MICHIGAN-ONTARIO
DISTRICT HIGHLIGHTS
Dominant.

N. Americans
2011 .... 1st
2010 .... 1st
2009 .... 1st
2008 .... 1st

Midwinters
2011 .... 1st
2010 .... 1st
2009 .... 1st
2008 .... 1st

Heidi and Kelly Gough powered up at the 2011 NACs. Photo Kate Sharp.

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One Design

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2011 Flying Scot Michigan-Ontario District
Championship and Mary Doolittle Queen of Scots
Invitational Regatta Hosted by FS Fleet 15 at Gull
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Dear fellow sailors,

By the time you read this, we should be back from another great Midwinter Championship in New Orleans and thinking about sailing at our own club this year. At Massapoag Yacht Club in Sharon, Massachusetts, home of Fleet 76, we have several regattas with social events, sailing lessons co-sponsored by the town and our club, race training, a junior sailing program, some fun races and moonlight sails, and various club social events. I am often asked this, so I want to share the ways we make it all work at our club. Although we are a small club with 70 member families, we keep busy all season long. We are an all-volunteer club and everyone is required to sign up for various race support and social activities; our board of directors and committees all are volunteer as well.

We have lots of racing, starting in late April or early May and continuing through mid-October. We have Sunday racing—with a spring warm-up series for four weeks, then two summer series for six weeks each, and a fall series for five weeks—as well as Wednesday night racing for twelve weeks. For these series, our Flying Scots and other fleets participate. Our small-boat fleets also have racing on Thursdays and Saturdays. We try to get ten or more Flying Scots on the line for every race. We also hold race training on several Sunday mornings so those with little or no racing experience can get some tips and ideas from those with more experience. And for our younger skippers, we hold junior racing and hope they enjoy it enough to someday race with the adults.

As a totally self-help club, in the spring we put out rock markers on the lake, put the docks in, get the motorboats ready for the season, open up the buildings, and get supplies in place; then in the fall we do just the opposite and button up for the winter ahead. During the season, our members run races, man the rescue boats, organize the social events, keep the grounds clean, organize regattas, update the Web site, and chair the various committees.

We have many committees that help to keep the club going; I’ll discuss a few of the core committees. Our race committee has been very active; it has worked very hard to keep racing interesting and competitive, and it’s constantly working on educating the PROs and rescue boat crews to ensure the best on-the-water experience for all. Our membership committee has worked to bring in new members who are enthusiastic and understand what it means to be members of a self-help club. Our engineering and club-sailboat committees ensure that the club boats are ready and available as needed. Our safety committee works to keep everyone educated about on-the-water safety. Our regatta committee works year-round to ensure we are ready for each regatta with crews on the water and on shore. The social committees ensure that our events go smoothly and are enjoyable. Of course we have various committees that keep up with the moorings, docks, grounds, and buildings. And we have publicity and Web committees to keep the communications up to date.

Why does it all work? Because sailors are great people! And we are lucky enough to have a core group of people who are dedicated to making our club a fun place to come to, and a place to come back to, year after year. But our village of people needs to help out to make it all work.

What do you have planned for your club and fleet this year? We hope your club is ready for the season and that you enjoy day sailing and racing in your Scot as often as possible. I know we will.

Happy Sailing!

For 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.

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Turtle at Eagle Creek

Mark Truax, FS 4578

My son-in-law, Joel, and I are sitting as far back on the transom of the Dawn Treader as we can, to prevent another submarine dive. Sails are flapping wildly in a stiff breeze. Lightning to the north and south illuminate the gathering darkness. A small cast-away cooler drifts lazily away from us as we helplessly endure the slow tow across the widest part of Eagle Creek Reservoir, back to the safety of the sailing club.

Thirty minutes earlier, with Joel at the helm, we were 25 yards from the finish line, screaming along on a beam reach in a 20-knot breeze. Both of us were focused on the finish line and failed to see the approaching maelstrom. A sudden, 30-knot wind knocked us down before we had time to react. We were already heeled, so we lost any rudder authority instantly. In a moment, Joel and I and our mast and sails were in the water.

I was shocked at how quickly the mast disappeared. A moment later, we were treading water, gathering floating debris, and looking at my Flying “Turtle” from a strange, new perspective. Thankfully we had our PFDs on, and the safety boat was at the committee boat only a short distance away. We began to swim the bow into the wind as the safety boat approached. A rope was thrown across the bow as we can, to prevent another submarine dive. Sails are flapping wildly in a stiff breeze. Lightning to the north and south illuminate the gathering darkness. A small cast-away cooler drifts lazily away from us as we helplessly endure the slow tow across the widest part of Eagle Creek Reservoir, back to the safety of the sailing club.

We were towed to the dock, arriving in the dark. With the bow on the trailer, we were able to pull up the ramp enough to raise the cockpit out of the water and begin bailing. The ¾-inch drain on the 1988 Scot was not meant for this situation. It’s amazing how much water the Scot hull holds and how many scoops of a five-gallon bucket are needed before you can even consider winching the boat all the way onto the trailer and pulling it up the ramp.

I learned a few things that evening:

1. Wear the PFD. Both treading water and righting a turtled sailboat are exhausting work. Thankfully it was late August, so the water temperature was not an issue.

2. Put a winch handle in your pocket or in the pocket of your PFD. I had spares in the storage bins; I found all of them the next day in the bottom of the boat. Unable to lower our sails, we were lucky our tow was directly into the wind. Put all safety equipment where it’s secure and easily accessible. This is a definite safety issue with the Scot’s winch system.

3. Study the forecast and watch the sky as you sail. The sky looked threatening and we should have abandoned the race. We were competing in a handicap club race with J24s and other fixed-keel boats. The Scot was out of its league in the self-righting category. Our desire to finish the race overwhelmed the voices telling me to head for the dock.

4. Do the safety upgrades. I have since installed the transom port and the bow flotation that are now required by the class. They had been in my workshop for a year; I just hadn’t been able to bring myself to drill such a big hole in a perfectly good hull. The bow flotation likely would have prevented the submarine maneuver we experienced. The transom port, when opened, would have drained most of the water as we were towed. A towing bridle would have been useful if the transom port had been installed.

The wind against the bottom of the hull rolled it so quickly there wasn’t time for Joel to get to the masthead. I’ve since purchased the masthead flotation and always wear it when the winds are up or weather threatens. I bought a new mainsail this year and now have reefing capability also.

5. Secure anything you don’t want to...
Competing at a high level in any sport requires significant personal preparation and practice—and use of the best and most reliable equipment available. For sailors, this means spending countless hours on the water with your crew in all kinds of conditions to establish superior boat speed and robot-like coordination. It means complete understanding of the sailing rules and tactics. It means using new or nearly new sails. And it means having a boat rigged with reliable blocks and lines that are unlikely to fail in the middle of a race. Failure to address any of these issues will, at some point, mean the difference between winning and finishing a close second (or worse).

I had high hopes heading into the 2011 sailing season, because I believed that I had done as much as I could to address most of the requirements listed above for sailing at the highest level. To begin with, I had developed very smooth teamwork with my son, John, and my daughter, Olivia, who had been crewing for me since we bought *Flying Fish* eight seasons earlier. I had done my usual pre-season homework, including re-reading *The Racing Rules of Sailing*, *Sailboat Racing with Greg Fisher*, and numerous columns on tactics in sailing magazines. I had also purchased a new set of sails to replace the eight-year-old sails that had served us well but were showing obvious signs of fatigue. That left only one small detail to attend to: the boat itself and all of its rigging. With everything else falling into place, I was determined to make sure that we had zero equipment issues in 2011. So I adopted the motto “No Excuses” and went over *Flying Fish* with a fine-toothed comb. What follows is a description of what I did and what will now be my normal pre-season routine.

I began by examining the mast and everything attached to it. I checked the forestay and shrouds looking for kinked or broken strands of wire, loose or cracked tangs, and any corrosion seeping from the swage fittings. I unwound the main and jib halyards and checked them for kinked or broken strands of wire or problems with the swages or shackles. I hoisted the main halyard to the full “up” position and marked it with bright red nail polish near the winch box, so I could tell when the main was fully hoisted just by looking for the mark. While examining the main halyard, I discovered that the sheave at the masthead had become brittle over the years and the sides of the sheave had chipped away, presenting the possibility that the halyard could slip off the sheave and jam. So I replaced the sheave with a new one purchased from Flying Scot, Inc. All of the moving parts on the mast—including the sheaves for the main, jib and spinnaker halyard blocks, the topping lift block, cunningham blocks, and the winch drums—received shots of dry lubricant (McLube Sailkote), and I verified that all were running smoothly.

Finally, I examined the spinnaker halyard and topping lift lines. I had flipped the spinnaker halyard end-for-end a couple of seasons earlier to extend its life, but it was showing significant signs of abrasion where it was repeatedly cleated, so I replaced it with kink-resistant Paraloc Stingray line.

Next, I shifted attention to the boom, where I knew there were a few issues that needed to be corrected. For example, over the previous couple of seasons, theouthaul had begun slipping when pulled tight, so I replaced the outhaul clam cleat and increased the size of the outhaul tail running through the cleat. These changes made the line more comfortable to pull tight while also increasing its
cleating efficiency. I also replaced the original (1998) mainsheet, which had become somewhat stiff and rough (especially where it was repeatedly cleated when sailing upwind), with a tapered sheet made from 3/8” Yale Maxibraid Plus. Like the spinnaker halyard, I had flipped the old sheet end-for-end previously, but it no longer ran through the blocks as smoothly as it once did. I then checked the boom vang tang for any stress cracks or looseness and lubricated the mainsheet andouthaul blocks with dry lubricant, making sure that they were running smoothly.

Once the standing rigging was in top condition, I focused on the boat itself and everything attached to it. I washed the hull and deck inside and out, which forced me to physically touch every part of the boat. The hull received a coat of UV-protective wax from the waterline up. As with the spars, I verified that all fittings were still securely attached and that all lines were in good shape, ran freely through blocks, and held firmly in all cleats. I made sure to examine areas that usually go unnoticed, such as under-seat spinnaker sheet turning blocks (I had one of those pull out on a very windy reach a few years ago), the under-deck topping lift gear, and the forestay and jib tack extenders. While examining under the deck, I discovered a crack in the fiberglass covering the block under the stem fitting just behind the holes in the deck where the jib tack and forestay extenders pass through. I didn’t have enough time before the racing season started to do anything about this, so I stuck my head in the sand and “forgot” about it with fingers crossed (more on this later). All blocks received a shot or two of dry lubricant and I made sure that there were no “catches” anywhere that could catch and tear the spinnaker, such as burrs on the rub rail or screw heads. Lastly, I flipped the jib sheets end-for-end to present fresh line in the area where they are cleated repeatedly.

The final details involved ancillary equipment such as the spinnaker pole and rudder. The end fittings of the spinnaker pole were lubricated, and I checked the rudder blade for dents and dings which were then wet-sanded smooth. While examining the rudder, I discovered that the shock cord for the rudder blade lift system had lost elasticity in some areas, so it was replaced.

I completed all of the above in just a couple of days with the boat in our garage. Once the boat was at the yacht club, I lifted it off the trailer and rolled it on its side so the bottom could be washed and wet-sanded as needed. While on its side, the centerboard was rotated out of the trunk to the down position so it could be inspected, cleaned, and wet-sanded where needed.

You may be wondering whether all this work was worth it. Did we have a failure-free season? Well…almost. We made it all the way through the season to the final regatta before a significant failure occurred on the water. It happened while luffing the main just seconds prior to a start when, somehow, a few strands of the tapered (stripped) section of the new mainsheet snagged on the thumb tab of the shackle that attaches the mainsheet extension cable to the bale on the rudder head. The inner braid of the sheet, which is exposed where the cover is stripped, is a relatively loose braid, which helps the sheet run very smoothly through blocks. The looseness of the braid, however, allowed several strands to catch the shackle. With the sheet caught, I was unable to sheet the main in or ease it at all. I tried to yank the sheet free, thinking that I would just break the few strands that were caught, but in reality I think I just jammed them in even tighter. Ultimately, my crew at that regatta (Jack Coleman) had to go aft with a rigging knife to cut it free. In the picture that accompanies this article, note the excellent form that Jack demonstrated while kneeling on the aft deck.

And what about the cracked fiberglass I noted under the foredeck during the pre-season inspection? By the end of the season I noticed that I was having a little difficulty maintaining the correct rig tension and rake for our tight rig, using the same shroud and forestay settings that had been so reliable for the past eight seasons. A closer look at the block under the stem fitting revealed that it was now showing signs of rot, had softened, and was no longer deflecting the forestay extender to the extent that it once had, therefore resulting in slightly less rig tension. We had a pretty successful season in 2011, so I don’t think this issue slowed us down much. But you can be sure that I’ll make an appropriate repair prior to the start of the 2012 season. No Excuses!
How’s that for a title?! Fifteen Flying Scot skippers and crews gathered at beautiful Gull Lake on a beautiful August weekend to do some serious socializing and...oh, yeah...some racing—serious racing to decide who would be the Michigan-Ontario District Champion for 2011. The regatta chair (me) had decided to divide the regatta into the District and Queen championships—Districts for the serious, the Queen for the not so serious; besides, the more winners, the merrier! Ten Scots elected the Districts and five sailed for the Queen.

Registration was complete and Scots were rigged and on the water when PRO Alec Borden said, “Let’s hold on for a bit.” And, lo and behold, the rains came and wind left! In another profound statement, he said, “Ya might want to get them off the water, or tie ‘em down.” And the thunderstorms arrived! But all had heeded his advice and were dry under the Doolittle pavilion, doing what Scot sailors do well on land...socialize. Just when we began to wonder if we should try to go out, another bolt of lightning and clap of thunder ended that conversation! So back to socializing.

We learned we had three out-of-District Scots in attendance, so what brought them here to beautiful Gull Lake? Well, as it turned out, it was a homecoming of sorts. Melanie and Bill Dunham of Cedar Point YC, Connecticut, were visiting Melanie’s father, Forest Rogers (Crescent Sail YC), and happened to bring along their Scot. Forest was a member of the home fleet back in the day (and had his name engraved on a few trophies), and Melanie had been a junior sailing student of the one and only Max Doolittle. (Only later did I read in Scots n’ Water, volume 55 issue 5, that Melanie is Greater NY District Governor and 2011 Flying Scot National Women’s Champion. Max trained her well!!) So we had a daughter/father competition ensuing. And a student meeting up with her instructor.

Frank and Marianne Gerry from Delavan Lake YC in Wisconsin had arrived at the invitation of Bill Pfund of the home fleet. Or I should say Marianne and Frank, 2011 FS Wife-Husband Champions, had arrived. (I found that in S n’ W volume 55 issue 6. Amazing what you can read in that publication!) The fact that I read these things later tells how my socializing works.

Scott Cesar from Carolina Sailing Club in Raleigh, North Carolina, happened to see in the “Starting Line” in S n’ W that the Mary Doolittle Queen of Scots Regatta would take place about the same time he would be vacationing in the area. So he had a few years’ experience sailing Gull Lake in collegiate competition. “Sounds like fun!” so he gave me a call early on to get details. He teamed up with Ed Johnson and bought a Scot three days before the regatta and was setting the boat up for the first time during registration. In one of the more unusual regatta requests, Scott asked if anyone had a spare...mainsail! Ahhh, well...being the good host club, we provided the spare main from the club Scot...which was in much better shape than the main he had. (I guess it never hurts to ask...for anything!)

The out-of-District contestants were advised that they couldn’t be scored for the District Championship. They all commented, “We are just looking for the competition. We’re sailing with the District guys!” The juniors, since they are not registered as FSSA members, were happy with the Queen competition.

Meanwhile, the rains continued. Rather than hold everyone captive at the lake, in the rain, it was decided to postpone until 2 PM and take another look then. Lunch was broken out...as well as jackets and...
naps! When 2 PM arrived, it looked like we might get some sailing in. Although still raining, radar showed it breaking up. PRO Alec pronounced, “Let there be racing,” and we were off. Rains dried up, winds picked up nicely, RC laid out a nice course, and we were racing.

As I was sailing in the Queen, it’s hard for me to report on the District races. Conditions were good, sailing looked tight, RC had a nice course... life was good. By tight, I mean close-quarters sailing. Usually we get spread all over the lake. But in these races the boats remained within striking distance of each other; it wasn’t “pack” sailing. From the Queen fleet, it was some of the closest sailing I had ever been involved in. Strategy and tactics were in play. In the Queen we had three boats side by side on a spinnaker run, only separating near the mark. I still don’t know how we (Judy and I) got around the mark without touching the mark or bumping the outside Scot. I couldn’t get a finger between the rub rails or between the boat and the mark! But we had room...just enough room! Kudos to the other skipper, whoever that was. What fun, huh? Let’s do this again! And we did get a second race in on Saturday. Going into the clubhouse at the end of two...Bill/Olivia Pfund led in the Districts fleet, while the Dunhams and Gerrys followed by one point each. The Queen had John Kittredge/Linda Buddemeier (GLYC) leading Rick Jarzembowksi/Steve Zawacki (Portage YC) by one point, with Oliver Baynes/Jackson Mendez (juniors, GLYC) in third. (That’s a tough one to swallow–the juniors ahead of Judy Maier and me by one point!) And Max Doolittle/Lindsey English/Megan Vanderboon rounded out the Queen fleet. Sailors got in before the refreshments got out! By the time that was corrected, the crowd had dwindled; they seemed to be talked out. Imagine that!

Sunday started a little light on wind, but this wasn’t a problem as the day wore on. Two races to go–let’s do this! No starts after noon, so we gotta get this show on the road! Wind continued to build...and switch around. RC did their thing in getting the course squared up. Another close race...one more to go...we are gonna get this in! Wind and temps are perfect...and it’s over! Final course leaves a short sail back to the launch area. Boats out and secured, RC boat at the dock, and results being finalized. Let’s get to that buffet lunch. While lunch is finishing up, the results are reviewed by committee and are official.

Overall highlights, the Pfund family has finished first, Gerrys one point behind, Dunhams beat Forest Rogers by one point!

Officially for the Michigan-Ontario District:
1. Pfund family, Gull Lake YC
2. Forest Rogers/Mike Ehnis, Crescent Sail Yacht Club
3. Paul Lee/Gabrielle Boelstler, Detroit Yacht Club
4. Gov Jim Davis/Marie Davis, Portage Yacht Club
5. Steve Last/Phil Hertzler, Crystal Sail Club
6. Brian Hawkins/Suzy Hawkins, Portage YC
7. Steve Rajkovich/Joseph Keopchick, Crystal Sail Club

For the Queen of Scots:
1. John Kittredge/Linda Buddemeier, Gull Lake YC
2. Rick Jarzembowksi/Steve Zawacki, Portage YC (first off-lake regatta)
3. Oliver Baynes/Jackson Mendez/Adam Kujacznks, Gull Lake YC (juniors and instructor)
4. Tom Lechota/Judy Maier, Gull Lake YC
5. Max Doolittle/Lindsey English/Megan Vanderboon (Sat.); Max/Madison McKay/Jan Harrison (Sun.), Gull Lake YC

Some post-race announcements, as the wind continued to build (now lunch plates were blowing off the tables!):

Michigan-Ontario District Governor Jim Davis passed the Governor’s baton to Bill Pfund. Jim received a standing ovation for all his work for the last four years. Well done! I’m pretty sure that having a reigning District Champion and sitting Governor is a first for Gull Lake YC Fleet 15. I know it’s been 30 years since GLYC had a District Champ.

The “Mary Doolittle, Queen of Scots, Invitational Regatta” will be renamed “Mary Doolittle, Queen of Scots, Memorial Regatta” and will be held in...
Scot sailors are a pretty diverse lot, and many share their passion for the boat with a love of bicycling. Bringing that bike along with you for a regatta or vacation can be a bit inconvenient. Anyone who has ever moved a household knows how awkward it can be to handle a bicycle in transit. Towing a Scot precludes using a hitch-mounted rack, and putting the bikes on a roof rack makes the aerodynamics worse than they already are.

A few years ago, we were headed to Deep Creek from Michigan for a week of vacation, sailing school for the kids, and another shot at the Monkey Award in the Sandy Douglass Regatta. We needed to take four bicycles of various sizes, and I couldn’t use my venerable Yakima roof rack on the vehicle I had.

We have an older boat (FS 784, built 1965) and were still using the classic tie-down bar from back in the day. The tie-down bar is a piece of 2x4 with chains coming out of the ends that attach to the trailer. The tie-down bar only exerts pressure downward on the hull and deck. I decided to build a second bar for the bikes and mount it across the forward cockpit.

The design is very simple: a 2x4, four “truck bed” fork clamps (e.g., Yakima BlockHead), nuts, bolts & washers, two 3/8 eyebolts, and some old jib sheets.

Layout is simple. Put the crossbar on the boat where you will rig it. (I set it up at the forward end of the jib tracks, since this also lined up with the trailer frame.) Place the fork clamps on the crossbar where you want them. I tried to center the outboard mounts over the seats and the inboard mounts over the cockpit between the seat and centerboard trunk. If you need more space between bikes to accommodate wider handlebars (mountain vs. road bike), you can adjust the spacing, as needed. The bike can pivot a bit once the fork is clamped down. My layout is 89” for the crossbar. The eyebolts are inset 2” from the ends. The port side mounts are centered 18½” and 37” from the port bar end. The starboard side mounts are centered 21” and 36” from the starboard bar end.

Drill the eyebolt holes completely through the bar. For the fork mounts, I used a 1” Forstner drill bit to countersink for the bolts. The Forstner bit leaves a flat bottom for the washer to rest against. Drill the countersink from the bottom of the crossbar to a depth of 1”. Then drill the hole the rest of the way through with the smaller drill bit for the bolt shaft. I used ¼” bolts (1½ inches long) to secure the mounts. I got cadmium-plated fasteners to avoid rust (none after eight years). The bolt heads are not exposed, but you can easily put a socket wrench on them.

Now fit the mounts. The bolts enter the crossbar from below. Put a washer under the bolt head to distribute the load. I put a lock washer under each nut.

Secure the mounts and insert the eyebolts at the crossbar ends. Put the crossbar on the boat and confirm that everything is in a workable configuration. Use a trucker’s hitch on the eyebolt-to-trailer line. This hitch is easy to tie and keeps things snug. On the seven-hour drive from Michigan to Deep Creek, it did not need to be re-tightened. Use line rather than chain, since the flare of the hull may come in contact with the tie-down line.

If everything is satisfactory for your mix of bike and boat, remove the hardware and give the crossbar a couple coats of spar varnish (e.g., Interlux Schooner Varnish). Re-install the hardware and add a couple of carpet pads where the bar touches the cockpit coaming.
On our four-bike setup, the two inboard bikes rest their rear wheels in the cockpit. The outboard bikes are on the seat. You should cover or wrap any part of the bike (e.g., chain, derailleur, pedal) that might come in contact with the boat. (Don’t ask me how I know this.) Tie down the wheels or frame to prevent the bikes from shifting. You’re ready to go!

Another variation on the bike rack is to carry a second boat. This requires the use of both the bike crossbar and the rear tie-down bar. I removed the two port-side bike mounts, put the cradle for the second boat on top of the two bars, and lag-bolted it to them. This shows a 17’ International Canoe on top of a Scot. A Sunfish or Laser would fit easily, as well. There was still room for two bikes on the starboard side.

The crossbar bike rack and double rig have eight seasons of use and thousands of miles of towing. The bike rack design has been flexible enough to handle everything from a kid’s BMX to a road bike to a tandem. Taking a few bikes along on vacation adds a nice dimension to the sailing.

Don’t Get Even in 2012. GET MAD

2011 Atlantic Coast Championship, Déjà Vu Again (Leesburg, Virginia, 37 boats) – MAD 1, 2, 3 !!!

More 2011 MAD Results:
North American Challengers Div – 1st
North American Championship Div – 4th
North American Womens Div – 1st
North American Junior Div - 1st
Midwinter Champ Div – 2nd
Great 48 - Lake Norman - 1st
Capital District – 1st
Michigan-Ontario District – Continued From Page 9

The memory of all those sailors who have gone before their time. For 2012, the regatta will be held at Gull Lake YC in Richland, Michigan, on August 11-12. All Flying Scot sailors are invited and encouraged to come prepared to share the name and memories of a late sailor whom they held dear. We will sail the races in their memory.

Thanks to all who attended in 2011 and special thanks to the race committee (PRO Alec Borden, Melinda Titus, Dave Johnson, Commodore Jeff Maier, and Steve Parker) and the on-the-water photographers (Melinda Titus, Dave Johnson, Greg Kupstas, Bill English, and Leslie Baynes).

Max closed with a few of his famous “jokes” and a heartfelt thanks to everyone for remembering his crew of 52 years, Mary Doolittle.

Until 11-12 August 2012….
“Humbling” is what comes to mind when I think of finally getting behind the tiller in my first year of racing a Flying Scot. Seeing the world from just a foot or two astern of the crew position was more of a challenge than I’d envisioned. That, plus a used boat I purchased late in 2010, made for an exciting 2011 sailing year. For about twelve years I had crewed with Steve Last on FS 4979. We grew as a team, going to both district and national regattas along the way. We kept finding small ways to improve, even punching through a few learning plateaus to get more out of the boat and ourselves. So I thought I’d learned all the nuances of racing and of both positions. However, when it comes to the tiller position, you quickly find that doing is different from knowing.

The beginning of my skippering career is best described as “an inauspicious start.” When I purchased FS 1764 late in 2010, I really didn’t know what kind of boat I had—overall a very solid, good boat, but I didn’t know what performance adjustments she needed (more on that later). I rushed to get her put together for the first fleet race at Crystal Sailing Club, especially struggling with the mast rake measurements. After getting her in the water, my crew accidentally cast off before I was ready. I drifted to the lee and hit our nearby boat lifts. I thought, “That’ll leave a mark, if I am lucky.” To add insult to injury, I didn’t make the first race.

Once on the racecourse, I found my sailing skills and tactics were...well...they were awful. I was always a day late...
Make the NACs a Road Trip
Fun on the water, fun on shore, fun in the city
Betty Struckhoff

We hope every Flying Scot sailor knows by now that this year’s North American Championships offers competitors one of the best small-boat facilities in the country and stellar race management, plus great food, drink, and camaraderie. Lake Carlyle has a broad, open expanse of water for racing, and Carlyle Sailing Association boasts a protected harbor, 300 feet of floating docks, three electric crane hoists, and lots of boat and car parking in a quiet country setting. Our race committee is professional and our evening activities promise fun times, including a pig roast on Thursday night.

Knowing that many sailors will be traveling a distance to our regatta, we hope you will consider extending your stay and plan some family time as well. The southern Illinois area offers activities for every interest, and St. Louis is an easy one-hour drive away.

If outdoor activities are your thing, Carlyle Sailing Association is in one of the best state parks in Illinois, Eldon Hazlet State Park. Besides camping adjoining the club and lakefront cabins for rent, the park offers miles of hiking trails through prairies and woodlands and along the water. The park also has a public swimming pool. A sandy beach for sun lovers is just a 10-minute drive from the harbor. For the adventurer, there are designated bicycle trails in the lake area and the city of Carlyle. While some of these follow auto routes, traffic is light, especially during the week. Golf is also just 10 minutes from the harbor, with a championship 18-hole course and a lighted 9-hole course.

Antique hunters will enjoy browsing local options in nearby Greenville and Centralia. In Lebanon, about 30 minutes away, they can also enjoy an art fair the first weekend of the regatta. After a busy morning, shoppers can relax in a picturesque setting at one of several nearby wineries.

History lovers will find Cahokia Mounds worth hours of exploration. A Native American city in the Mississippi River flood plain, in 1250 it had a population comparable to that of London during the same period. There is a wonderful interpretive museum and plenty of old mounds to view or climb at the site.

When my husband, Jim Harris, and I entertain guests from out-of-town, going to the top of the Arch usually is high on their lists of things to see and do. But St. Louis has much, much more. It boasts one of the best zoos in the country (and admission to the zoo is free). Enjoy outdoor musical theater? The Muny in Forest Park has been entertaining generations of St. Louisans since 1917. Options the weekends before and after the NACs are Thoroughly Modern Millie and Chicago.

Continued On Page 17
**Ronstan Fixed X-10 Tiller Extension...**
40” fixed length black anodized aluminum fluted tube w/black ‘Hyperlon’ grip and rubber ball end. Urethane universal joint offers unlimited movement & unique fixed or snap-on/snap-off mount system. Complete w/bolts.

**Ronstan Telescopic X.10 Tiller Extension...**
29” to 48” telescopic, same as Fixed X-10 above w/ twist-lock adjustment. ‘Hyperlon’ grip on outer tube & ball end on inner tube, and urethane universal joint. Complete w/bolts.

**Spinnaker Pole...**
1.5” diameter pole w/heavy duty Forespar end fittings designed to snap on without pulling the continuous wire trip.

**Tapered Aluminum Spinnaker Pole...**
Light weight RWO tapered pole and end fittings with trip lines and center eye attached.

**Motor Bracket...**
Two-part bracket that bolts to the transom. Stand-off part stays with the engine so that bracket has a low profile when engine is not installed. The fittings that bolt to the transom & stand-off part are stainless steel w/hardwood board for engine clamps. Complete w/fasteners, template & instructions.

**Bow Flotation Bag Kit...**
Reserve buoyancy to help keep bow of a swamped Scot up and aid in rescue. Kit comes complete w/mounting blocks & hardware. Gelcoat and/or resin not included.

**Web Lifting Bridle...**
Lightweight polyester webbing is easy on the boat and sails. Rolls up for easy storage in locker. Complete w/stainless steel ring, bolt & shackle.

**Jiffy Reefing Kit...**
Hardware and line for single 36” reef reduces mainsail area by about 25%, but does not require removal of the bottom batten. (Modification to mainsail for reef grommets not incl.)

**Stainless Steel Mast Sleeve...**
Custom formed, welded and polished stainless steel to reinforce the base of the mast. Complete w/screws.

**Swim Ladder...**
Telescoping, stainless steel, two-step ladder that stows flat to the transom. Stainless grab rail through bolts to deck. Low profile to reduce mainsheet snags. Easiest way to get into the boat from the water. Complete with fasteners.

**Mainsail Flotation...**
For added security against turtling or burying the mast in the bottom. No modification to the boat or sails is required for installation. Weight is approx. 2 lbs.

**Ritchie Dome type Compass & Mount...**
Features course minder movable bezel with heading indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation.

**Tacktick Micro Compass & Mount...**
Enjoy the competitive advantage of having a digital heading display and essential start timer.

**Plastimo Contest Tactical Compass & Mount...**
3 ¼” card – read the horizontal surface for bearings. Read the vertical surface at the 45 degree lubber line, tack through 90 degrees and you will read the same number on the opposite tack’s lubber line. Mahogany mount is held in place by shock cord for easy installation.

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

**Bow Flotation Bag Kit...**
Reserve buoyancy to help keep bow of a swamped Scot up and aid in rescue. Kit comes complete w/mounting blocks & hardware. Gelcoat and/or resin not included.

**Rudder Lift System...**
Features custom stainless bracket for lift line and shock cord to pull blade down and hold it down. Great for weed prone or shallow areas. Complete with fasteners.

**Migration...**
Aluminum fluted tube & ball end on inner tube, and urethane universal joint. ‘Hyperlon’ grip and rubber ball end. Urethane universal joint for unlimited movement & unique fixed or snap-on/snap-off mount system. Complete w/bolts.

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We sailors are a lucky bunch—we mark our seasons by the preparation, the anticipation, and the enjoyment of our sport. Every year for as long as anyone can remember, the various fleets at Portage Yacht Club have worked together to put on the annual regattas. Preparation really begins in January when a bunch of really cold race committee members stare out at the ice and ice shanties, set the racing season calendar, and start to look over the NORs and sailing instructions. Regattas are either a fond memory from the early, warm days of September past or an anticipation of the September to come. For those of us who are not gifted planners, there is a vague feeling of dread mixed with that anticipation, as we realize that we have to round up a race committee, judges, food, trophies, and lots of logistics for the regattas.

As the winter turned to spring and summer, the dread turned to panic, but the members of our sister fleets stepped up—as they do every year—to help us put on a great regatta. Clark Chapin, a longtime stalwart of the Interlake fleet, served as principal race officer and led the “on water” team. Tom Ehman, our senior past commodore, served as chief judge. Members of the Interlake and Scow fleets helped with race management, judging, and logistics support and served as “able bodies” for competitors that needed fill-in crew. My loving spouse, Nancy, took up the task of insuring food and drink at the end of each day’s racing.

Portage Lake, the venue for the regatta, has a reputation for shifty breezes and a lot of challenging wind patterns, and this year was no exception. The weekend of the race provided great wind and warm temperatures.

Our competitors this year came from Crystal Sailing Club, Crescent Sail Yacht Club, and Gull Lake Yacht Club, as well as a good turnout of Fleet 20 sailors. In all, nine boats competed.

Three races were completed on Saturday, featuring a challenging wind out of the east going to southeast, which creates some interesting possibilities for the sailors willing to “go wide” to take advantage of the wind channeling up the Huron River Valley. At the end of three races, things were looking pretty good for Bill Pfund, sailing with Jack Coleman; Michael Ehnis, sailing with Forest Rogers; and Brian and Suzy Hawkins. Beer, wine, hors d’oeuvres, and great conversation followed.

Day Two featured stronger winds and tighter racing as the fleet dug into the last two races of the event. The second day of racing provided some really exciting runs as the velocity approached 20+ mph. The race committee did a great job of keeping the course “square” in the shifting wind conditions.

After the last race, pizza and refreshments were served as competitors put away their boats for possibly the last time in 2011. All awaited the results from Brian Hawkins, our official scorer for the event. Team Pfund, in Flying Fish, took first-place honors, followed by Michael Ehnis and Forest Rogers, then Brian and Suzy Hawkins; due mostly to good spinnaker work on the part of my crew, Bruce Bongiorni, Team White managed to snatch a fourth. Another Hot Scot done…but many more to look forward to.

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lose—for example, my spinnaker pole and boom crutch, which did not float. I now have clips on the centerboard trunk which secure both when not in use.

Because our cockpit was submerged, bailing would have been futile. I don’t know if the bow flotation would have helped us enough to self-rescue. Certainly, in the weather we had (which usually accompanies a turtle), righting the Scot without assistance from a powerboat would have been nearly impossible. At the least, if you’re going to sail in high winds without a safety boat nearby, use the masthead flotation.

On a positive note, surviving an event like this can be a real bonding experience with your crew.

If there’s a next time, I know I’ll be much better prepared. (I thought it would never happen either.)

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**Michigan-Ontario District** Continued From Page 12 – The Rookie

To the line and quickly became an observer of everyone’s stern. I couldn’t find the groove upwind, varying between pinching and slipping. Downwind legs were perhaps my worst, sailing by the lee and with a few accidental jibes. To make matters worse, I was still getting familiar with the boat. It was not race rigged, so getting my head outside of the boat was an impossibility. Consequently, let’s just say I am glad I still have a spinnaker.

Even those tribulations during our club races did not deter me from entering the Michigan-Ontario Districts at the Gull Lake Yacht Club in Kalamazoo. There had been some good moments, too, and I believed the regatta would be a good learning experience. There were some fantastic racers there: Bill Pfund, Frank Gerry, Melanie Dunham, Forest Rogers, Paul Lee, Jim Davis, Steve Last, Brian Hawkins, and Scott Cesar. My spirits were riding high for the event as I prepared the boat setup to regulation. A fellow club member, Joe Keopchick, had volunteered as crew. He is an experienced sailor who also brought along his tactical compass. Feeling confident that we might do some respectable sailing, I was ready for a fresh start. Yet I finished tied for last. The first race began with such high hopes, rounding the first mark in third. I thought, “Hey...I’m figuring this out.” However, for the duration of the regatta, my racing was plagued with the same issues. With all that, skippership was exciting and rewarding. This was fun and it was only going to get better.

I discovered at Districts that my mast was bent. Ouch! How and why, I didn’t know. She was never turtled while owned at our club. As for other speed issues, I hated my rudder blade system because she always kicked up. The centerboard and gasket were suspect, too. A new boat owner quickly learns that you’re behind even before you get on the water if you don’t pay attention to the mechanical setup of your boat. Becoming race ready not only puts you in the race but in position to race.

After running our club’s annual Crystal Ball Regatta as its PRO, I was determined to get back into the boat and finish the sailing season strong. I decided to enter the Hot Scot Regatta at the Portage Yacht Club in Pinckney. Conveniently, the yacht club had a good boatyard with a well-supplied Flying Scot parts shop managed by Rick Lyons. Rick performed a six-hour workup of my boat the day before the regatta began. We fixed the rudder, straightened the mast, replaced the centerboard gasket, and repaired a considerable gouge in the board itself. I was short of crew, so Brian Hawkins was able to recruit Bill O’Donnel, one of the best Interlake sailors at the club, to sail with me. I felt faster already.

As the regatta started, the boat was handling better and moved faster with the improvements. She seemed to sail very well. However, I fell into some of the same issues, especially with my starts. I finished second-to-last in the first two races on the first day. So now it was all me. On the second and final day, Bill coached me on some feel and nuances that I just hadn’t picked up as crew. Again, knowing is different from doing. I started driving the boat better upwind and watching angles on the downwind legs. I finished in third place in the first race after a competitive tacking duel with Jack White. I couldn’t hide my smile as we took a break. As a team, we figured it out and were rewarded for the effort. However, my excitement was short-lived as the wind picked up for the next two races, forcing some racers to drop out. I quickly reached a new plateau when sailing in higher winds by not concentrating on mainsail trim. Still, I learned a lot from Bill that day, finishing in seventh place overall.

For all those new or recent racers out there: stay with it. This was a great sailing year for me—full of new experiences and friends. What I enjoy most is the camaraderie of Scot sailors, the post-race discussions, the laughter over your favorite drink, and the tactics you learn as well as share. You soon realize the “what if’s,” all the while thinking “next time.”

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**Midwest District** Continued From Page 5 – Turtle at Eagle Creek

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College Sailors Honor Detroit Scots Regatta

Kelli Murphy and Jeff Desandre

The Midwest Collegiate Sailing Association (MCSA) regatta hosted by Detroit Yacht Club in 2011 has been voted “Best Regatta” of the year by the student sailors. The regatta, held each year for the last 34 seasons on the Detroit River, uses the DYC’s fleet of Flying Scots, along with club-owned boats from nearby Edison Boat Club and Detroit Boat Club. The regatta is somewhat unique among collegiate sailing events in the Great Lakes region, where small-dinghy sailing dominates the competition. The regatta at DYC using sloop-rigged boats and three-person crews is always a fun challenge for the students.

Sailing clubs from schools such as Michigan State, University of Michigan, Purdue University, Ohio State University, Marquette University, and University of Wisconsin, among many others, have participated in recent years. The students are hosted at the DYC for the two-day, mid-September event that includes a picnic and the opportunity to enjoy the weekend at the historic club on Belle Isle. The 2011 regatta treated students to a steady 12-knot breeze and beautiful sunny skies. DYC members and other Detroit-area MCSA volunteers run the races and coordinate the regatta, as well as perform on-the-spot repairs when necessary. Years of experience and an enthusiastic group of supporters help this event go smoothly for the sailors, race committee, and regatta staff.

The DYC adult sailing program is an all-volunteer group that manages the club’s fleet of ten Flying Scots and makes the boats available for use in instruction, racing, and just plain day-sailing by DYC members. The Flying Scot became the DYC’s club fleet in 1959 and has seen many notable developments—like ushering in competitive women’s sailing and introducing many local and regional champion sailors to the sport—over the past 53 years. The Flying Scot’s versatility and durability continue to serve the Detroit Yacht Club well.

Photos by Jamie Schaffer

Baseball fans can extend their stay and watch the Cardinals play the Pirates on June 29, June 30, or July 1. A hidden gem in St. Louis is the Missouri Botanical Garden; this summer it will host a Chinese Lantern Festival with huge, brilliant, silk-covered lanterns lighting up the night.

After a long day of seeing the sights, settle into a comfortable Italian restaurant in “The Hill” neighborhood where Yogi Berra and Joe Garagiola grew up. Or find a sidewalk cafe in the Central West End, where the streets have an old-world feel. The younger crowd will surely enjoy the nightclub scene in the loft district on Washington Avenue downtown.

Details on these and many other non-sailing activities may be found on the NAC Web site—http://www.csa-sailing.org/nacs/nacs2012.html. Mark the dates June 23 to 29 on your calendar and think about taking more time for a family vacation. If you want to discuss options, just call me or Jim at 314-966-8404. See you at Lake Carlyle!
Making Waves!

Ullman Flying Scot sails are winning regattas around the country. Our DM main, HJ jib, and Redline Spinnaker are simply the fastest sails on the market. Our upwind sails are cut to allow a wide range of adjustment which keeps smaller crews sailing fast in marginal conditions and heavy crews powered up in the light stuff. And most importantly, we have a technical support network that will help you get the most from your sails. If you are considering new sails and want to step up to the next level of performance, give us a call!

Jerry Latell
Ullman Sails Virginia
jerry@ullmansails.com
804-776-6151

Dave Bolyard
Ullman Sails Gulf Coast
gulfcoast@ullmansails.com
985-626-5638

www.ullmansails.com
NEW MEMBERS

Capitol District
Boat #5622/Fleet #36
Robert Dockery
514 Gulf of Mexico
Longboat Keys, FL 34228

Greater NY District
Boat #4085/Fleet #184
Sally Foster
16 Aberdeen Circle
Flemington, NJ 08822

Florida District
Boat #2762/Fleet #0
Sarah Russell
16136 Bowline Street
Bokeelia, FL 33922

Gulf District
Boat #5277/Fleet #0
Frank Walburg
P.O. Box 161
Zanesville, OH 43702-0161

Gulf District
Boat #5622/Fleet #36
Robert Dockery
6141 Gulf of Mexico
Longboat Keys, FL 34228

New England District
Boat #1200/Fleet #0
Christopher J. Becker Jr.
55 W. Broadway Apt 2
Derry, NH 03038

Ohio District
Boat #583/Fleet #187
Suzanne Boohar
270 Forest St.
Reading, MA 01867

Southwest District
Boat #4470/Fleet #23
John Seifrick
3443 West Lawther Drive
Dallas, TX 75214

New Members
Starting Line

STARTING LINE Calendar Of Monthly Events (From April 2012 – November 2012)

Twelfth Annual Leukemia Cup Regatta
Carlyle Sailing Association
05/26/12 - 05/27/12
Carlyle Lake Illinois

FLying Scot Annual Egyptian Cup Regatta
Carlyle Sailing Association
05/26/12 - 05/27/12
Carlyle Lake Illinois

Lake Townsend Yacht Club
Mayor’s Cup
06/02/12 - 06/03/12
bofh9447@aol.com

GNY Districts & Douglass-Orr Regatta
Sprite Island YC
06/16/12 - 06/17/12
breekland@sbcglobal.net

Berlin YC Regatta
Berlin Yacht Club
06/16/12 - 06/17/12
North Benton Ohio
vance.simpkinson@infoprint.com

North Carolina Governor’s Cup
06/16/12 - 06/17/12
alanobacius@eaton.com

Summer Solstice Regatta
Selby Bay Sailing Center, Fleet 42
06/16/12 - 06/17/12
Edgewater Maryland
david@selbybay.com

2012 Flying Scot North American Championship
Carlyle Sailing Association
06/23/12 - 06/29/12
Carlyle Illinois
wdkes@swbell.net

Women’s & Junior Regatta
07/21/12 - 07/22/12
Grosse Pointe Farms Michigan

Ephraim Regatta and 2012 Midwestern District Championship
Ephraim Yacht Club
08/03/12 - 08/05/12
Ephraim
jaylott01@gmail.com

Mary Doolittle, Queen of Scots Memorial Regatta
Gull Lake Yacht Club,
08/11/12 - 08/12/12
Richland Michigan
tanlechta@aol.com

FBYC 73 Annual One-design Regatta
Fishing Bay Yacht Club
08/11/12 - 08/12/12
Deltaville Virginia
johncebery@yahoo.com

Check fssa.com for updated information & race postings.
Acrylic Flying Scot Covers

- made with 1st quality Sunbrella
- material has 7 year warranty
- light and easy to handle
- will not rot, mildew, or shrink

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

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

Prices

<table>
<thead>
<tr>
<th>Cover</th>
<th>white</th>
<th>blue</th>
<th>other</th>
</tr>
</thead>
<tbody>
<tr>
<td>6” skirt</td>
<td>$450</td>
<td>$459</td>
<td>$481</td>
</tr>
<tr>
<td>Full-sided</td>
<td>$572</td>
<td>$588</td>
<td>$591</td>
</tr>
</tbody>
</table>

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

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Do Not Buy ANY Boat Cover Until You Study This Comparison Chart

<table>
<thead>
<tr>
<th>Sailors’ Tailor</th>
<th>Competitors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Typically lasting 7-10 years</td>
<td>Industry norm is 5 years</td>
</tr>
<tr>
<td>PTFE Teflon thread at NO UPCHARGE</td>
<td>Chemically stripped polythread lasts 2-3 years</td>
</tr>
<tr>
<td>Unique waterproof Vinylike double-coated Poly Army Duck</td>
<td>Uncoated, or laminated fabric that delaminates &amp; leaks</td>
</tr>
<tr>
<td>Flat-Felled seams double stitched through 4 layers</td>
<td>Single or chain stitched through 2 layers of cloth</td>
</tr>
<tr>
<td>Double-folded hems stitched through 3 layers</td>
<td>Turned-up hems stitched through 2 layers of cloth</td>
</tr>
<tr>
<td>Ample reinforcing over all stress points</td>
<td>Little or no reinforcing over wear spots</td>
</tr>
<tr>
<td>Stand-up flaps that snap around stays</td>
<td>Gaping cut-outs or velcro closures that are shot in a year</td>
</tr>
<tr>
<td>5/16” elastic shock cord in the hem AND tie downs</td>
<td>You secure somehow</td>
</tr>
<tr>
<td>Supplied hardware</td>
<td>A trip to the hardware store</td>
</tr>
</tbody>
</table>

www.sailorstailor.com (Order Covers On-Line or Call Toll-Free)
1 (800) 800-6050
Or Call for the FREE Sailor’s Pack! It includes:
FREE How to Choose the Right Style One-Design Sailboat Cover
FREE Poly Army Duck and Acrylic fabric samples.
FREE Diagram of what correct seams and hems look like.

The Sailors’ Tailor, Inc.
Tel. 1-800-800-6050
1480 W. Spring Valley-Paintersville Rd.
Spring Valley, Ohio 45370

Skirted Mooring Cover above. We also make
“Mooring” without skirt, Trailing-Mooring, Mast,
T-M Skirted, Bottom, Cockpit, Rudder, Tiller covers.

Comprehensive Website www.sailorstailor.com
2373 - Customflex 1973. Main, jib & spinnaker sitting on Pamco Trailer. Ready to sail, needs some TLC. Pictures upon request. $2,300. Bill Alligaier, Traverse City, MI, 231-939-5414, sailtv@chartermi.net.


2944 - Compass. Includes trailer.


3430 - Douglass built in 1977. Hull is sound, no soft spots, decks need work, loaded w/ all top end auto ratchet hardware. 2 sets sails, spinnaker, anchor, anchor stop, bow chock, 2 anchor davits, stainlessodd to bilge and cockpit, trailer & mooring cover, lifting bridge, trailer w/ extra stern light, many extra parts. $3000. Connecticut. Contact: Andy Fox, 860-946-9957, fs3063@yahoo.com.

4369 - Douglass built in 1987. Excellent condition. Many old sails in good condition, different made br&s. (Main,jib-spinnaker) galvanized trailer, the boat has many extras. $4500. Easton, PA, Laszlo Viemann, 610-252-6656, lviemann@verizon.net.


5473 - Flying Scot 1993. Flying Scot, maxxed-out for racing. New North Sails used less than five times, including tri-radial spinnaker. Two spinnaker poles, including one new tapered pole. Galvanized trailer with balanced tires. This boat is FAST and has all the bells and whistles. $8,500. Columbia, SC. Contact: Thomas Smith, 843-216-5450, tsmithlawfirm@aol.com.

5492 - Flying Scot 2002. This boat is in very good shape and race-ready. It has a dark-green hull and a white topside. It has been stored inside every winter and dry sailed in the Finger Lakes. This sail includes the following things: jib and mainsail in good shape, spinnaker in fair shape, green taff rail boom cover, gray full hull cover, swim ladder, lifting bridge, jib sheets on seat, bow float, spinnaker halyard led aft, 12:1 vang, anchor, and a single axle trailer in good shape. $9750. Auburn, NY. Gary Robertson, 315-857-1171, aubprinc@yahoo.com.


Motor mount, swim ladder. Call For Price. Ocean City, NJ. Christopher Keenan, 609-742-6352, cjkeenan55@gmail.com.

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