

SCOTS n' WATER

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MIDWINTERS REPORT/ NAC PREVIEW





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Attention Web Surfers / E-mail Users: The FSSA Flying Scot website has the latest information. Visit it at <http://www.fssa.com> with your favorite browser.

The email address for regatta notices and regatta results to be published in *Scots n' Water* is info@fssa.com. Please feel free to submit any and all stories and photographs to be printed in *Scots n' Water*. All articles should be submitted in ASCII Text or Microsoft Word. Photos should be in .jpg format, and at least 1mb in size.

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Cover Photo: Larry Taggart rounding a mark at the Midwinters, with crew, Carrie Andrews and Carrie Berger. *Photo: Danie Panasiuk*



Summer is Here and Looking Great!

John Domagala, FS#5577, Southwest District



I hope that everyone is enjoying another great sailing season. The class kicked off the season with a great Mid Winters event at St. Andrews Yacht Club (in Panama City, FL). Christine Reiss and her team made us all very welcome and we enjoyed several excellent days on the water. Things just seemed right with a pin boat full of Dees and Ruthvens manning the weather mark. The biggest issue all week was the length of the wait at Hunts Oyster Bar. It seems that in the years since we last raced there, the once hole-in-the-wall turned into the city's #1 establishment on TripAdvisor! Thank goodness for Gene's. It's a new class favorite! It was also great to see a number of past class officers, fellow sailors, and even a SnW editor come in for a visit despite not being able to sail. Take a look at the photo spread and results in this issue to see who made it.

Looking at the early season events, the indications are that the grassroots of our class are strong. A quick glance at the result pages and I see 41 boats at the Florida district event at Lake Eustis, 29 boats at the Chattanooga Choo Choo, and 42 boats Great 48 on Lake Norman. It is great to see so many class members out on the water. I hope that the trend continues with Wife - Husband Championships and NACs. The host of our Wife - Husband regatta, Fishing Bay Yacht Club, handled a 100-boat NACs there the last time they hosted a class event so I know they will be ready for all comers. Many of us are looking forward to our National Championships at Sail Newport as

well. Diane Kampf and her team are working hard to ensure a great event there. It's a venue that is home to the Volvo Ocean Race, Americas Cup World Series, and the World Match Race Tour and we have the founder of Sail Newport, Dr. Robin Wallace, as our PRO. Thanks to the host fleets for bringing us to somewhere new.

A Few Thoughts for Regatta Organizers

As the season kicks off there are a few topics I think are worth discussing. The first is recognition of the crews. It seems common for me these days to look at an event site list of entrants and see only the skipper listed. Same for the results. It doesn't seem to be related to limitations of whatever computer system is being used. Regatta Network has a spot just for this, yet the last event I followed had only about a third of these populated. There are a lot of reasons to be sure you're getting crews names from all the participants, not the least of which is the recognition their hard work deserves. I don't think I'm alone using the entry lists and results to keep track of my fellow sailors. It's great to be able to look at an event, even in a different class, and see who is sailing with whom. I was able to catch up with a fellow class member this spring when another class's NACs was hosted at the local YC, because his was one of the few crew names listed! This is also a topic that I know is important to our editor, so please be sure to include recognition of the crews when you post results.

Social media is powerful these days. It can be a great tool for you to

use in promoting your event, club, or fleet. It can link sailors and be used to generate that buzz that helps boost entries. I have however seen a trend towards the overuse of Facebook. We live in a world where nothing can ever be on the net fast enough (just ask any regatta chair who hasn't posted the results online within an hour of the RC docking). I get it, Facebook is easy and it tells you that all your friends are right there sharing more than anyone should, but I digress. It's easy to fall into the trap of thinking that everyone is on your Facebook group. After all, everyone who came to your event last year is on it. But you know that event you promoted last year on Facebook? Shouldn't you want to open your event to new people that aren't already connected to you? With Facebook you can take a quick photo of the results and post it immediately. No one would say that you shouldn't. I would however ask that you not stop there. For regatta results our goal should be to record the event somewhere that will serve as the permanent record. FSSA.com is one option for that. So bottom line ... use Facebook and other social media outlets to promote Scot sailing to the fullest, just don't limit your event, fleet, or club to that population. Cast a wider net! And of course you should never have Facebook as the official location for NORs or SIs. Those need to be posted where everyone has equal and permanent access.

So enjoy your summer. Take advantage of these gas prices and get out and sail somewhere new, or just reconnect with old friends. ▲

Flying Scots in 1961 Buick Advertisement

Debbie Peterson Cycotte, FS#4603, Class Historian, Capital District

This advertisement first appeared as the back cover on the January 9th, 1961, issue of *Sports Illustrated*. The boats are all from the Detroit Yacht Club fleet of club-owned Flying Scots, which is why they have red topsides. The picture is taken on their docks sometime during the summer of 1960. All the red shirted youngsters were junior sailors from DYC, of which many went on to become avid sailors and some even continue on in the Flying Scot Class today.

Not visible is the story behind the picture and how the Flying Scot was selected to be the “official” boat of the Detroit River yacht clubs. In the late 50s, the Detroit River Yachting Association (DRYA) searched for a replacement boat for their beloved, but aging, twenty-two foot wooden Interlake catboats. They searched for several years to find the right boat and tested many boats, classes and designs before selecting the Flying Scot as the new official club boat for the Detroit River Yachting Association.

Club use, by any and all members, subjects a boat to demands that are far more rigorous and exacting than those of private use. They had many requirements for this new boat to meet: inter-club racing and sailing for the Detroit River Championships; a family day sailing and picnicking, and the instructions of beginners. But also be an interesting boat for the experts; modern in design and rig, with performance and handling qualities to satisfy the racing sailors. At the same time the boat must be gentle, safe, and stable, that beginners could handle her and be roomy enough and with comfortable seating accommodations to sail well with a large party but be strictly one-design and have a strong class association.

The requirements also included being a quality boat, well built and rigged to withstand the rugged punishment, which privately owned boats aren't subject to. The final requirement was the boat must be fairly priced to be of good value and a good club investment.

The Edison Boat Club placed the initial order for three boats in the 1958 season. By the end of May, after two months of intensive sailing, they ordered three more for immediate delivery. By the next year,

1959, the Detroit Boat Club and the Detroit Yacht Club each started their own fleet of Flying Scots. All three clubs went on to order additional boats, eloquent proof that these boats fully met their expectations. The Flying Scots were getting “aye” too by the growing number of owners in other parts of the country as well as becoming one of the most popular Detroit racing classes.

Next month will be a look at all our builders through the years. ▲

Back cover of the January 9th, 1961, issue of *Sports Illustrated*. The boats were all from the Detroit Yacht Club fleet of club-owned Flying Scots, which is why they have red hulls. The picture was taken on their docks sometime during the summer of 1960.

It's getting everybody's "aye"

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doorways wider. And, talk about smooth! Mounted on a new type of frame and suspension, this Buick slips over the miles as slick as a boat in Cypress Gardens.

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2016 North American Championships at Sail Newport

Diane Kampf, FS#5857, FSSA Web Editor

Sail Newport Facilities



Photo: Diane Kampf

The 2016 Flying Scot North American Championships will be held July 16-21 at Newport, RI, the site of some America's Cup and Volvo Ocean Races, and a truly premier sailing venue. The NAC will be hosted by Fleet 76 from Massapoag Yacht Club with help from some other New England fleets, at Sail Newport! Sail Newport was founded in 1983 at the historic Fort Adams State Park in Newport and is home to New England's largest public sailing center. We are proud to say that this year's PRO will be one of the found-

ers of Sail Newport, Dr. Robin Wallace.

Sail Newport is a prime one-design sailing facility equipped with two large hoists where we can park the trailers, two ramps, plenty of free parking, plenty of dock space for 80+ boats, and plenty of water! We'll have use of a large building for check-in and sail measurement with a large tent nearby for the beer and all our social events.

We have secured some low-priced rooms at the beautiful nearby Salve Regina University, or you can stay at a local hotel, camp nearby or rent a single-family or mutli-family home for the week.

We'll host some meals for you at the event, and there are plenty of places to eat in downtown Newport.

If you're not sailing or if you are staying in Newport before or after the event, there is plenty to do! You can tour the local mansions, visit the Tennis Hall of Fame, go sight-seeing, shopping, golfing, take in some of the local dining, go to the beach or take a harbor cruise. ... the possibilities are endless! It's also not far from Providence, Cape Cod or Boston if you want to see some other New England sites.

Hope you are coming to Newport – see you there! ▲

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Photos Capture Fun, Action at Midwinters

Photos courtesy of Danie Panasiuk



Skipper Ned Johnston and Ryan Donohue hike hard on Crazy Love.



Barry, Tracy and Emily Hambrick from Dixie Lakes District workin' it!



Regatta champion Jay Horowitz hiking for his son and skipper, Zeke.



Racing was very competitive.



Robert and Nina Cummings, representing the Southwest District, enjoying the camaraderie and competition.



Harry Carpenter and crew Tyler Andrews lead a pack around the windward mark.



Eric Bussell and Gordy Roberts are all business.

Colorful flock of spinnakers at a downwind finish.



Welcome Home Flying Scots to St. Andrews Bay Yacht Club!

Diane Kampf, FS#5857, FSSA Web Editor, New England District

St. Andrews Bay Yacht Club in Panama City, FL, was home to the Flying Scot Midwinters for many years. Around 2006 it moved to St. Petersburg, FL, then it rotated between Southern Yacht Club in New Orleans, LA, and Sarasota Sailing Squadron in Sarasota, FL, for the last 6 years. We have been to the Midwinters the last 8 years, but never to Panama City. We had heard so much over the years about the Midwinters in Panama City and we were anxious to try it for ourselves. But after spending the winter in and out of the hospital with lots of treatments, tests and medical appointments, I was not sure what it would be like to get back on Kachow and try to race. The fact that the most exercise I had in months was 10-15 minutes a day on my exercise bike or walking laps around the hospital atrium and now we were scheduled to race 8 races in 4 days was irrelevant — Greg and I figured we could give it our best shot.

The FSSA Executive Committee had meetings scheduled for Sunday morning so we needed to leave Massachusetts in time to be there by Saturday evening. We left straight from work Thursday night and stayed the night in Pennsylvania. On Friday we got to South Carolina, driving right by Lake Norman with no real delays, traffic or storms to worry about. On Saturday we were scheduled to get to the club by about noon, but that day was different. We had traffic delays, storm delays, and even some GPS confusion that guided us to a dirt road! We finally made it to Panama City about 4 pm where it was sunny and in the 70s and all was well from that point on.

The regatta team at SABYC greeted us

and directed us to a spot for the boat and to registration and check-in at the Allen Douglas Sailing Center. We caught up with many friends like Deb Aronson and Ben Williams and were just so incredibly happy to be there. While several people, including Deb and Ben, were camping on the club grounds, we checked into our hotel room and had a great dinner at a local Red Lobster – yes this girl from Massachusetts went to Florida and ate lobster! Speaking of Massachusetts, back at home they were reporting very unusual April snowstorms and here we were enjoying this beautiful weather. We only hoped the snow would be gone before we got home.

On Sunday the club was ready for action! Every day breakfast was available in the clubhouse for a small fee and peanut butter and jelly sandwiches were available for anyone who wanted to make them. The Executive Committee and Board of Governors meetings got over very quickly, and the registration team was very organized and got people through the line as quickly as they could, much appreciated by the 40+ teams participating. Although we chose to stay ashore, about ½ the boats participated in the practice races. We chose instead to go to Smitty's Barbecue where they featured great food, great staff and really cool airplane models and memorabilia.

Back to the racing, the first practice race started out with 10-12 MPH winds, but as the sea breeze came in for the second race, the wind shifted about 40 degrees and came up to over 15 MPH. A few boats came in and did not race the second race. Zeke and Jay Horowitz won Race 1, and Harry Carpenter with crew Tyler Andrews won Race 2. After racing, PRO William

Zehner held the skippers meeting on the club's deck, which was followed by a terrific welcome party in the club's dining room with great food and great people.

On another warm sunny day Monday, we started the day a solemn and moving opening ceremony, including the raising of the American flag by club officers, accompanied by bagpipes, followed by a welcome from the club officers. We had a relaxing sail out to the race course, with a nice easy 8-10 MPH wind on a beautiful sunny day on the 70s. We thought we would start the race in those conditions but just before the scheduled start, the sea breeze came in and shifted the line 40-50 degrees. Up went the postpone flag and the Race Committee went to work moving the course around to match the wind.

In the first race we were very excited when we were 3rd at the first mark and put up our spinnaker. Suddenly one sheet (that I had tied badly) decided to let go. I took the helm while Greg retied it and up went the sail, this time it was under the jib so we took it down again. It was my turn now and I guess the third time is a charm because this time it went up successfully and we were finally able to continue racing. By the second race the wind had picked up a bit and we were taking a little spray over the bow. The Race Committee decided to do a third race to be sure we could get in as many as possible in case the weather did not cooperate on the other days. Altogether it was a beautiful day on the water and after wondering if we could even sail, we finished ALL 3 RACES! We had a nice easy downwind sail into the club followed by the traditional keg and a chalk talk given by Zeke Horowitz and the race leaders. Roger

Sharp and John Eckart, our friends from Massapoag Yacht Club, suggested a local place for dinner, Capt's Table. Although we missed John's wife Connie and Roger's wife Kate, who were back home shoveling snow, we had a great dinner with lots of stories and lots of laughs.

Tuesday was a beautiful sunny day in the 80s in Panama City. The ride out to the race course started in light air that picked up a little as we got out to the committee boat. We had 10-12 MPH from the NNE, shifting enough during the first race to have to have to move the windward mark for the second upwind leg. Places were changing several times during the race and there was lots of yelling on the race course. With the wind shifting between races, the Race Committee had its hand full setting the course for the second race. It was an upwind finish for the second race, which put us in the direction of the club when the Race Committee decided to call it a day at the end of that race. Coming back in there was a barge in the channel and we were a bit worried about the Challenger Division having a problem, but everyone got back in safely. All was smooth on the dock getting boats out of the water with volunteers helping one another and making sure everyone got out ok. One skipper took a little unexpected trip off the dock into the water but he said the water was great!

Back on land at the club there were liquid refreshments and another great chalk talk by Zeke Horowitz and the other race leaders. Later that evening we had the "Meet the Sailors" reception where St Andrews Bay Yacht Club members brought their home made hors d'oeuvres and treats and gave us a great welcome to their club. We all sat around and talked for hours! It was a really beautiful night to be on the deck at St. Andrews Bay Yacht Club watching a most beautiful sunset over the bay!

Wednesday morning brought a sunny and sometimes overcast sky with the temperature in the 70's. But, it also brought some pretty heavy with some gusts to over 25, so at 11:30 AM the postpone flag was raised in the hopes that the wind might subside in time for us to go out and race. We watched a couple of Laser sailors go out, saw them screaming upwind, capsize a few times, and continue sailing, think-

ing it was good that it was them and not us!. The Race Committee waited as long as they could, but unfortunately the wind did nothing but build with gusts over 30, so at 13:30, up went the N over A flags and we had no racing for the day. We had the regatta banquet that night with a yummy Italian dinner and some fun raffle prizes

Thursday was another perfect sunny day in paradise for the final day of racing with temperatures again in the 70's. We started an hour early to get in as much racing as we could. There were lots of smiling faces and handshakes even before racing. And one particular skipper has a great sense of humor. The first place Challenger boat through was named Flying Fox, and one of the close competitors temporarily gave his boat a new name "Fox Hunter." Gotta love the great sports in this Flying Scot class!

We thought we would start with very light wind from the west, but just a few minutes before the 11:30 start, the sea breeze came in from the south and picked up a little and shifted, causing a short postponement. As soon as the Challengers finished the first race, the Race Committee was all set to start the second race for Championship – wasted no time! The second race saw 1/2 the boats going left and 1/2 going right, so coming together at the gates was interesting with most wanting to get to the left gate, but some yielding and going to the right gate to avoid the traffic. At the end of the second race we saw the flags for no more racing today so we all had a nice spinnaker run back to the club to start getting packed up for the trip home.

Mike Douglas, son of long time Flying Scot sailor and St. Andrews Bay member Allen Douglas, awarded the Allen Douglas sportsmanship award to Henry Picco. This is voted on by the participants in the regatta and it is a great honor to win this award. It is well deserved by Henry who is always lending a hand and always a gentleman to everyone around him. Way to go Henry!

On to the regatta trophies - the top 5 Championship were Zeke & Jay Horowitz, Mike & Jennifer Faugust, Ned Johnston & Ryan Donohue, Harry Carpenter & Tyler Andrews and John Eckart & Roger Sharp. The top 5 Challenger were Andy and Doug Fox, Rob Vogel & Patrick Connell, Randy Adophs & David Zentmeyer, Larry Bigus & William Mendel and Frank Vandall & Patty Copeland. Chris Reiss and her regatta crew and William Zehner and his Race Committee at St. Andrews Bay Yacht Club did a fabulous job and we thank them so much for the hospitality and the great time. Many people remarked it was good to come "home" to Panama City!

Before we left for our long ride home, we made one more stop at Smitty's Barbecue, this time with John and Roger, who now had been joined by his wife Kate, and we had a great meal with great friends before we hit the road. Greg and I were pretty satisfied that we had gotten to the Midwinters, we raced all the races and we knew we had made the right decision to go to. Although it was hard to leave Florida, we were glad to get home to Massachusetts on Saturday, and yes, the snow had melted before we got home. ▲



Joe and Stacey Brake with their sons, Beckett and Beau at Lake Norman.

Introducing the New Carolinas District Governor

Charlie Buckner, FS#5971, Carolinas District



Charlie and Dale on Charlie's boat, *Mojo*.

Our former Carolinas District Governor found that the her home club duties kept her from putting the time into the governorship that she felt it deserved, so I volunteered to take over mid-term and our six fleets in North and South Carolina and Virginia agreed to allow me to serve. I'd like to briefly introduce myself and let you know my plans for supporting the district.

I'm at the high end of middle age but I

started my family late in life so my wife and I have two teen-aged children. My son races with me occasionally, when he's not running cross-country or hiking the Appalachian Trail. My wife and daughter aren't into racing but I sometimes get them out for a cruise.

I windsurfed for about 25 years before I ever stepped onto a Scot, and I've learned that awareness of the wind and even some boat handling skills translate well from windsurfing to dingy sailing. All that

windsurfing in high winds has done a lot to help me feel comfortable on the Scot when it's nukin', as we say.

I started out on the Scot crewing for several years with Dave Batchelor, one of the Grand Old Masters of our District. He eventually pushed me out of the nest and I bought my own Scot, then upgraded to a new boat a couple of years after that. For most of those years skippering, my steady crew has been Dale Oller. It's so

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Factory Fresh: Getting a New Flying Scot Race-Ready

Jeff and Amy Smith Linton, FS#5982, Florida District

When we first started sailing in the Flying Scot class in 2006, we lucked into a wonderful used boat.

It was a well-cared-for 12-year-old beauty that had been kept covered in New Jersey. *The Mighty Majestic* did very well for us for half a dozen years with no more upkeep than a yearly deep-clean and repair as required.

Then we borrowed a brand-spanking fresh Flying Scot to practice for the 2012 NACs in Lake Carlyle. The boat was shiny and stiff and had not one single scar. When we got to the dock, Amy said, “We need us one of these!” to which Jeff responded, “Only if it’s all white. I don’t like bootstripes.”

At the end of the Lake Carlyle NACs, we did some horse-trading and dragged home the shiny new “Speckled Butterbean.” All white.

People ask what we have done to the boat to make it fast. The answer: virtually nothing. We did buff the hull. We put on a centerboard gasket (Jeff makes them himself).

The options we like include the heavier headstay (1/8th inch), and the bigger below-deck pigtail with an open body for durability in salt water. We also choose full marine-eye swedged on all the shrouds. The gain in weight seems negligible in relation to the added strength.

We replaced the leadline on the vang with a piece of Spectra; the rest of the vang is standard.

We traded out the standard running rigging for smaller diameter line: the topping lift and cunningham lines are 7/64ths



Jeff and Amy on Speckled Butterbean. Photo: Art Petrosemolo

Spectra, while the jib sheets are low-stretch Spectra core 3/16ths. The down-guy is 7/64ths, and we have it brought back down along the mast using Henry Picco’s method.

Steve Shaw made us a tapered 2:1 mainsheet; it’s maybe 5/16ths at the bigger end. The spinnaker sheets are stock; there’s very little advantage to be gained from trying to make tapered spin sheets work.

We have a non-beaching rudder because

we prefer not to have that extra hardware in the rear of the boat. The centerboard is stock, with top and bottom shims to keep it from slotting around.

We put in a Masthead-brand spinnaker bag on the port side, because it’s really big. On port, we have a Mad bag with the handy clear pocket for the hand-held radio.

Just add wind, water, and a nice crispy set of sails (we like Norths), and that’s what makes this a one-design class! ▲

Light a Match: Match Racing at Carlyle

Bronson Bowling, FS#2321, Midwest District Governor, Midwest District



Photo: Dana Parasuk

An arsonist friend of mine once told me that even the biggest forest fires begin with a single match...I haven't seen him since he was incarcerated but I'm certain that his statement is still true. Given the right fuel / air mixture, a single spark is all it takes to really light a fire. That's what we are doing here in the Midwest. We are fired up about one-design sailing. As enthusiasm waxes into a more focused

effort, I've hatched a plan to develop a match-racing tournament. Like the knights of old, competing against one another in *mano-a-mano* combat. I'm asking Flying Scot sailors to match their skills, crew, and boats to others in a contest that will establish a true who's who top sailor in our class. But the event will do other things as well. Besides providing a recreational sporting event for sailors, it will develop another aspect of racing that is typically reserved

for collegiate events and keelboat classes.

Big picture: Match racing is a matchup of two boats. A pair of boats enters a starting zone in a different manner, uses the rules of racing much more aggressively to draw penalties and gain tactical advantage. It sharpens both the boat handling component of racing as well as the mental challenge of out positioning (using the rules) to gain an advantage and win the contest.

Continued On Page 20

Have You Checked Your Bow Bag Lately?

By Dave “Sailordave” Batchelor, FS#5164, Carolinas District

I was asked recently by the Commodore of a club that hosted a Flying Scot regatta last year about difficulties they had when towing in some capsized Scots. He heard on shore from some of the skippers at the regatta that a towing bridle would have helped a lot. He even recommended that Scots bring a bridle to regatta where the host club might not have one or know how to use them. Apparently they had a lot of difficulties because some bow bags had failed, and even had some difficulties with boats with the bags in place.

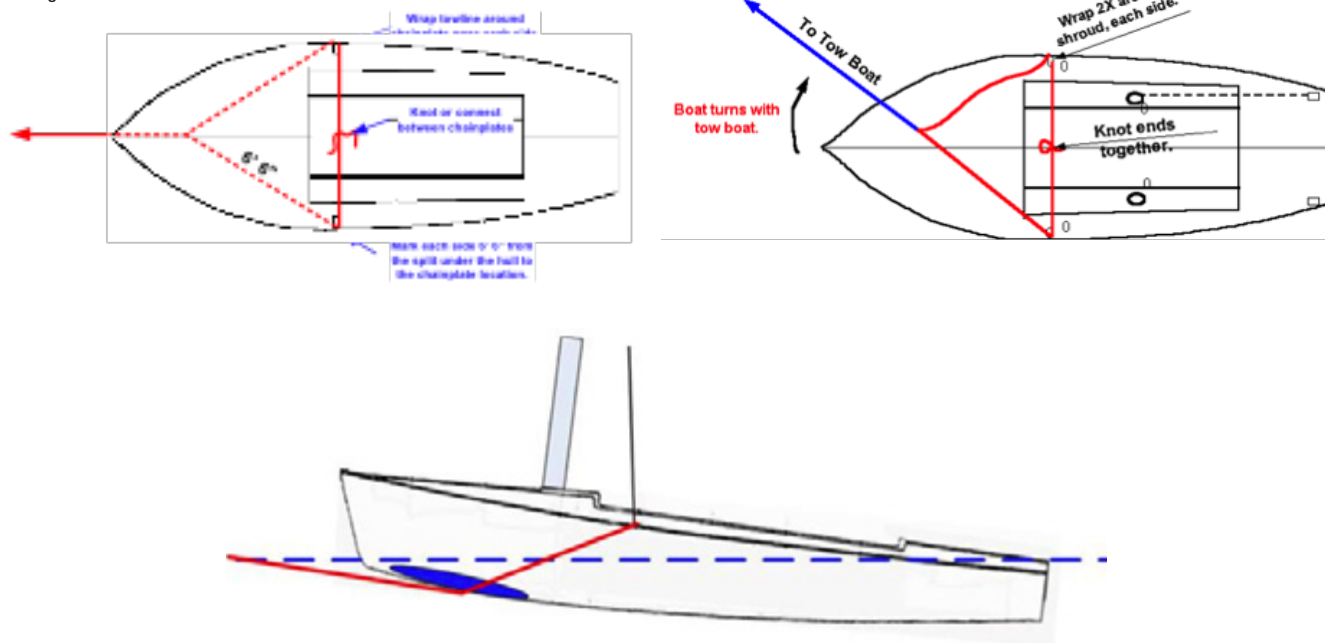
I probed around a bit to better under-

stand the problem so we uncover a problem that needs to be addressed by the class. Turns out that the bags that failed were fairly old and one even reported that it needed filling frequently. I learned from Dave Neff that it is important to keep the bags filled tight enough so that the bags can't move a lot causing them to snatch against the straps. None of the failed bags had the protective canvas cover now available and none were the newer designed bags. One bag failed because the blocks came unglued. It may have been a DIY project that did not follow all the directions in the instructions.

Towing With a Bridle

Without the bags inflated the Scot sits very low in the water. If the crew cannot get the bow above the water level when towing starts the downward slope of the front deck can cause the bow to dig in causing the boat to submarine and re-capsize. I imagine this was the problem encountered most often. A towing bridle is very effective in this situation. The bridle consists of a tow line of 30 to 40 feet attached to two lines that come from under the hull, up to the chain plates where they are wrapped around to prevent slippage and tied together in the center of the boat. The lines are marked

Towing with a bridle



at 6' 6" from the split so the attachment point for the two lines is about three (3) feet aft of the bow and centered under the boat. This arrangement lifts the bow and, because the lines form a triangle, and as the tow boat changes direction the Scot will follow. This attachment near the bow and under the hull is essential for effective towing with control (see diagram on previous page).

Towing Without a Bridle

When the bow bags work properly they provide 300+ pounds of flotation, which keeps the bow above the water level and makes towing easy. Follow these simple steps for a relatively uneventful tow after the boat is righted. See "Un-Turtling Your Scot" below.

1. Secure all the gear so it does not move around requiring attention by the skipper or crew during the tow.
2. Attach a tow line at least 20 feet long with a bowline to the bow handle. (Never tie around the mast as the mast sits on a shallow deck mount and could potentially pull the mast off the step in a rough seas.)
3. Raise the centerboard up about 2/3rds, or enough to provide good steerage. Move all crew far enough aft to insure the bow stays clear of the water at all times. Sitting on the back deck is the usual position.
4. Position yourself so that you can use the tiller to steer behind the tow boat, and avoid other boats being towed.
5. There is one thing the tow boat operator must understand before the tow starts, and each skipper should insure that

they do. That is that once the tow starts **"THE POWER BOAT MUST NEVER SLOW DOWN SUDDENLY."** The water in the hull rushes forward depressing the bow into another "dive, dive, dive re-capsize" situation.

6. Once the towing starts, remove the transom port to allow the water to drain out.
7. If the wind and sea state are reasonable signal the tow boat to pull you fast enough to get up on a plane. The water will come out fairly fast. In FACT if you CANNOT DO THIS then don't remove the transom port.
8. When the water level is low enough reinstall the transom plug. Then you can have the tow boat gradually slow down as you enter the harbor or prepare to sail on your own.

Un-Turtling Your Scot

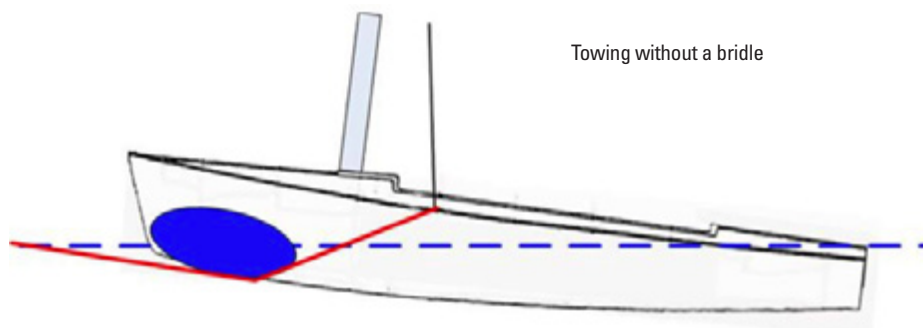
If outside assistance is not immediately available to re-right the boat try this technique that I have used several times. First step is uncleating the main and jib if possible. Any efforts to right the boat will meet a lot of resistance as the sail pulls against the water. Tie one or two lines off securely on one side and throw the line(s) across the bottom. Skipper and crew place toes on the underside of the gunwale and start pulling on the rope(s). Slow steady pressure will start the boat off of vertical unless the mast is hitting the bottom. Keep a firm steady pressure on the lines and as the boat starts to come off vertical start trying to walk up the hull. Pull with the line over your shoulders to get a better angle. Slowly walk the boat up until it lies on the side. Have one crew go around and place a seat cushion under

the end of the mast to take pressure off the crew still holding the boat on its side. Normally at that point you should take down the sails. This is why extra winch cranks should be carried or secured where they can be reached with the boat laying on its side. Probably need one on each side. Then uncleat the centerboard and try pushing it out the bottom. A good tip that was shared with me is that rotating the rubber wheels against the trunk is a very effective way to get it started down. As it comes down the boat may start to come up.

Before this happens take time to plan out the rest of the righting process. Try to have the boat pointing directly into the wind. This will minimize the tendency to re-capsize if the wind fills any sails still up. It would be best to get them down when the boat is on its side. Stay in contact with the boat and lines as the boat starts to come up so you don't get separated. Hopefully you are young and athletic enough to get back in the boat, or have a swim ladder to make it easier. Then start getting the boat ready to tow. Check the list above under the Towing section. With a working bow bag getting back to harbor under tow should be easy, so keep the safety gear, including the bow bag in good shape and plan ahead for something that will hopefully never happen.

Conclusions & Recommendations

Fortunately Scots don't capsize often and most of the time don't require outside assistance. However, it is important that we accept the possibility that we might capsize and then have the boat go turtle. In this situation having bow bags that work properly is critical. To that end we need to individually take responsibility to inspect and maintain our bags at least annually and replace the bow bags when necessary. Having bow bags is NOT a "Get them and Forget them" situation. Other than our PFDs they may be the most important safety feature on the boat. The class may want to offer new guideline and even require inspections at sanctioned events going forward. 🚣



Make a Towing Bridle for Your Fleet

By Dave “Sailordave” Batchelor, FS#5164, Carolinas District

Class rules require any and all Flying Scots participating in racing to have bow bags. They are standard on new boats and highly recommended for all Scots as a safety feature. The 300+ pounds of flotation lifts the bow of a swamped Scot above the water level and a tow line attached to the bow handle allows the boat to be towed successfully. Crew, of course must be moved aft to keep the bow above the water level. This is how any rescue of a turtled and righted Scot should happen.

Unfortunately sometimes people do not install the bags properly or fail to maintain them. This sometimes can result in a deflated flotation bag when you need it most. That’s the way it is with most safety equipment. There’s no flashing light in the cockpit to let you know when they are likely to fail. As a result swamped Scots need a towing bridle available on the rescue boat to make towing safe and effective. As you can see from the photos below the “**Towing Bridle**” consists of the following:

1. A 25’ long line with an overhand knot in the middle to which one attaches a 30-40’ tow rope. See line drawing with dimensions below. The “**Tow Rope**” that attaches to the bridle should be at least 5/16” or better.

2. The line goes from the attachment loop up each side of the hull where they wrap once around the chainplate to keep the attachment point centered.

3. The ends are then tied together to distribute the load and allow the boat to be towed. A bowline already tied on one sides allows for tying the ends off quickly with just a couple of half hitches. Leave a loop in

the second hitch will make untying easier.

4. Knots are placed 6.5’ from the attachment loop on each side to mark where they go around the chainplates. This ensure the attachment point stays centered under the keel about 3’ aft of the bow.

This attachment point down low causes the bow to lift up when towed, and with the crew sitting well aft, of course. See article entitled “Have You Checked Your Bow Bag Lately” published elsewhere in this issue for a drawing.

The bridle is attached by dropping the lines over the bow and pulling them aft until the reference knots come to the chainplates. Wrap the lines around the chainplate and tie the two lines together as shown in the photos below. I recommend using 3/8” polyester double braid for easy handling under sometimes trying conditions, and for minimal stretch. NEVER use a line that floats as it will make it very difficult to get the attachment point low enough. I also recommend whipping each end of the lines, or having them done for you. Use red or some other easily identifiable color on the lines to make them easy to locate on the rescue/mark boat. A 30 – 40’ tow line may be attached anytime, but use a bowline to attach. DO NOT attach with a metal hook to prevent damage to the hull. Hopefully the bow bags do their job and the bridle is never needed.

PS

While you are checking your bow bag



you should also check and lubricate your transom port(s). Clean the threads and lubricate with a petroleum jelly so they

Continued On Page 23

Michigan-Ontario District Regatta: A Tale of Two Winds

Jack White, FS#3854, Michigan-Ontario District

Portage Yacht Club and Fleet 20 hosted the Michigan-Ontario Districts September 19 and 20 last year, as part of the annual Michigan Hot Scot Regatta. Eight boats competed for the Fanshawe Trophy.

As is often the case at Portage Lake, the wind was going to be an issue. A cold front was expected and for Saturday the wind was predicted to be 15-21mph with gusts to 30. Sunday was another story... winds calm to 3mph.

Saturday morning started off with coffee and registration in the PYC club house and a lot of activity in the parking lot and the docks as folks readied their boats. There was also a lot of sharing of information gleaned from various phone apps as sailors tried to figure out whether the wind was going to stay within safe limits. Portage is a small, inland lake with a reputation for very shifty winds.

The wind was indeed building as Principal Race Office Bill O'Donnell gathered his crew, composed entirely of members of PYC Interlake Fleet 22, a great bunch of guys and gals that chip in every year to make the Flying Scot regatta a success. Brook Smith, chief judge, assistant PRO, and scorer; Rick Jarzembowski, service boat driver; Steve Zawaki, mark setter; Ty and Flea Cathy, second mark boat; and Tom Ehman, Judge. Nancy Staub from Fleet 20 served as the on-water recorder. On Sunday Craig Kivi and Tom Kimball took over the mark boat duties.

At the competitors' meeting, discussion about the wind continued as our main goal was safe sailing. The regatta was planned to consist of five races and the

race team intended to do just that. Steve Rajkovich took the opportunity to introduce himself as District Governor and to publicly thank Bill Pfund for serving as governor for the last six years.

Folks "saddled up" and headed out to the course for the first race. Winds held steady at 16 MPH with moderate gusts and the race was closely contested. At the finish the fleet returned to PYC for lunch. Skippers and crew were asked about going back out and it was decided that the prospects of little to no wind on Sunday persuaded a majority to try one or two more races while the wind held.

The excellent race management team managed to get off two more very challenging races before the front came through. Lots of sudden wind shifts, hiking, and hard work on the part of each team.


Beer and brats were the order of the day for the after-race cookout held under the tent in the PYC park. A few bangs and bruises from the sailing, mostly crew, and the usual complaints of how easy the skippers have it in the back of the boat. The scores at the end of the first day were very close among those that sailed all three races, with a tie for second.

The coffee was on at 0830 for our second day of racing (Sunday) but the wind certainly was not! The lake was a mirror and the reports from various phone apps was not encouraging. So sailors gathered under the tent and partook of coffee and pastries while they waited.

The race management team headed out at 10 a.m. with the aim of getting a 10:30 start for at least one race. They waited until a light north wind filled in to send out the fleet.

At the start, Forest Rogers and crew Andy Nixon won the pin end start with the fleet heading up in two groups of four boats. Steve Rajkovich and crew Phil Hertzler tacked across the second starboard group not long after the start, picked up new wind in the center of the course on port, then tacked back to starboard on the lifted wind to establish a dominant lead at the first windward mark. There was just enough wind to fill spinnakers with Steve and Phil out in front pursued by the fleet. The light wind crowded the fleet around the first leeward mark, which made for lots of vocalizations. Despite a strong challenge by Michael Ehnis and crew Jerry Best, Steve and Phil won the four-leg, downwind-finish race.

The last race was an equal challenge, but after some delay on the water it was sailed as well. Before entering into the last race Michael and Jerry were in first place overall and hoping the wind would die completely so they could head in for pizza. However, after some patience by the race committee, the fifth and last race was sailed as well. An equally challenging race with a crowded start and a 90-degree wind shift, the race was won by Brian and Suzy Hawkins followed by Forest and Andy and then Fritz Wagner and Jake Bach. Each of the leaders took advantage of the shift to the right of the course on the first leg.

First place and the district Trophy went to Forest Rogers and Andy Nixon aboard "Frosty's Escape." A very close second (decided by a tie breaker) went to Michael Ehnis and Jerry Best aboard "Lady." And third place went to Jack White and Bruce Bongiorno aboard "Bad Alann." 

important to have regular crew, and I couldn't have asked for one much better than Dale. Dale is a retired trauma surgeon and he doesn't get flustered easily. He's been with me through races in 30+ knots of wind, endured my occasional temper tantrums, and struggled through our capsizes at ACCs last year. Through it all I know I can always count on his steady demeanor and presence of mind.

Dale and I cross the district every year racing for the district travel trophy, called the Helmold/Singletary. It's awarded to the boat with the best four regatta scores out of the seven Helmold/Singletary regattas hosted by our fleets. Participation has dropped over the years such that last year we had only three boats qualify by sailing at least four of the regattas.

Regattas are a lot more fun when lots of people show up to race. I'm going to focus my energy as District Governor on increasing participation by rebuilding a sense of community across the District. I'm hoping for an upward spiral. More regatta participation means more sailors making friends,

which means more sailors going to races to see their friends.

I think we can make better use of social media to keep our sailors in touch with happenings around the District. We can use email and Facebook to announce scores and share stories. We can put contact information on our website and maybe we can even "tweet" about what's happening by the minute. I know the Flying Scot demographic is less likely to be constantly online than, say, the Opti fleet, but I'll bet we can reach most everyone one way or another.

How has your District increased regatta participation? I'd love to hear your success stories! 🏆



Charlie Buckner (right) with longtime crew Dale Olli.

If practiced well, these skillsets will serve to strengthen your racing abilities in standard fleet racing. So really, it's a win, win.

The vision of bringing match racing to the Flying Scot class is to raise the bar to the next level. This will require the racers to push the standard, to improve fleet racing skills, to broaden the existing depth of boat handling. The real beauty of this approach is that it is a simple way to increase the range of use for the boat. Readers of this issue or those that provided it to you, support the Flying Scot class with their membership. The Flying Scot is well known as a Hall of Fame design that can easily take a group of six friends and a couple of coolers day sailing, sail in shallow waters to beach, and adventure cruise. The design is also supported by a large one-design racing contingent. This is just another facet of using your Flying Scot in an environment that requires a higher level of sailing skills to be successful. The wonderful thing is that all of these facets

of fleet racing, cruising and match racing can all be done on the same platform and even in the same day. It's no wonder that such a versatile boat has such a following.

The differences between fleet racing and match racing are not difficult to understand. While not complete, the principle differences are:

- The start is a bit more complex. The pair of boats in the match enter the starting area or zone from opposite sides and not before 4 minutes to go. In many cases, this results in a dial up.*
- The marks are rounded to starboard, which increases the opportunities to use mark room and the rules of the road against your opponent.
- Umpires follow the racing pair, judge and assign control and assign penalties.
- Races are quick, and won by either sailing fast or controlling your opponent.

Additional information and very helpful references are available at <http://www.ussailing.org/racing/small-boat-racing/match/>.

The event will take place at Carlyle Sailing Association, September 2-4, 2016. The NOR and SIs are or soon will be available at csa-sailing.com.

*The dial up is when both boats must luff to avoid one another. Since a luffing boat is considered to be on the same tack it was when it luffs, there is a port boat luffing near a starboard boat luffing. Fine tune boat handling skills are required not to foul the other boat and come out of the 'engagement' with an advantage. 🏆

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3204 – Custom Flex 1978; **\$3,600.00**; Stephen Grossman; Deerfield, IL; 847-757-9510; grossman61@icloud.com

3343 – Custom Flex; 1979; **\$2,750.00**;

David Hudgins, East Lansing, MI, 517-575-0666, hudgins5@comcast.net

3388 – Douglass; 1979; **\$5,200.00**; Richard Lemmon, Washington, PA, 724-986-8589, rhlemmon@gmail.com

3433 – Douglass; 1979; **\$4,500.00**; Henry Bonner, Anchor, MI, hjonner@gmail.com

3629 – Douglass; 1981; **\$3,500.00**; Sail Boat Shop, Glen Gardener, NJ, snash@sailboatshop.com

4020 – Douglass; 1984; **\$6,200.00**; Jay Derby, Beaufort, NC, 919-606-3879, jayderby32@gmail.com

4124 – Douglass; 1985; **\$5,500.00**; William Leobold, Tampa, FL, tleobold@gmail.com

4217 – Douglass; 1986; **\$6,200.00**; Gordon Milnes, Shrewsbury, NJ, jdmilnes2@verizon.net

4265 – Flying Scot, Inc.; 1986; **\$9,500.00**; Karl Schneider, Washington, PA, 412-952-3634, kschneider@siemens.com

4986 – Flying Scot, Inc.; 1995; **\$6,800.00**; York, PA, sal604@comcast.net

4988 – Flying Scot, Inc.; 1994; **\$9,000.00**; menhaden1@gmail.com

4998 – Flying Scot, Inc.; 1994; **\$9,500.00**; Mike Swensen, Jamestown, NY, m3swensen@gmail.com

5134 – Flying Scot, Inc.; 1997; **\$8,000.00**; Allen Embert, Upper Chesapeake,

610-389-3608, aembert@goldhornelectric.com

5394 – Flying Scot, Inc.; 2001; **\$9,500.00**; Bob Gleeson, Stevens Point, WI, 414-331-7462, drbgleeson@msn.com

5473 – Flying Scot, Inc.; 2002; **\$10,000.00**; Thomas Kraft, St. Louis, MO, 314-368-8627, thomas_kraft@gmx.net

5579 – Flying Scot, Inc.; 2004; **\$11,500.00**; Andy Bryson, Ontario, Canada, 613-374-5255, desertlakeflyer@gmail.com

5594 – Flying Scot, Inc.; 2004; **\$11,499.00**; Gerald Kuehler, Mandeville, LA, 225-603-2636, geraldpk@cox.net

5595 – Flying Scot, Inc.; 2004; **\$11,900.00**; James Campbell, Montrose, CO, 970-417-2389, jamie1858@gmail.com

5685 – Flying Scot, Inc.; 2006; **\$12,000.00**; Gregory Morrison, Narzareth, PA, 610-746-6585, mtbsailor@gmail.com

5727 – Flying Scot, Inc.; 2007; **\$16,775.00**; Kalamazoo, MI, angg@att.ent

5793 – Flying Scot, Inc.; 2008; **\$14,500.00**; Charles Flagg, Bellport, NY, 631-949-4441, Charles.Flagg@stonebrook.edu

5824 – Flying Scot, Inc.; 2008; **\$12,500.00**; Steve White, Norwalk, CT, 203-493-6283, steve@stevewhite.com

5891 – Flying Scot, Inc.; 2010; **\$12,000.00**; Van Wolosoff, Roslyn, NY, 516-770-6601, no email

6004 – Flying Scot, Inc.; 2012; **\$18,200.00**; Dave Saffhay, 570-390-4401, dsaffhay@gmail.com

6044 – Flying Scot, Inc.; 2014; **\$16,500.00**; David Neff, 410-798-4146, david@selybay.com

Mast – Looking for a Used Mast; Marty Cutrone, 518-351-0040, martygene1@comcast.net

Other – Gear, Sails, Boom, Spinnaker; call David Jacobsen, 203-263-0769, dmjacobsen@charter.net

Parts – Mast, Boom, Centerboard; ; see website; Jamie Campbell, 970-417-2389, jamie@jamiecampbell.com

Sails – North: Main, Jib & Spinnaker (lightly used); **\$1,200**; Bob McNeil, Kimberton, PA, rjmcneil@comcast.net

Sails – see website for details; Steve Mehl, 609-408-4039, adswithsteve@hotmail.com

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District: Capital • State:

Date 06/11/16 - 06/12/16

Email: jbwake2@verizon.net

Regatta: 2016 Silver Anniversary Full Moon

Regatta at the Jersey Shore

District: Greater New York

State: New Jersey • Date 06/11/16

Email: fleet157@gmail.com

Regatta: Berlin Yacht Club Annual

Invitational Regatta

District: Ohio • Date 06/18/16 - 06/19/16

Email: tdawson547@icloud.com

Regatta: Summer Solstice Regatta

District: Capital • State: Maryland

Date 06/18/16 - 06/19/16

Email: stephen.lowe2@cbre.com

Regatta: 2016 New Jersey Governor's

Cup Regatta

District: Greater New York • State: New Jersey

Date 06/18/16 - 06/19/16

Email: bruce nich@hotmail.com

Regatta: 2016 Egyptian Cup Regatta

District: Midwest • State: Illinois

Date 06/24/16 - 06/26/16

Email: bearlinn@charter.net

Regatta: Douglass Orr Invitational Regatta

District: Greater New York

State: Connecticut • Date 06/25/16 - 06/26/16

Email: flyingscot142@gmail.com

Regatta: Pymatuning Yacht Club Independence

Day Regatta

District: Ohio • State: Ohio • Date 07/02-03/16 -

Email: ebchristman@gmail.com

Regatta: 2016 South Jersey (MAYRA)

Championship Regatta

District: State: New Jersey

Date 07/09/16 • Email: linbnich@hotmail.com

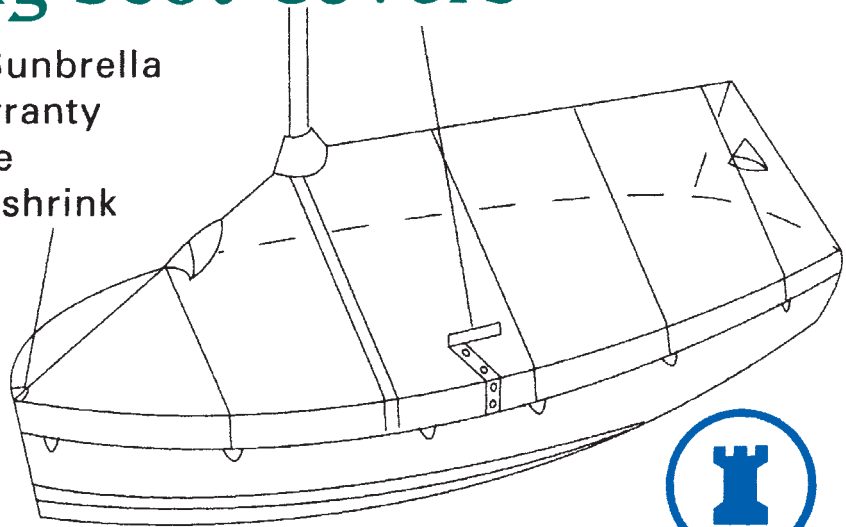
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Boat # 5301 / Fleet # 185

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Bethany Beach DE

Carolinas District

Boat # 4343 / Fleet # 0

Robert Anderson
Aiken SC

Florida District

Boat # 3759 / Fleet # 0

Raul Bosque
Davie FL

Gulf District

Boat # 3400 / Fleet # 0

Larry Hoagland
Birmingham AL

Boat # 0029 / Fleet # 96

John Lovell
New Orleans LA

Boat # 5113 / Fleet # 43

Tim Rosbrook
Rome GA

Boat # 2168 / Fleet # 133

Derrick & Gwynn
Van Valkenburg
Little Rock AR

Midwest District

Boat # 5862 / Fleet # 0

Chris Schoendorf
Sturgeon Bay WI

Boat # 470 / Fleet # 0

Jacob Veeder
Browntown WI

Boat # 4766 / Fleet # 88

Bruce Gantz
Iowa City IA

New England District

Boat # 1373 / Fleet # 187

Joe Dimare
Wakefield MA

Boat # A574 / Fleet # 207

Natalie Coleman-Fuller
West Hartford CT

Southwest District

Boat # 5804 / Fleet # 209

Jim Bookhout
Rockwall TX

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STARTING LINE

Regatta: 2016 North American Championships at Sail Newport in RI

District: State: Rhode Island

Date 07/16/16 - 07/21/16

Email: dianekampf@charter.net

Regatta: Sandy Douglass Memorial Regatta

District: Ohio • State: Maryland

Date 07/30/16 - 07/31/16

Email: doct@aol.com

Regatta: 2016 111th Annual Ephraim Regatta

District: Midwest • State: Wisconsin

Date 08/06/16 - 08/07/16

Email: nclaypool@stonepigman.com

Regatta: 2016 Midwest District Championship

District: Midwest • State: Wisconsin

Date 08/12/16 - 08/14/16

Email: cbhollman@comcast.net

Regatta: 30th Annual Fleet 161 Saratoga Lake Invitational Regatta & NYLakes Districts

District: New York Lakes • State: New York

Date 08/12/16 - 08/14/16

Email: info@SaratogaFlyingScot.org

Regatta: 2016 New England District Championship

District: New England • State: New Hampshire

Date 08/20/16 • Email: fototek1@gmail.com



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gretamittman@yahoo.com

Continued From Page 18 **FSSA**

come out easily. If you do not have a retainer line then plan to install one. Tie very small bowlines in each end of ~1/8' line about 10" long. Use a short sheet metal screw through one end and a 1" fender washer to secure to the port. The other bowline can be slid over one of the bolts holding on the rudder gudgeons and secured with a 1" fender washer and a lock nut. This can be done from the outside, so no need to go crawling around in the boat. 🚢



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