

# SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 60 | NUMBER 6 | 2016



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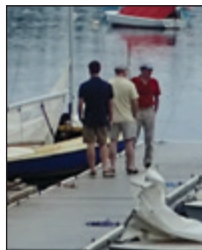
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**Attention Web Surfers / E-mail Users:** The FSSA Flying Scot website has the latest information. Visit it at <http://www.fssa.com> with your favorite browser.

The email address for regatta notices and regatta results to be published in *Scots n' Water* is [info@fssa.com](mailto: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 and Carrie Berger sailing by the lighthouse near Southern Yacht Club. *Photo: Bob Mayer.*





## Flying Scot 60th Anniversary

John Domagala, FS# 5577, Southwest District



**T**he Flying Scot had been in production for seven years when I was born. In fact there were 500 of them sailing across the lakes and bays of the eastern US that year. There were 3,000 of them sailing before I saw my first Scot and a few hundred more before I got my first chance to sail one. That's a lot of history considering I've been sailing for the Scot more than 2/3 of my life.

Throughout 2017, the class will be celebrating the 60th anniversary of the Flying Scot. Sixty years is an impressive tenure. It's rather more impressive when you consider many of those years were in a world where design obsolescence was at its height as a business strategy. Sixty years is most impressive when you consider the events and products that shared this time in history. The Flying Scot was launched the same year Toyota started selling cars in the US, the USSR launched the first Sputnik, Boeing flew the 707 for the first time, and Elvis bought Graceland. Toyota and Graceland are still going strong, but the others, not so much. While Toyota designs have morphed over the years to stay viable for these 60 years, the Scot today is much the same as it was for that first sail. True, we've adopted a few pieces of updated hardware, removed snubbing winches (much to the delight of many crews), and adopted more dura-

ble sail materials. However, we have lasted the 60 years without a need to reinvent the boat. We have in fact championed this stability and stayed true to a strict one design model that keeps boats competitive, drives value, and keeps members engaged. With regards to racing, we have avoided the arms race that drives up costs and turns competition away from being a test of skill. All of these aspects, along with the countless individuals who championed them are the reason that our class is still strong 60 years in.

As we celebrate during the coming year we will honor Sandy Douglass for his vision in creating boats that survive the test of time (The Scot, Thistle, & Highlander have been active for a combined 199 years). We will return to Ohio — where it all started — for our national championships. We will travel to GYA territory for Midwinters (at Southern Yacht Club in New Orleans). So many outstanding GYA sailors got their start in the Scot. Our spousal teams will travel to Rockport, Mass., for the Wife-Husband Regatta and continue to show what a great family boat the Scot is. Fishing Bay, (Va.), where it

seems like just last year we sailed NACs and observed the 50th anniversary, will host the ACCs for the last of the 2017 class sanctioned events. Along the way we'll be celebrating the people, traits, and values that have kept the Scot going for these 60 years. So stay tuned to Scots 'N Water and FSSA.com for more information as 2017 rolls in. ▲

A blast from the past: A cover from about the time John Domagala began sailing.



**THE FSSA CLASS FLAG** The FSSA now has available two color schemes for the FSSA Class Flag that can be used for Warning Signals. One flag is red with white lettering, the other is white with blue lettering. These are the same color schemes as numeral pennants #1 and #2 as defined in the Rule Book, "Race Signals". Red/White can be used as start #1 and White/Blue for start #2, i.e. Championship Division and Challenger Division.

**Price is \$30 plus \$8 S&H. To order please call FSSA at (800) 445-8629**

# Sandy's Sailboat Hardware - Design & Fabrication

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

**M**uch of today's modern hardware traces its ancestry back to Sandy's designs.

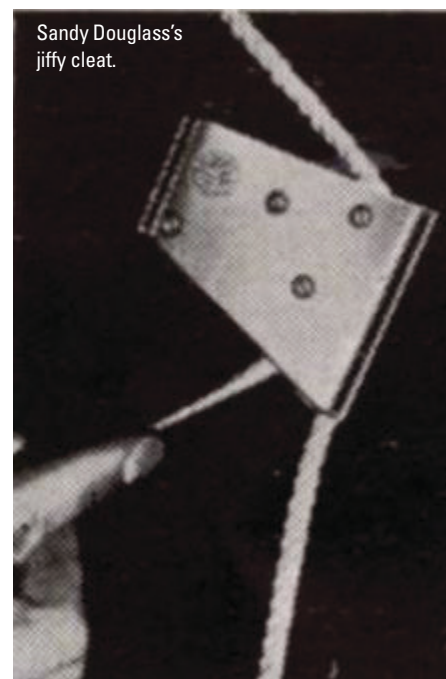
By the mid-1930s a major problem for Sandy was the lack of sailboat hardware for rigging the boats he built. During the previous 30 years so few canoes had been built there was no longer a source for canoe hardware. The only small-boat hardware now available was of cast bronze, which was heavy and clumsy and designed for larger boats. With the age of new metals like aluminum alloys, which were lightweight and of great strength, Sandy ended up designing the hardware he needed. He then had to figure out how to fabricate them. Most of the hardware required original thought because there was no precedent for fabricating lightweight boat hardware from the sheet metal he wanted to use. The traditional way was making wooden patterns for casting the hardware. Sandy designed his hardware to be fabricated from a special corrosion-resistant aluminum alloy called duraluminum or dural. He could buy it in sheet form or in strips of one-sixteenth-inch thick and an inch wide. From this Sandy was able to make single blocks, double blocks, swivel blocks, goosenecks, shackles, etc. At his lathe he could turn out halyard sheaves and other sheaves from canvas-based-bakelite.

Some of the hardware was simple in conception and construction. To make a single bullet block the first step is to saw a short strip of dural into a reduced dumbbell shape. Next drill a hole at the center of each end and bend it into a "U" shape and place a sheave between

the ends and insert a piece of three-sixteenth inch rod through the holes and form a head at each end of the pin. From this simple basic design form Sandy evolved ideas for all sorts of complicated hardware.

One of Sandy's greatest challenges was figuring out how to fabricate the eight necessary semiautomatic cam cleats needed for canoe sailing. The customary cam cleat has two jaws to grip a line put between them. To free the line it must be pulled from between them; to make them hold the line, it must be placed back between them. For the canoe sailor who has only two to three seconds as he tacks, to trim both the main and jib sheets and at the same time sliding the seat and tiller across and perhaps adjusting the centerboard. This demands a quicker-acting cleat with a lever to open or close it, a lever he can open with a foot while the he is out on the sliding seat. In 1888 Paul Butler invented such a cleat but it was made out of bronze castings for the shell and lever. Sandy wanted to save weight so he fabricated the cleat from dural tubing and bar stock - flattened tubing forming the shell. Sandy went on to make many more of these cleats but never bothered to patent them. Several years after Sandy stopped building canoes, his cleat was copied in detail and put on the market as the "jiffy cleat." Sandy never bothered to find out who the person was but their adventure in piracy was not commercially successful.

Two prominent small-boat hardware companies were founded with their products based to a considerable extent on Sandy's original ideas. In the autumn of 1945 two men separately came to



visit Sandy in Ohio as each was planning to form companies to manufacture small-boat hardware and heard Sandy had done some interesting development work. Prior to World War II, no company produced good, lightweight small boat hardware. The first visitor was Larry McLaughlin who studied what Sandy developed and filled his notebooks with sketches of many single, single-with-becket, double, double-with-swivel and fiddle blocks, the swivel and sliding goosenecks, jam cleats and cam cleats, shackles and swivel shackles. Hardware that Sandy designed furnished the basis for much of Larry's new Race-Lite Company. The other visitor was Bill Ramsey, the founder of Whaling City Marine, which is now known as Schaffer Marine. ▲

# Start the Flying Scot's 60th Anniversary off Right by Participating in the 2017 Mid-Winter Championships

Larry Taggart, FS# 5510, Gulf District Governor

*Bienvenue à la Nouvelle Orléans and Southern Yacht Club for the 2017 FSSA Mid-Winter Championship Regatta!*

**F**leet 96 invites you to this March 12-16 event, and to come early and stay late to enjoy the many things Southern Yacht Club and New Orleans have to offer.

**Southern Yacht Club – The Second-Oldest Yacht Club:** SYC records trace the club's history back to its founding in the Gulf Coast resort town of Pass Christian, Mississippi, in the year 1849. Only the venerable New York Yacht Club can document an earlier founding date. As such, SYC is proud to bear the mantle of second-oldest yacht club in the United States. **A Sailing Tradition:** Over the years, SYC sailors have won four Olympic medals and numerous national and international championships. Through more than 160 years of prosperity, depressions, wars, yellow fever epidemics, floods and hurricanes, the Southern Yacht Club has always maintained a tradition of keen competition, sportsmanship, and enormous hospitality.

SYC is a full-service yacht club located directly on Lake Pontchartrain. The restaurant is open daily (except on Mondays from 11:30 a.m. to 9 p.m. The bar is open daily except on Mondays (Tuesday – Thursday and Sunday from 11 a.m. to 10:30 p.m.







Even Locke

and from 11 a.m. to midnight on Friday and Saturday).

The yacht club has ample boat storage and launching facilities plus dock space for those who might choose to wet sail.

*Continued On Page 16*





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# Greg Fisher, Anna Tunnicliffe to Speak at Sandusky NAC

**T**he 2017 Flying Scot North American Championships (NAC) will mark the Flying Scot 60th anniversary with two special events.

Anna Tunnicliffe, a two-time Olympian (winning gold in the 2008 Beijing games in the Laser Radial), and two-time ISAF Rolex World Sailor of the Year, will speak Sunday evening, June 25, after the women's and juniors' championships. She will provide tips about fitness for small boat sailing. Longtime, one-design sailing champion Greg Fisher will also speak Wednesday at the annual banquet about his work coaching college sailing and community sailing programs.

"We are thrilled to have these two outstanding sailors join us in our 60th anniversary bash," says regatta chair and Ohio District Governor, Marty Sweterlitsch.



"We are working especially hard to promote our women's and juniors' championships on Sunday and having Anna for coaching and then speaking will be a huge draw. And Greg, who grew up in the Ohio District, has always been a big supporter of the Flying Scot, so it is perfect that he could join us for this celebration of our amazing boat."

The NAC will be held at Sandusky



Sailing Club June 24-30. More information will be posted as it becomes available. 🚤

## Keep the Foundation in Mind

**O**ne very nice way to honor a recently departed family member who was an avid Scot sailor is to suggest that friends send a donation to the Flying Scot Foundation "in lieu of flowers." The Foundation helps assure the future of Scot sailing. The Foundation's programs support current and future Scot sailors in educational and charitable ways. Donations are used to promote the class; help programs that train adults in Flying Scots; and provide used sails to sail training programs. More information is available on the Foundation pages of the FSSA website <http://www.fssa.com/foundation>. If some of your happiest memories are of your loved one sailing a Scot, help make that happen for a new generation.



# Fleet #196 Hosts the New England District Championship Regatta

Dennis Dobe, FS #5193



Photo: Diane Kempf

**F**S Fleet 196 of the Massabesic Yacht Club in Manchester, NH, enjoyed the honor of hosting the NE District Championship for 2016 on Saturday, August 20th. The weather conditions were variable, but the outcome was never really in doubt. Crews from Fleet 76 from Lake Massapoag in Sharon, MA, took three of the top five places in the Championship Division, while Massabesic dominated the Challenger Division.

Regatta organizers were pleased to have enough water to host the regatta, which was held toward the close of another sum-

mer of drought in New England. Lake Massabesic, which serves as the water supply for several communities in the Greater Manchester area, can experience very significant drops in water level over the course of a dry season. At the end of the 2016 season, for example, our water levels were more than four feet below our starting point in May.

Visiting crews were briefed on new, uncharted hazards due to low water, and our outstanding race committee set courses designed to optimize racing and safety for the 17 crews registered to vie for NE District Championship honors –

10 boats in the Championship Division, seven boats in the Challenger Division. Most of the six visiting boats elected to arrive on the morning of the regatta, which did not prove to be a problem as there was ample space and opportunity to launch, and all but two boats had visited us before.

The forecast for the day looked very promising for our races (ESE winds at 7-12mph and mostly sunny skies), with even enough wind anticipated for our mid-morning start. However, on the morning of the races, clouds had moved in and the wind did not pick up until almost noon. Our top-flight race commit-



tee, chaired by MYC member Ed Cande, elected to postpone the start of races until the winds picked up. This meant rather than taking a mid-day break for rest and lunch, crews needed to pack their lunch for the day and make preparations to be on the water all afternoon.

Mr. Cande conducted a harbor start at approximately 11:30 and, with improving conditions, the crews made their way out to the committee boat. Unfortunately, by the time the fleet assembled and the race committee was about to start the first series of races, the wind died and a noon lull ensued. After about half an hour the winds picked up a bit (3-5mph.), and our races got underway. It turned out, though, that the winds were disorganized, spotty and fluky – in fact, the final upwind leg of the second race turned out to be downwind with boats finishing the race under spinnaker!

The race committee surveyed the conditions after two races, checked updated forecasts, and elected to move and re-orient the race course to take advantage of available water and anticipated wind direction, once the afternoon winds set in. Sure enough, to the delight of the racing crews (and relief of the RC!), the winds filled in, and quickly built to wind speeds higher than anticipated — in the upper teens. As the wind built and barreled down a narrow channel, so did the chop. By the end of the fourth race, crews began to fatigue and lighter crews became overpowered.

During the last three races, the race committee ran windward-leeward courses up and down the channel. With 17 boats and two starts per race, there were a lot of boats flying up and down the course, often on opposing tacks, in close quarters. The afternoon provided VERY exciting and very competitive racing, and it turned out that crews were given everything they could have asked for on our little lake, with little water, and highly variable wind conditions.

The members of Fleet 196 are grateful to NE District leadership for the opportunity to host the New England District Championship for 2016. We are grateful to the members of our wonderful little sailing club for their support of our fleet, and allowing us to host this regatta at Massabesic. Mostly, we are grateful to

our visiting crews whose skill and camaraderie made the district championship so educational and incredibly enjoyable for the host fleet. Suffice it to say, the day would not have gone nearly so well without the expertise and commitment

of the day's race committee – thank you! New England Flying Scot racers, we look forward to seeing you for the New England District Championship Regatta – 2017, hosted by Fleet 57 of the Stone Horse Yacht Club in Harwich Port, MA. 🚢



Team Massapoag: the Sharps, Rousseaus, and Kampfs.

Photo: Diane Kampf



Massabesic members serve as race committee for the NE Districts.

Photo: Diane Kampf



Massabesic fleet captain Scott Cunan (right) presents the challenger trophy to Keith Donington and Jake Tooth.

Photo: Diane Kampf

# Charity Regatta Raises Community Sailing Awareness and More Than \$3,400 For Local Medical Center

Marty Hill, FS# 5865, Ohio District

**T**he Deep Creek Lake Yacht Racing Association hosted its first-ever Fair Winds Regatta with 21 Scots participating this September.

The term “Fair Winds” comes from a traditional sailors’ farewell and an example of its use is found in Herman Melville’s *Moby Dick*, published in 1851, where it reads: “Let me square the yards while we may, old man, and make a fair wind of it homeward.” In other words, let me square the yards (add on all sail) and make a safe journey home. The Fair Winds Regatta remembers those who once sailed with the local sailing community, but have now made that last, safe journey home.

DCYRA conducts the races here every weekend through the summer and

includes members from both yacht clubs on the lake, the Deep Creek Yacht Club at Turkey Neck and the Deep Creek Yacht Club at Deerhaven.

The Fair Winds Regatta is three ideas combined as one. DCYRA member Larry Anderson (FS# 2250) suggested we sponsor a regatta to honor those with whom local sailors enjoyed sailing, but are no longer with us. PRO Mark Schaefer (FS# 5807) suggested a late year regatta, because September typically ushers in cooler temperatures and higher winds for sailing here in western Maryland. And finally, our local sailing organization is always looking for ways to promote sailing in the local area. A charity regatta contributing to some worthy local cause seemed a perfect way to create a favor-

able impression of sailing here on the lake within the local community. Thus was born the Fair Winds.

The regatta is free, but participants are asked to consider a charitable donation to some local organization concerned with caring for people in the area. This year, the Garrett Regional Medical Center was selected as the recipient for Fair Winds donations. In its first year, the regatta raised more than \$3,400 in donations for GRMC.

Saturday was warm but had great, 10 – 15 MPH winds coming out of the southwest. To let sailors take advantage of the wind and give them room to sail, PRO Schaefer laid out a windward-leeward course, well out into the lake. Since the Fair Winds would be the last regatta of the season, Mark wanted to offer the sail-





ors something a little different, so he set up a leeward gate. A gate is a set of two marks between which the boats must pass, but may choose to round either on the right or the left to head back up for the next windward leg. Imagine sailboats in a slow-speed blender and you'll have a reasonably accurate picture of how a gaggle of sailboats looks sailing through a gate. And, as if this weren't different enough, PRO Schaefer also decided on a downwind finish. These are rarely done on Deep Creek but are very exciting, as the boats all cross the line with spinnakers fully deployed and flying before the wind.

The Fair Winds included three divisions of Scots; the Challengers (entry-level sailors), Championship (advanced-level sailors), and Masters (skipper plus crew age equal 120 years or more). All the divisions are competitive, but the Masters division is particularly tough, since the Masters are some of the most experienced sailors on the lake and sail only one race per day, resulting in fewer chances to make up for a single bad race.

Masters skipper Alice Kemp (FS# 4263) reported from the first race, "It was my first race in the Masters, and sailing with them appealed to me because I could sail in just one race instead of the usual two or three and still have time to work in

a bicycle ride later. But the Masters are some of the best sailors in our club so I thought I'd just start behind them and try to stay out of their way!"

"There was a good steady breeze in northern area of the race but the southern half was spotted with squirrely wind gusts, often surprising us with a dramatic change in wind direction. It reminded me of times I've come around a tight bend in the road on my bike, only to see a squirrel right in front of my tire and both of us having a split second to decide which way to go! This kind of wind is a whimsical dance to which your boat must react as gracefully as possible. But somehow, by the end of the dance, we managed to cross the finish line first!"

On Sunday, we had much cooler temperatures and an 11 – 16 MPH wind coming now out of the northwest. From the sailboat perspective, this means the wind was coming right down the main body of the lake. PRO Schaefer laid out another of the windward-leeward gate/downwind finish courses that had been so successful on Saturday. The wind and large lake area available to the racers produced spectacular sailing and some very close finishes. In the Championship division four boats finished within a few feet of one another. In the Masters division,

two of the boats finished with less than six inches of separation.

High winds can stress equipment and one of the highlights of Sunday's racing was watching Scot Championship skipper Ray Gauthier (FS# 5640) and crew Barbara Grunbaum recover from a main sheet failure, just before they rounded the leeward gate. There is a lot going on in a sailboat at that point in the race; other boats are close; the spinnaker must be taken down, the centerboard must be lowered, and the main sheet must be taken in as quickly as possible to prepare the boat to turn back upwind. Ray's mainsheet tackle failed at the worst possible moment, but great sailor that he is, he quickly cobbled together a temporary fix and got back in the race, though it did cost him and Barbara five or six places at the finish.

Even though the Fair Winds is about serious purposes, the regatta participants are sailors, meaning they have fun. This year's event had several improbable features, including recycled trophies and a golden bucket. Regatta organizers solicited donations of old trophies to regift as prizes for Fair Winds, saving money for the charitable donations. Because of this, the Fair Winds trophies were a hilariously mismatched collection, including dents

*Continued On Next Page*



Fair Winds Downhill Run.

Sandy Hill



and a good bit of tarnish, with various inscriptions from races and regattas all over the country. This year's regatta also included a Fair-Trade rule: Depending on where they finished, awardees could swap trophies for those they liked better from other winners.

The only award that could not be swapped was the Masters Division first-place finisher. Donated by FSSA Foundation Chair Charles Buffington (FS# 5947), that award is a gold-painted bucket, filled with ice, containing one bottle of very low-cost bourbon and several bottles of similarly budget-sensitive champagne, used in the regatta's closing toast. After all the fun of the sailing and the awards, the Fair Winds ends with a toast to sailors remembered: "Fair Winds!" Masters Division winner Dick Gregory (FS# 2589) is responsible for refilling the golden bucket for the toast at next year's regatta.

The charitable nature of the Fair Winds earned very positive local press coverage and a good bit of buzz around the lake. It also gave sailors a chance to help the community while participating in the sport they love. The gate/downwind finish proved to be fun and very effective, as it grouped the boats well for back-to-back races. The recycled trophies conserved money for the charitable donation and



Fair Winds Champions  
Eric Yonke and  
John Meredith

Sandy Hill

were hilarious. Likely, several will be recycled again for Fair Winds next year.

DCYRA would like to thank PRO Mark Schaefer (FS# 5807), Registrar Larry Anderson (FS# 2250), Mark Boat Captain Mark Bennett (FS# 3723), Safety

Boat Patrols Don and Barbara Griffin (FS# 2259), Fleet Six Captain Greg Shafer (FS# 2933), John Mandryk, and Jacob and Sarah Nill, and the commodores and members of both Deep Creek Lake yacht clubs for making the Fair Winds a success. ▲



Fair Winds Masters Winners

Sandy Hill



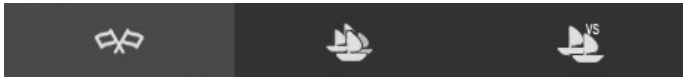
# How The Heck Do You Use RaceQs?

Charlie Buckner, FS# 5971, Carolinas District Governor

**S**o you heard about raceQs or you saw a race replay and you decided to give it a try. You figured out how to get your phone to do the tracking and how to “Save and Upload” when you get off of the water, but when you try to replay the racing on your computer, it just isn’t working the way you want it to.

I’ll walk you through setting up courses and replaying races and along the way I’ll point out a few of the subtleties of the user interface that may make the process easier for you. You’ll get the most out of reading this if you can bring up raceQs with a race that hasn’t been set up yet and follow along step by step. Go ahead, I’ll wait...

Race course setup is “crowd sourced,” which means that anyone who raced that day can set up the course and all of the other racers will see it when they replay. One of the first things you should notice on the raceQs screen is the three tabs in the lower left, called “Course Setup”, “Rankings”, and “Analytics.” (If you can’t see the tabs, look for an arrow on the left/middle of your screen. Click on that and you’ll see these tabs.)



Go first to Course Setup where you will name the regatta and the division. Then for the avatar, pick the “Flying Scot” in the “Sport Boats” section. (You can’t really tell during replay that it’s a Flying Scot model but I spent many hours making it so I want to see it used, dammit!)

Now take a pause in the course setup to go find the start of the first race. In the lower left corner of the view window are a bunch of options for viewing orientation, of which I use only one, the “Match View” ( the fourth symbol from the left), which is looking straight down. The little “follow” command at the far right end of the view options is handy too as it makes the view follow the boat that has the green label. Just click on that icon to turn “following” on and off. When you scroll over these icons, each one should light up. If they don’t, for example, if “follow” or “match view” don’t light up, it’s because you have not selected a boat or boats. To do that, select “Analytics” from the three icons above and select the boats you want to follow.



Fast forward until you see the boats pacing back and forth along the start line like caged beasts, then hit pause when they burst out for the first beat. Use the white and red bars next to the Play button to adjust replay speed, and use the small forward and back arrows to jump a few seconds at a time until you get to the point in time when everyone makes the transition from reaching to pointing.



Now back in the Course Setup area click on “Create Start” to set the start time for this race. While you’re there, put in a start line. There are two kinds in the “Create Mark” area, a Start Line and a Start/Finish Line. Be sure to use the correct one. Move the ends of the start line around until all the boats are completely behind it and it is somewhere near square to the wind, but don’t be too picky about it. You’re not using it to judge OCS. The end shown with green brackets is the committee boat end. If you remember what the wind direction was you can click on the Start Line (or any mark) in the “Race Course” column and assign a wind direction, or you can just let raceQs do a surprisingly good job of figuring it out automatically.

Now that you have the start line set, get the replay going again, with “Follow” on, and find the position for the windward mark

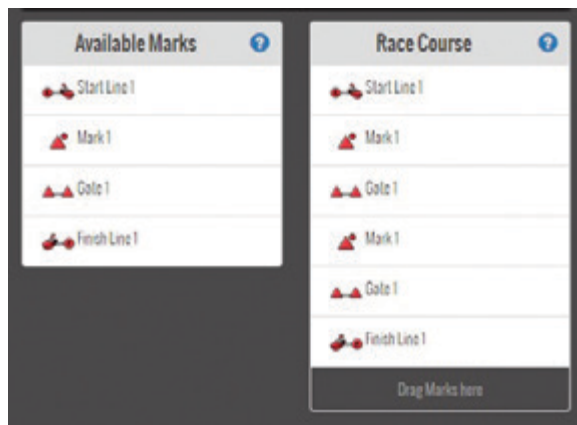
by watching where boats turn downwind. Place either a “Single Mark” or a “Mark with Offset” as appropriate, positioning it so that all the boats round properly.



*Continued On Next Page*

Do the same again to place the leeward mark as either another “Single Mark” or as a “Gate”.

It’s important to remember that in the “Race Course” column, every course must have a start line, a mark for each and every leg of the course, and a finish line, (which can be the same as the start line if you initially placed a “Start/Finish Line”). If a real, actual mark was not physically moved during the real, actual race you can re-use a virtual mark you previously made by dragging it from the “Available Marks” column into the bottom of the “Race Course” column.



Now place the remaining marks and a finish line if needed, and you’re done with the first race. Set up subsequent races just like the first and remember to re-use any marks that were not physically moved between races and make new marks for any that were moved.

Let’s replay some racing! In the Course Setup area, click on the menu tab that contains the start times for the day’s races, and select the race you want to replay. When you click on the Rankings tab you should see displayed on the timeline only the duration of that race, and on the replay screen only the marks that are used in that race. If you see in the Rankings area that some boats are listed in “Other Divisions” when they shouldn’t be, it’s probably because one of the virtual marks was placed

such that the boats in question didn’t round properly. You can find and fix the mark, (remember you have to have the Course Setup tab open to move a mark), or you can click on the boats in the Rankings area and assign them to the correct division.

In the Analytics tab are some fun features to use while replaying. “Leg” color codes a boat’s track so it’s easy to see relative speeds.

For me, the “Boat Separation” feature is the most powerful and educational tool in all of raceQs. At the top of the Analytics area pick two boats to compare, like you and the boat that won, then watch what the hotshot did to put distance between you and remember to do that next time.



You can play with “Groove Analysis,” “Tacks/Jibes,” “Virtual Instruments,” and “Wind Shadow,” but I’ve not found them to be very helpful.

One hallmark of the Flying Scot class is our willingness, our eagerness to share what we know with less experienced sailors. We’ve been doing this for many years through Saturday night post-race chalk talks, but debriefing alongside a projected race replay adds a dimension to the conversation. So much more can be communicated and retained. I’ll ask of you, top sailors, you know who you are, to please make it part of your preparation routine to stick your phone in a dry bag and take it aboard. The rest of us will thank you and maybe the lessons we learn will help make us better competitors! 🚢

There are three high-speed cable hoists, but no launching ramp.

**Sailing Venue: Lake Pontchartrain** – The “Lake” is a brackish body of water approximately 24 miles wide and 50 miles long, with an average depth of 15 feet. The racing area is normally 1/2 to 1.5 miles from the clubhouse, depending on the anticipated wind direction. Winds during March are typically light to moderate, but can get higher should a late season front come through. Unlike other Mid-Winter venues, The Lake does not experience sea breezes. Though, like other Mid-Winter venues, the weather can cause race delays. However, the 2014 Mid-Winters on The Lake saw light to medium breezes, **AND** was the first Mid-Winters in many years to see all eight races sailed!

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*Continued On Next Page*



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Continued From Page 16 **GULF DISTRICT**

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And, if you want to experience a New Orleans style parade there will be some on the 10<sup>th</sup> and 11<sup>th</sup> celebrating our Irish and Italian heritage.

Measurement takes place on Sunday, March 12. There also will be practice races on Sunday, followed by the *Welcome Cocktail Party* and the *Competitors Meeting*. Race days are Monday, March 13, thru Thursday, March 16. Up to eight races will be attempted. Trophies will be presented following the completion of racing on Thursday.

Other social events anticipated are a *Seafood Boil* and a *Beignet Breakfast Buffet*. Further information is available on the FSSA website, and this will be regularly updated as the regatta approaches.

You can visit <http://www.southernyachtclub.org/> and <http://www.neworleansonline.com/neworleans/attractions/fifty-freethings.html> for additional information on SYC and New Orleans.

MAKE PLANS NOW TO PARTICIPATE IN THIS COMPETITIVE AND FUN EVENT – *laissez le bon temps rouler!!!*. 🚢

# Leading Others to the Flying Scot “Family”

Eric Bussell, FS# 6135, FSSA Publicity Chair

**I**n the previous edition of *Scots ‘N Water*, I emphasized many of the reasons why the Flying Scot class is poised to remain at the front of the pack for the next 60 years. We have the boat, we have the builder, and we have the people. As a starting point, that’s the equivalent of hitting the line with speed and punching out into clean air. So how do we make sure we stay up front and finish the race strong? Instead of burning that corner and praying, let’s instead focus on good fundamentals and smart tactics.

As Flying Scot fleets, we will be more successful in growing our membership at the grassroots level if we can help break down the perceived barriers to sailing and make the idea of owning a Flying Scot less intimidating. To do this effectively, we need to put ourselves in shoes of the prospective members and provide for them a clear pathway to sailing on a Flying Scot. Here are some common questions that prospective Flying Scot sailors will be trying to answer for themselves.

1. How can I get started with sailing?
2. Do I need to be millionaire to be a sailor?
3. Can I test the waters to first see if I like it as much as I think I will?
4. Will someone be there for me to show me the ropes?
5. What is the best sailboat for me and my family?

*Continued On Next Page*



Eric (on left) with his father, Rod, on the committee boat.

Photo: Angie Hunt



- 6. Is there someone who could help me buy a boat?
- 7. How can I develop my sailing skills once I own the boat?

Can your fleet easily answer these questions if a prospective fleet member asked? More importantly, is your fleet the actual answer to all those questions? I'm not saying it's easy, but if you are willing to commit to being the solution, you are the type of leader we need to grow Flying Scot sailing and take it to the next level.

I visited Moraine Sailing club this year and they have definitely taken things to the next level. The Flying Scot sailors there have a comprehensive learn-to-sail program that offers 10 learn-to-sail days throughout the season. Up to 21 students learn to sail on seven Flying Scots at one time! As if that weren't enough, they actually certify their captains as US

Sailing Certified Instructors in house. Way to go Fleet 80!

And I really appreciate that Bronson Bowling from Carlyle Sailing Association always has a lead on a quality used Flying Scot and is ready to add someone to the ranks of Fleet 83 or a nearby Midwest District fleet. If everyone were following Bronson's lead across the country, the future of Scot sailing will certainly be brighter.

At my club, the success of our fleet building initiatives realized amazing success and created a set of new challenges. Our Wednesday Night Sailing has grown to 10 Scots on the water with 30 people participating – just five years ago we had a meager average of three Scots racing with six sailors showing up. Please excuse the shameless plug for my dad, but he volunteered to centrally coordinate this effort on a weekly basis.

At our recent winter meeting, we set our new 5-year goal to getting 20 boats on the line and having 10 boats travel on a regular basis. Having that coordinator has been a game-changer and we now refer to ourselves as "Rod's Navy." I kid you not — as we even have shirts to that effect. Thank you dad!

While there is no one-size-fits-all formula to fleet building, there are a lot of best practices that we observe when traveling the racing circuit. We take those back to our own clubs and I'll be sharing many of my favorites observations in forthcoming issues. In the meantime, please contact me if you have hit a road-block with your fleet building efforts or need some fresh ideas. 🚤

*Eric Bussell is the PR Chair for the Flying Scot Sailing Association and is the king of cheesy sailing metaphors.*

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Supplied hardware	A trip to the hardware store



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## STARTING LINE Calendar Of Monthly Events (FROM MARCH 2017 TO OCTOBER 2017)

**Regatta: 2017 Midwinters at Southern Yacht Club, New Orleans, LA**

District: • State:  
Date: 03/12/17 - 03/16/17

**Regatta: Pig Roast Regatta**

District: Ohio • State: Ohio  
Date: June 3-4

**Regatta: 2017 Indy Regatta**

District: Midwest • State: Indiana  
Date: 06/10/17 - 06/11/17

**Regatta: 2017 Egyptian Cup Regatta**

District: Midwest • State:  
Date: 06/16/17 - 06/18/17

**Regatta: 2017 NAC at Sandusky Sailing Club, Sandusky, OH**

District: • State: Ohio  
Date: 06/24/17 - 06/30/17

**Regatta: Douglass Orr Invitational Regatta**

District: Greater New York • State: Connecticut  
Date: 06/24/17 - 06/25/17

**Regatta: 2017 Wife-Husband Championship at Sandy Bay Yacht Club, Rockport, MA**

District: • State:  
Date: 07/22/17 - 07/23/17

**Regatta: 2017 Sandy Douglass Memorial Regatta**

District: Ohio • State:  
Date: 07/29/17 - 07/30/17

**Regatta: 2017 112th Annual Ephraim Regatta**

District: Midwest • State: Wisconsin  
Date: 08/05/17 - 08/06/17

**Regatta: 2017 Midwest District Championship - Neenah-Nodaway Yacht Club, Neenah, WI**

District: Midwest • State:  
Date: 08/11/17 - 08/13/17

**Regatta: Learn to Match Race Regatta**

District: Midwest  
State: Wisconsin  
Date: 08/26/17 - 08/27/17

**Regatta: Massapoag Yacht Club 68th Annual Regatta - Sharon, MA**

District: New England  
State: Massachusetts  
Date: 09/09/17 - 09/10/17

**Regatta: 2017 Glow in the Dark Regatta**

District: Midwest  
State: Illinois  
Date: 09/22/17 - 09/24/17

**Regatta: 2017 Atlantic Coast Championship**

District: Capital  
State: Virginia  
Date: 09/23/17 - 09/24/17

**Regatta: 38th Grand Annual Regatta**

District: Ohio  
State: Kentucky  
Date: 09/30/17 - 10/01/17

**Regatta: Roger Punzi Memorial Regatta**

District: Greater New York  
State: Connecticut  
Date: 10/07/17 - 10/08/17



Evan Locke



Evan Locke



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**209** – Douglass; 1960; **\$2,900.00**; J. Penwarden; Orwell, VT; johnnyshoots@mac.com

**803** – Douglass; 1965; **\$4,900.00**; Suzanne Boohar; Reading, MA; sb30004@gmail.com

**878** – Douglass; 1966; **\$4,900.00**; F. Bradley Peyton; Baltimore, MD; fb.peyton@yahoo.com

**1734** – Douglass; 1970; **call**; Doug; Lafayette, LA; 337-237-8471; dwplace@duprelogistics.com

**2029** – Douglass; 1971; **\$4,300.00**; Pittsburgh, PA; 412-519-8109; sgratner@verizon.net

**2064** – Ranger; 1972; **\$2,500.00**; Robert Bridges; 707-263-5187; bbridges26@mcshi.com

**2549** – Custom Flex; 1974; **\$3,300.00**; Bert; Toledo, OH; ahsmithjr@gmail.com

**2811** – Douglass; 1976; **\$3,950.00**; Richard Smith; Richmond, VA; 804-741-2171; jsmith1@verizon.net

**2849** – Douglass; 1973; **\$1,900.00**; Beaufort, SC; ricktomloo40@gmail.com

**3167** – Custom Flex; 1978; **\$4,995.00**; Christine; christine1646@gmail.com

**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

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

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

**4126** – Douglass; 1985; **\$5,000.00**; Tom Phipps; Duxbury, MA; 339-469-7031; tophi1102@icloud.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

**4551** – Flying Scot, Inc.; 1985; **\$5,500.00**; Tom Sturges; Pittsburgh, PA; 412-953-4203; tbsiii@aol.com

**4939** – Flying Scot, Inc.; 1993; **\$7,500.00**; Deltaville, VA; mtoms@aol.com

**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

**5111** – Flying Scot, Inc.; 1996; **\$9,900.00**; Art; Rockport, MA; 978-239-0265; arthur@booksteinlaw.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

**5563** – Flying Scot, Inc.; 2003; **\$11,750.00**; John Luard; Red Bank, NJ; 732-291-8465; jfluard@netzero.net

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

**5598** – Flying Scot, Inc.; 2003; **\$9,080.00**; Rick Lyons; Pinckney, MI; rl@chartermi.net

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

**5801** – Flying Scot, Inc.; 2008; **\$10,500.00**; G Romantz; Sharon, MA; gromantz@romantzgroup.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 Safhay; 570-390-4401; dsafhay@gmail.com

**6006** – Flying Scot, Inc.; 2012; **\$16,500.00**; David Sommers; Jamestown, RI; 617-803-0576; davidpsommers@gmail.com

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

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

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

**Sails** – see website for details; **\$700**; Mark Wright; 954-914-8182; wrightmarkw@outlook.com

**Sails & Parts** – see website for details; Jim; 772-214-5028; jprmer244@bellsouth.net

**Sails** – Mad Main Sail; **\$700.00**; Bob McElwain; 239-404-7407; bobmcelwain@yahoo.com

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**Total: \$9,829 with 5-year factory warranty**

## FS 3278 (pictured)

Built in 1978, Light Blue deck and White Hull with medium blue waterline and blue bottom paint, Teak cap wood trim with main and jib sails, 3 covers, outboard motor bracket, Johnson 2 h.p. outboard motor, gas storage can, galvanized trailer with spare tire

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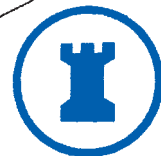
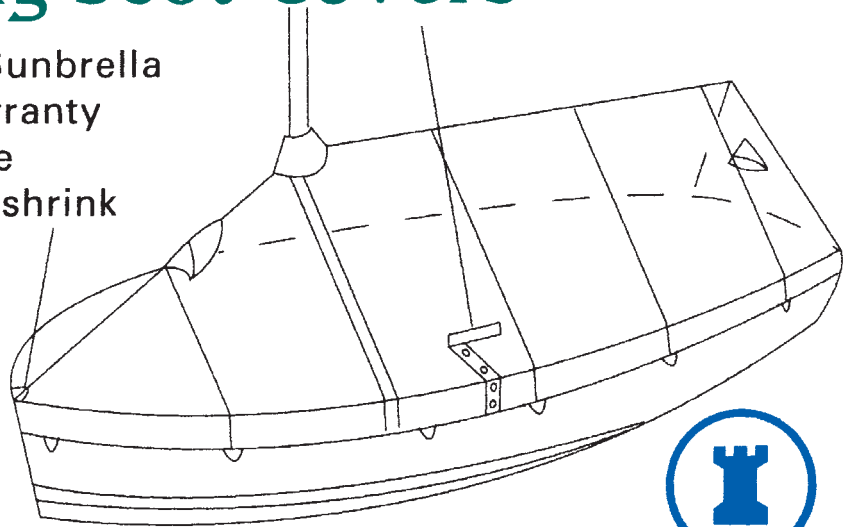


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Photo Yvonne Pottharst



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### Boat# 4929 / Fleet# 0

Ronald Pflugrath  
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## Florida District

### Boat# 5642 / Fleet# 150

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### Boat# 4149 / Fleet# 114

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### Boat# 5701 / Fleet# 0

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### Boat# 2773 / Fleet# 0

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