generated images of the maps of the lakes and outlines of the Flying Scot. Customized plaques to acknowledge the "Youngest Sailor," "Most Promising New Sailor," "Finest Crew," or "Hot Shot of the Day," etc., are becoming collector's items among the fleets. There is also a tradition of special "awards" consisting of appropriately-labeled lighthouses for those who appear to need some guidance in

navigating the racecourses!!

In 2006, HSC fleet captain Chet Ensign found some "vintage" Flying Scot wines with fabulous customized labels (more collector's items!!); these were presented as the primary awards for the races held at HSC. The favorite wine seemed to be the "Grand Crew" appellation!

Descriptions and photos of the racing action and the picnics afterwards, together with the results and the standings in the series, are featured in an e-mail "report" to both fleets after each event. If your fleet is within comfortable driving distance of another Scot fleet, you could enjoy the same, or even greater, success by organizing some local fun activities that could benefit both fleets. That has certainly been the case with Fleets 163 and 184, where the joint activities have stimulated participation, travel, and growth of both fleets. ▲

16th ANNUAL FLYING SCOT FULL MOON REGATTA – Monmouth Boat Club, Red Bank, New Jersey

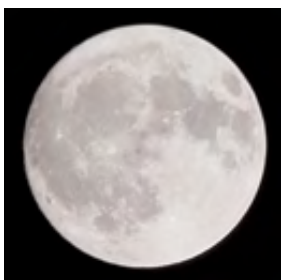
Full Moon Regatta

by Christine and Dan Neff, FS 2929



Photo by Daniel Neff. More photos at danielneff.com and flyingscotracing.com

Monmouth Boat Club hosts a Full Moon Regatta each June, a nice one-day warm-up for the summer racing season. For 2006, the regatta was scheduled for Saturday, June 11, but winds were 20 to 25 knots with gusts in the low 30s. PRO Sandy Huntsman postponed on land, in hopes that the wind would die down a bit in the course of the morning. However, with little change apparent after an early lunch, the race committee decided to re-schedule racing for the next day.



Sunday's conditions were better, with a west wind in the 15 to 20 range. Gusts were not as high nor as frequent as they had been the day before. Ten of the competitors from Saturday were able to return for the regatta despite the change in schedule, and we took to the water right after breakfast. Conditions on the Navesink River were extremely shifty, so the day was a mix of hard hiking during the gusts and constant changes of weight to prevent capsizing during the sudden alterations of direction. One competitor

did get caught in an auto-tack, but that was the only capsize of the day.

Three races were held back-to-back, and the competitor scores shifted almost as much as the wind. The three leaders at the end of the first race fell into 4th, 5th, and 6th places for the second race. This meant that there were five boats separated by only four points going into the last race. But as the score sheet shows, the top three boats from Race 1 also did well in Race 3 and ended up at the top of the board.

As always for the Full Moon, the day ended with a friendly lunch and lots of door prizes so that everyone had something to show for his/her efforts – which

Dan and Christine Neff.
Photo by Art Petrosemolo.



was especially appreciated, considering all the sore muscles and soggy gear! Thanks again to the members of Monmouth Boat Club and the race committee for hosting such a fun and challenging event. 🚢

16th ANNUAL FLYING SCOT FULL MOON REGATTA 2006 - June 11

Skipper/Crew	Sail#	Race 1	Race 2	Race 3	Points	Place
Dan & Christine Neff	2929	1	4	1	6	1
Dan Vought / Ted Duffy	5688	2	5	3	10	2
John Luard / Toni Gahn	4240	3	6	2	11	3
David Watts / Randy Dickerson	5562	5	3	4	12	4
Thomas Kosinski / Ken Layton	4352	4	1	8	13	5
Bill & Eileen Ewing	5246	9	2	5	16	6
Skip & Ben Bugbee	4284	6	9	6	21	7
Larry & Eileen Nociolo / Pat Zachman	3868	10	7	7	24	8
Jack Hurley / Enrique Hernandez	5227	7	10	9	26	9
Thom Lee / Blake Hunnewell	5718	8	8	10	26	10
PRO - Sandy Huntsman						

Acrylic Flying Scot Covers

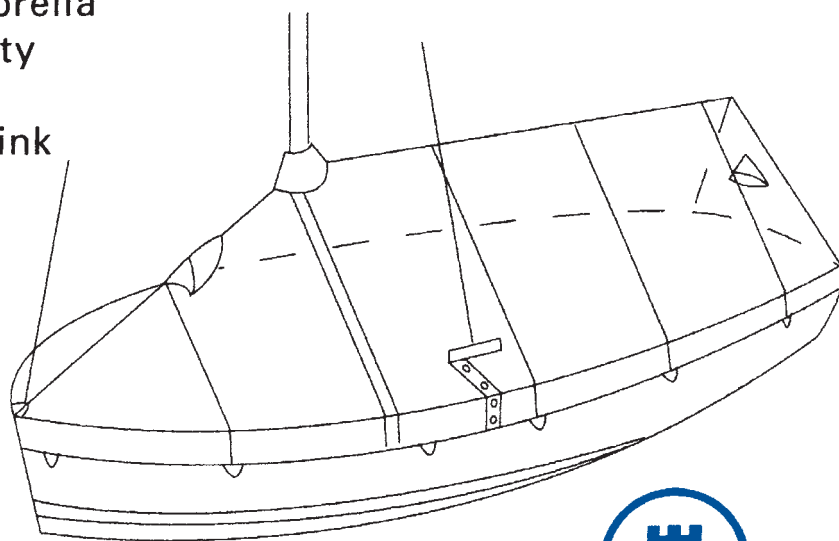
- made with 1st quality Sunbrella[®]
- material has 5 year warranty
- light and easy to handle
- will not rot, mildew, or shrink

Features

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

Options

UV proof Goretex thread
Drawstring/shockcord in hem
Sail # installation
Custom multi-color panels/trim



Prices

Cover	white	blue	other
6" skirt	\$414	\$421	\$443
Full-sided	\$532	\$548	\$575



ROOKE SAILS

1744 Prescott
Memphis, TN 38111
(901)744-8500
www.rookesails.com

Over Early – A Fable

by Fred Breekland, FS 2499

At Sprite Island YC, on one of the Norwalk Islands in Long Island Sound, the members of Flying Scot Fleet 142 have been racing, cruising, and partying since 1981. Over the years, most of the racing and a fair share of the partying have been done by the Scot fleet, which currently numbers twelve boats. To provide an easy introduction to the “joys” of sailboat racing for all, the club schedule includes a series of three “fun races” each season. Each of the races is followed by a happy hour on the lawn at the island, naturally. This year, the fleet included Scot sailors (for whom it’s a break from the usual ‘round-the-buoys racing and an opportunity to bring the kids or friends, if you don’t already do that) and cruising-boat sailors (for most of whom this is probably the only racing they will do all year).

The course and sailing instructions are kept simple. Start and finish off the beach at the island, so that you can wave to your non-boating friends, and round two government marks in Long Island Sound that

roughly form a six-mile triangular course. Cruisers and Scots start separately. Scots use spinnakers, cruisers do not. To maximize sailing participation, the race committee and chase boat crews are drawn from the among the club’s powerboaters, who operate under the guidance of the club’s race chairman, namely me.

The day of the last race of 2006 was perfect, with clear skies and a warm, steady breeze that was gentle enough to calm even the faintest heart. As I sailed around the point of the island that separates the mooring area from the starting line, I noticed that the race committee had put the pin about where you would expect a powerboater to put it. Oh, well, no problem, I will make the appropriate adjustment!

Seated on the afterdeck, I swung the stern smartly to weather into the pin, which I grasped and began to tow downwind into its proper position. Everything was going fine until the boom decided to come over to my side of the boat. I guess I was a little too focused on the pin location, because I didn’t notice the

boom until it was amidships and gaining speed in the general direction of my forehead. Without giving the matter much thought, I leaned back...way back...so far back that there wasn’t any boat there and I slipped quietly (I think) into the drink, giving new meaning to the term “over early.”

As I got back into the boat, clutching the hiking stick and the end of the tiller which had been wrenched off in my unsuccessful effort to remain aboard, the ever-helpful race committee sounded the preparatory signal. In our case, preparation consisted of taping the tiller back together, which was accomplished in time to cross the line at the gun. As we started, I noticed that the line wasn’t square at all – the pin was in the wrong place.

The moral: No good deed goes unpunished. ▲

Note from Jim Cummings, fleet captain, Fleet 142: Fred, in his humble way, neglected to mention that, despite all of his problems at the start, he went on to win the race handily with his wife, Judy, as crew.



Making Sailing Fun For The Next Generation

by David & Syd Osler, FS 5217

Having had many years of my boys sailing with me on FS 534, 4080, 213, and 5217, I thought I would share this with you.

Once the children can swim, take them along with you. Chris Danilek of Fleet 7 is a prime example of this. He actually wins with his kids on board; I did not have that luxury. Anyways...take your kids to a camping regatta. I did many of them right next to the DiResta children. Give the kids the responsibility of setting up the tent, taking it down, and getting the boat ready. Their favorite--Saratoga! Ann and Peter [Seidman] did a great job of arranging sitters and planning/hosting the parties! My fondest regatta was a recent Saratoga with a third generation with me. My wife, Syd, and grandson, Justin, came to the regatta. I would like to thank John Cook's daughter for helping out on day two when Syd's legs once again swelled up like balloons and she could not watch Justin. All three of my boys, and now, my grandson have been to Saratoga.

My second-favorite regatta recently was with my son Steven and one of his friends. He drove all night from Virginia

Beach just after coming out of the water (he is a Navy SEAL). They brought the SEAL team dog, with me unaware. NO PETS at Great 48 (Lake Norman Yacht Club in North Carolina). After I explained who they were and that the dog was a registered assist dog, there was no trouble. Well, this is where the fun began. The three of us threw a Frisbee for the dog for four hours. Steven and his fellow seal were diving off the dock while doing this. The dog and boys were better swimmers than me. Oh, yes, we went sailing after that--and got a 2nd in the challenger division in light air! I have a picture to prove this.

My third-favorite would be any regatta my son Jamie, the youngest, does with me. He went to Canada last year with me and I did not know the boat was still compromised from the NACs at Marblehead. I had had a bent mast straightened, but it never dawned on me that Gary Werden's boat underneath mine would have damaged the board. Well, on day 2 Jamie noticed this, but there was nothing I could do about it. I had it repaired when I got back. Last place in that regatta. Oh,

well Jamie was a great sport there and at many other regattas.

Lastly trying to get my son Steve to be able to stay for a whole midwinters. The seals have called him away twice. This year we will try again.

Now on to the longest-running family affair on a Scot. John Barry, FS 5030, has had his children skippering since they were six. He used to take four of them at one time. This past year his youngest skippered the Founders Cup, Sprite Island, and would have done the districts but it was canceled. He must have done something right because his second son is ranked top ten in Lasers in the world and is sailing for Yale University. He is also a sailing instructor and was the head of a large yacht club (American). His sister, the fourth of the five children, is currently ranked top five in the world in Laser Radials. In addition, the five children, mother, father, and a bunch of other sailors campaign a J-120 on Long Island Sound. My grandson was with us one of the nights that we won a race.

My point: MAKE SAILING FUN FOR THE NEXT GENERATION. ▲





The Plane Grin by Thomas Montalbine, FS 1486

Here is a photo from the Horricks-Palmer race last year at Sayville Yacht Club. The boat is actually 30-year-old FS hull 1486. We borrowed my friend's spinnaker (Charlie Huberman, shown here as crew), and the main was an old sail that was given as a donation when we bought the boat and did not have any money left for new sails. (Scot sailors are just nice people.) The first thing we did was to scrape off all of the old bottom paint and fix some blis-

tering on the bottom of the hull. With new shrouds and some new fittings and a coat of blue paint, we were ready for the water.

In this particular race, the wind was gusting to 20 knots and both of us were sitting as far back in the cockpit as possible to keep the nose from plowing into the backs of the waves. That day, skipping along on a plane, was probably the most fun I'd had legally in many years. Charlie and I were grinning ear-to-ear for days after this regatta. Thanks to Ken

Boyle, race committee chair, vice commodore of Sayville YC, Scot sailor, and photographer for taking this photo.

The Great South Bay is a unique body of water which is bordered on the north by Long Island and on the south by Fire Island. The typical summer wind is from the southwest and usually in the 15+-knot range. Due to its shallowness, the bay gets very choppy when the wind gets up. If you sail here, expect to see lumpy, planing conditions at some point. 🚢

When Sandy Douglass Was My Crew

by Sandy Eustis, FS 5610

Ever since the 25th anniversary of the Flying Scot Sailing Association in 1982, Flying Scot Fleet 1 at Cowan Lake Sailing Association near Wilmington, Ohio, has hosted a special anniversary edition of our annual Pig Roast Regatta every five years. So far, the biggest and most successful of these events was the 30th Anniversary Pig Roast Regatta in 1987. At that time, 72 Flying Scots and Sail magazine were in attendance, and we created and contested the first-ever Wife-Husband National Championship as part of the event. The 30th also provided me with the single most memorable sailing experience I've ever had in Flying Scots – the day that Sandy Douglass crewed for me!

The format for the 30th included a single qualifying race on Saturday morning, and a lot of folks played bumper boats in 20 knots of breeze on our little lake. At lunch, the 72 participating Scots were split into three divisions, with two more races held in lighter wind on Saturday afternoon and then a final race on Sunday morning. The talent-laden Championship (Hog) Division was won by local 16-year-old Danny Irvine and his father, Don, who nipped Harry and Karen Carpenter on a tiebreaker. The Carpenters thus became our first Wife-Husband National Champions, followed by Ralph and Ethel Manee from New Jersey in second, and Marc and Gayle Egan from New Orleans in third. Unfortunately, I didn't see any of this action, as my longtime crew, Scott Litwin, and I had a miserable qualifying race—we were over the line early, committed a foul on our way up the first windward leg, hit the weather mark, and finished far enough back to find ourselves placed in the Open Challenger (Piglet) Division. There was also a Wife-Husband Challenger (Oinker) Division, which was won by Jack and Nancy Rudy.

Scot and I won both Piglet races on Saturday afternoon, and we needed only to finish in the top 5 on Sunday morning to be sure of winning our division. I was

the regatta chair and had to deal with a few minor issues on Sunday morning, so we were the last boat to leave the harbor. Just as we were ready to shove off, Sandy Douglass and Eric Ammann (who was, at that time, the owner of the Gordon Douglass Boat Co. [now "Flying Scot Inc."] came up and asked us for a ride down to a spectator boat near the starting line. Sandy was supposed to be photographed there by the Sail magazine crew, with the race as a backdrop. Sandy was well into his 80s, quite frail, and so we carefully helped him into the boat. We had a nice sail down the lake, but about 100 yards short of depositing our passengers, our warning signal suddenly sounded. Sandy immediately told me that the racing rules now prevented us from offloading him and Eric, and that they would just have to sail the race with us.

So there we were, four grown men weighing 650 lbs., in less than 8 knots of breeze, clearly late for our start, and needing a top-5 finish. I put Sandy and Eric on opposite seats, as far forward as possible, and told them that they shouldn't move from those locations during the race. Sandy was pretty excited, all smiles and twinkling eyes, and he pretty much took over our strategy and tactics from there. We rounded the pin end of the starting line about three minutes late and took off after the pack. We played the shifts pretty well on the first leg and caught up to the last-place boat near the weather mark. Sandy's body might have been frail, but his racing mind was still razor sharp. He called all the tacks upwind and provided a very helpful running critique of my steering job.

Halfway up the second windward leg, we were somewhere in the middle of the pack. Sandy told me to tack to port, into what looked to me like a big hole. I hesitated but decided that I wasn't going to second-guess the great Sandy Douglass, even on my own lake, and so onto port we went. Sure enough, just as we coasted into the hole, a big puff filled in right where we were; we tacked back to starboard and

within a minute passed 8 to 10 boats. We rounded third at the windward mark! I asked Sandy how he knew that the hole was going to fill in. He just looked at me somewhat blankly (pityingly?) and said it should have been obvious to me, too. On the final windward leg, in about 8 knots of breeze, we dueled for the lead with Dan Goldberg and his crew, Monica Berton—at 250 lbs. total, a truly lightweight team. Dan and Monica narrowly won that duel, but our boat speed wasn't much less than theirs—pretty emphatic evidence that, at least in moderate winds, crew weight isn't all that important in Flying Scots.

So we wound up winning the Piglet Division at the 30th, and at the awards ceremony, Eric Ammann and Sandy Douglass received their first-place-crew trophies to a standing ovation. Sandy got pretty animated and started talking from the heart about how great the Flying Scot is. To my knowledge, he never raced in a Flying Scot after that memorable Sunday morning in 1987, and I'm pretty sure he won his last sailing trophy that day as my crew. But even if it turns out that he raced later with someone else, that won't tarnish my most memorable Flying Scot experience.

The 50th Anniversary Pig Roast Regatta, coming up this summer on July 14-15, will also serve as the 2007 Ohio District Championship. And this time around, we're creating a Flying Scot "Family National Championship" as well—for family teams consisting entirely of multiple generations of the same family. Once again, a single qualifying race on Saturday morning will be used to separate the fleet into Hog, Piglet, and Oinker divisions. So as you plan your 2007 travel schedule, please come back to where it all started 50 years ago, and join us for the 50th Anniversary Pig Roast, 2007 Ohio District Championship, and first-ever Family National Championship. With three events rolled into one, it'll be a party. For more information, feel free to contact me, Sandy Eustis, at seustis@fuse.net or 513-325-8850. ▲

Katrina Plus 16 Months

by Larry Taggart, Gulf District Governor

There *are* signs of progress. In March electricity was returned to the house; gas service in late July, phone service in August; and, cable in October. While although not completely repaired, I moved back into our home in late August, almost one year after the hurricane struck. My mother joined me in early October. The laundry room and den remain to be refinished, plus the separate carport and workroom (which is under litigation against the insurance company). None of us ever thought that it would take this long!!!!!!

Below are some brief indications of my neighborhood's recovery and current "life in New Orleans":

- There are now 6 occupied houses in my block of 22 – one on each side and 3 across the street. There is also 1 FEMA trailer. Two houses have been torn down. 3 others are actively under repair. The remaining 11 are gutted and secured, with 3 of these likely tear-down candidates. The number of torn-down houses in our block is about half of the average in our 5,000+ house Lakeview neighborhood, where many blocks have had 5-8 houses demolished. But each day the neighborhood seems to be filled with repair crews, some doing new home construction on those now empty lots. It has been reported that only 25% of the pre-Katrina Lakeview houses have electrical service.

- I *think* that we are now getting mail on a regular basis; at least we have for the past 3 weeks now. It was supposed to return to delivery to our home at the end of August, but after a few weeks and nothing came I contacted "customer" service who claimed that there had been a "computer glitch" and all mail was marked "return to sender" (this apparently happened to many persons). The customer rep said that they fixed the problem and that mail should return to our home in about 2 weeks. Well, needless to say, it did not. Another call to "customer service", and the same explanation and same "fix" – and the same result. This scenario repeated twice more,

but finally mail began to appear in early December!

- The young couple who bought and repaired the house next door after the storm had a baby girl 8 weeks ago!

- Curbside garbage pick-up has resumed – although only on a weekly basis.

- It is very quiet in the neighborhood at night – but there is constant traffic on I-610, which is a few houses away.

- Debris – although in much smaller piles – is obvious most everywhere.

- 4 banks have reopened on a business strip in the neighborhood – 2 in their actual buildings and 2 others in temporary buildings. And, a new one is under construction.

- 3 out of 4 neighborhood schools and 7 out of 9 churches have reopened.

- Most business in the 3 main Lakeview shopping strips remain closed. This includes our 3 grocery stores, our 3 drug stores, and 4 restaurants. 2 out of 5 gas stations are open, as is our 1 hardware store. 2 deli's are open and 1 bar. Our fire station is open, but operating out of a trailer.

- Flood wall repairs continue, and flood gates have been constructed across 3 of the problem drainage canals (remember – it was flood wall failure and not major levee failure that caused much of the damage in our area).

- There are more cars with Louisiana license plates than out of state, but Texans remain an obvious presence.

- Cajun French has been replaced with Spanish as our second language. This is very noticeable on signs and packaging in many of our stores.

- There are still water-lines on houses and buildings.

- Our main marina remains a mess, as the accompanying pictures taken right before Thanksgiving show. But our temporary yacht club is OK, and will apparently have to do for some 3-4 years. West Marine is scheduled to reopen in March of next year in its old location about 5 blocks from my house.

- Many neighborhoods remain night-



time ghost towns; drug related crime is often a problem there.

- There are now working stoplights at most major intersections.

- Most street lights are operating.

Grocery stores -- although no longer "neighborhood" stores – are crowded.

- There are some houses with Christmas decorations, including ours! But unfortunately, as I noted in last years Christmas update, there are still few "houses ... decorated for the season, have children playing in the yards, and with families having holiday gatherings. Instead there (remain) rows upon rows of houses (or empty lots now) with open windows and doors exposing the dark gutted interiors waiting, hopefully, for some contractor to make repairs", and for families to reappear.

Life is by no means ideal, and it will take many years to recover. We were very thankful for a quiet hurricane season. Progress is painfully slow – but at least there is progress, in spite of the seemingly never-ending bureaucratic blockades. We have learned to work around rather than work through many of these – and we remain quite frustrated that much of the monies supposedly meant to help hurricane victims have seemed to wind up in the pockets of the politically connected – local, state and federal cronies included! But, we remain more fortunate than many others as we have our health and our own roof over our heads. Hope all is well with you and yours...▲

Great Scot Regatta

FS Fleet 118, Birmingham (AL) Sailing Club, October 7-8, 2006

To boost fleet participation, Fleet 118's fleet captain, Jim Sisson, adopted a different format for this regatta, which has been an annual activity for thirty or more years at Birmingham Sailing Club. To encourage the majority of the fleet who had little or no racing or regatta experience, this regatta was organized as a learning experience, with some of the more-experienced Scot sailors serving as coaches and as crew for the less-experienced sailors.

Thirteen of the thirty-three Flying Scots at Birmingham registered for the regatta, which began with a tuning clinic and brief seminar on sail trim. The race committee set short windward-leeward courses, so the fleet was treated to five exciting races on Saturday in a fresh 10- to 12-knot breeze and one light-air race on Sunday morning.

After enjoying refreshments on the club deck after the Saturday races, a debriefing was held, with a question-and-answer session using model boats to re-enact the starts

and some of the mark roundings. Pictures of the races taken by the race committee were projected on a screen and served as a basis for discussion of sail trim and crew position. Discussions of tactics and strategy, prompted by the photos, continued over the grill and across the dinner tables, late into the evening.

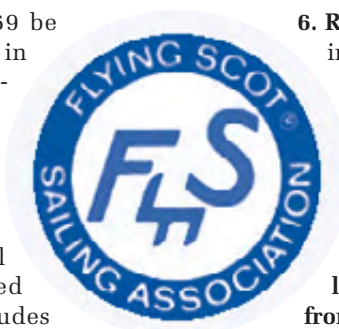
After the awards ceremony on Sunday, comments by the participants were very positive, and Fleet 118 looks forward to an active racing season. 🚢



2006 NAC Measurement Changes

Approved By Proxy

CMR 69 – That CMR 69 be moved to a Paragraph 7 in Article S-V - Racing Restrictions and changed as follows: "Except for compasses and timers, electronic devices which are used as an aid to the boat's performance shall not be operated or used while racing. This includes but is not limited to the following: VHF Radios, CB Radios, Cell Phones, GPS, PC Lap Top, compasses that calculate lifts and headers."



6. Rudder - 6. RUDDER shall be in accordance with the Official Plan. The plate shall be of aluminum plate of a thickness of 0.190 ± 0.005 inches. **The head must be manufactured by a licensed builder of the Flying Scot® and shall not be lightened or altered in profile from that shown on the Official Plan. Wood rudder heads are permitted provided that it was part of the original equipment as provided by the builder.** The rudder shall be attached to the hull so that the top of the head clears

the transom at centerline by not more than one (1) inch. (See also CMR's #17, 67 & 68).

4. Centerboard - CENTERBOARD shall be manufactured by a licensed builder of the Flying Scot® of molded fiberglass construction with encased lead with a total weight of one-hundred five (105) plus or minus five (5) pounds. Shape shall conform to the official mold as originally designed by Gordon K. Douglass. There shall be no change in the profile or the cross-section of the blade or the head of the centerboard, and no change in the size or placement of the centerboard rollers. (See also CMR's #20 & 71)

NEW MEMBERS

Sorted By District, Fleet and Last Name

CAPITOL DISTRICT

FS 88/ Fleet# 0/District 4

Arn Manella
6027 Newtown Rd
St Stephens Church VA
23148

FS 5180/ Fleet# 0/District 4

George Mangos
1394 Springton Lane
West Chester PA 19380

FS 2680/ Fleet#103/District 4

John Wake
108 Charnwood Rd
Richmond VA 23229-7927

Carolinas District

FS 440/ Fleet#27/District 8

Richard Parker
5605 Quail Covey Lane
Wendell NC 27591

Florida District

FS 3020/ Fleet#0/District 43

Ryan Flynn
3002 W. Cleveland St, B-2
Tampa FL 33609

Greater New York District

FS 173/ Fleet#157/District 12

Denis Farley
PO Box 777
Red Bank NJ 07701

Fleet#0/District 12

Sam Leitermann
24 Belmont St
Hamden CT 06517

FS 3769/ Fleet#0/District 12

Paul Mac Menamin
299 Handsome Ave
Sayville NY 11782

FS 4402/ Fleet#0/District 12

James Ryan
3928 Merrick Rd
Seaford NY 11783

FS 1238/ Fleet#192/ District 43

William Stump
371-95th Street
Stone Harbor NJ 08247

GULF DISTRICT

FS 3406/ Fleet#0/District 16

Baron Eliason
1003 Tulip St
Johnson City TN 37601

Fleet#0/District 16

Robert Halstead
4 Riverland Cove
Maumelle AR 72113

FS 4861/ Fleet#0/District 16

Floyd J. Hauffe
4481 Eaglewood Dr
Bessemer AL 35022

FS 5455/ Fleet#36/District 16

John M. Marcin
4338 14th St Circle W
Palmetto FL 34221

FS 5222/ Fleet#36/District 16

Mike Smith
9449 Hawksmoor Lane
Sarasota FL 34238

Michigan-Ontario District

Fleet#0/District 24

James King
25 Maclean Ave
Toronto ON CN M4E2Z8

Midwestern District

Fleet#0/District 24

Shannon Johnson
1520 Beckman Dr
Delavan WI 53115

New England District

FS 2644/ Fleet#0/District 28

Peter Ebert
38 Nickerson Rd
Southport ME 04576

FS 3291/ Fleet#76/District 28

Noah Siegel
54 Lakeview St
Sharon MA 02067

Fleet#0/District 28

Diane Whitney
11 Middle Rd, Littleneck
Ipswich MA 01938

New York Lakes District

FS 3918/ Fleet#161

Kevin Boyle
34 Long Creek Drive
Burnt Hills NY 12027

FS 718/ Fleet#0

Albert "Skip" Parry
7 Jennifer Ct
Saratoga Springs NY 12866

Ohio District

FS 866/ Fleet#37/District 32

Ted Hobson
4520 Tetford Rd
Columbus OH 43220

Prairie District

FS 2850/ Fleet#0

Ted Lischer
2915 West 94th Terrace
Leawood KS 66206

Texas District

FS 5722/ Fleet#67

Forrest Scarborough
203 Grandview
Kingsland TX 78639

STARTING LINE

Calendar Of Monthly Events

**Florida District Championship Series
#6 (end of series)
Melbourne Yacht Club
Melbourne, FL
April 21 and 22, 2007**
For more information contact Charlie
Fowler fowlsail@gate.net

**Choo Choo Regatta
1st Leg of the Dixie Scot Challenge
Hosted by Privateer Yacht Club
and Fleet 13
Lake Chickamauga, Chattanooga, TN
April 28 & 29, 2007**
Hosted by Privateer Yacht Club And
Flying Scot Fleet 13

**30th Mayor's Cup Regatta
Lake Townsend
Greensboro, NC
May 2 and 3, 2007**
For more info: Joleen Rasmussen,
919-732-5410 or joleen.rasmussen@
bowebellhowell.com

**Great 48 Regatta
Lake Norman Yacht Club
 Mooresville, NC - May 4 - 6, 2007**
For more information contact
Bill/Diane Ross 704-664-9511
wbross1@alltel.net

**Fishing Bay Yacht Club
Greg Fisher of North Sails One
Design Trim Seminar
May 19, 2007**
The seminar will begin in the morning.
Racing will be held in the afternoon,
followed by a review of the day by
Greg Fisher. This is an excellent
opportunity for racers to experience
the site of our 2007 NAC's and gain
valuable instruction from Greg.

**Buckeye Regatta
Hoover Sailing Club
Hoover Reservoir
Westerville, OH
May 19 and 20, 2007**
Contact Ted Hobson (h) 614-459-4130
(w) 614-461-0300
ted.hobson@coldwellbanker.com

**Early Bird Regatta
Cedar Point Yacht Club
Long Island Sound
Westport, CT
May 19 and 20, 2007**
For more information contact Mark
Reifenhauser 203-267-5371 or
fs5516@yahoo.com

**Leukemia Cup Regatta
Carlyle Sailing Association
Lake Carlyle, IL
May 25 - 27, 2007**
Visit CDA website at www.
csa-sailing.org or contact
Shirley Bild at 314-727-6070

**Founders Cup
Old Greenwich Yacht Club
Long Island Sound
Greenwich, CT
June 2, 2007**
For more information contact Dave
Osler 203-975-9166 ddosler1@aol.com

**FS Annual Egyptian Cup Regatta
hosted by Flying Scot Fleet #83
Carlyle Sailing Association
Lake Carlyle, IL
June 2 and 3, 2007**
For more info: www.csa-sailing.org
or contact Shirley Bild 314-727-6070

**Full Moon Regatta
Monmouth Boat Club
Navesink River, Red Bank, NJ
June 9, 2007**
Skipper's meeting at 9:30AM
For more information contact Thom
Lee at thom@waterfrontartists.com

**Douglass/Orr Regatta
Sprite Island Yacht Club
Norwalk, CT
June 16 and 17, 2007**
Contact Jim Cummings 203-259-7555
captjim516@aol.com

**50th Governor's Cup Regatta
Kerr Lake - Henderson Point
June 16 and 17, 2007**
Contact Arch Altman 919-306-1567
raleighwoodcab@aol.com

**2007 North American
Championship Regatta
Fishing Bay Yacht Club
Deltaville, VA
June 24 - 27, 2007**
For more information visit
Fishing Bay Yacht Club
www.fbyc.net

**Caledonian
Willow Bank Yacht Club
Cazenovia, NY
June 30 and July 1, 2007**
For more information contact Peter
Colman at 315-682-6587 or
windmansion@alltel.net

**"Red Grant" Regatta
Raritan Yacht Club
Perth Amboy, NJ
July 7 and 8, 2007**
For more info: www.ryc.org

**50th Anniversary Pig Roast AND 2007
Ohio District Championship AND
first-ever FS Family National
Championship, Cowan Lake
Sailing Association,
Wilmington, Ohio
July 14-15, 2007**
For information, contact Sandy
Eustis, seustis@fuse.net,
or 513-325-8850

**Midwest District Regatta
Sheridan Shore Yacht Club
Wilmette, IL
July 14 and 15, 2007**
Contact Chris Wright at 847-492-3693
chris.wright@zsassociates.com

**Annual MAYRA Regatta
Yacht Club of Stone Harbor
Stone Harbor, NJ
July 21, 2007**
For more information contact Linda
Nicholson 215-659-4007 linbnich@hotmail.com

**New England District Championship
Massapoag Yacht Club - Sharon, MA
July 21 and 22, 2007**
For more information contact Diane
Kampf 508-847-8401
dianekampf@charter.net

**'07 Sandy Douglass Memorial Regatta
Deep Creek Yacht Racing Assoc.
Deep Creek Lake, MD
July 28 and 29, 2007**
For more information contact Jim
Munford 301-533-0292 or 301-616-2661
sammjamm@earthlink.net

**102nd Annual Ephraim Regatta
Ephraim, Door County, WI
August 3 - 5, 2007**
Featuring the famous Brat Fest.
Contact Jay Lott, 414-298-8197
jlott@wi.rr.com

**Flying Scot Eastern Women's Regatta
Deep Creek Lake, Deep Creek, MD
August 4 and 5, 2007**
For more information contact
Geri Meehan at gmeehan@
earthlink.net or call 301-387-3469
starting May 15, 2007.

**21st Annual Flying Scot Fleet 161
Invitational Regatta and NERD
At the Saratoga Lake Sailing Club
Saratoga, NY
August 10 - 12, 2007**
Contact Ann & Peter Seidman
pseidma1@nycap.rr.com
518-877-8731

**2007 Wife Husband Regatta
Cedar Point Yacht Club
Westport, CT
August 25 and 26, 2007**
Additional Information will be
available at a later date.

**58th Annual Regatta Massapoag
Yacht Club
Massapoag Yacht Club
Sharon, MA
September 8 and 9, 2007**
For more information contact Diane
Kampf 508-847-8401 or
dianekampf@charter.net

**Michigan-Ontario District
Championship
Crystal Sailing Club
September 8 and 9, 2007**
Visit www.sailcsc.org

**57th Harvest Moon Regatta
Atwood Yacht Club
Sherradsville, OH
September 8 and 9, 2007**
Visit www.atwoodyc.com after
June 1st for more information and to
download a registration form. Contact
Paul Tinlin at ptinlin@verizon.net or
330-735-2433

**Glimmerglass Regatta
Otsego Sailing Club
Cooperstown, NY
September 15 and 16, 2007**
Contact David Ainsworth
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FS 89 - 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, ernestberger@bellsouth.net

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FS 5473 - 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

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