

Rescue Bridle for the Flying Scot

The rescue bridle provides a means to tow a Flying Scot full of water from a point under the bow of the boat. This allows the boat to rotate and lift the bow so that the swamped boat can be towed more easily.

The bridle should be made of ½" twisted nylon line. A short piece is spliced to a long piece so that the two tails are approximately 10' each when finished. In cutting the line, cut the short one at 12' and the long one at 60' so that the finished pieces will be the correct length. It is important that the legs of the bridle be of equal length so that when the connection of these two ends is centered above, the towing point is centered below. It is best to use splices rather than knots because the splice retains 100% of the line's strength.

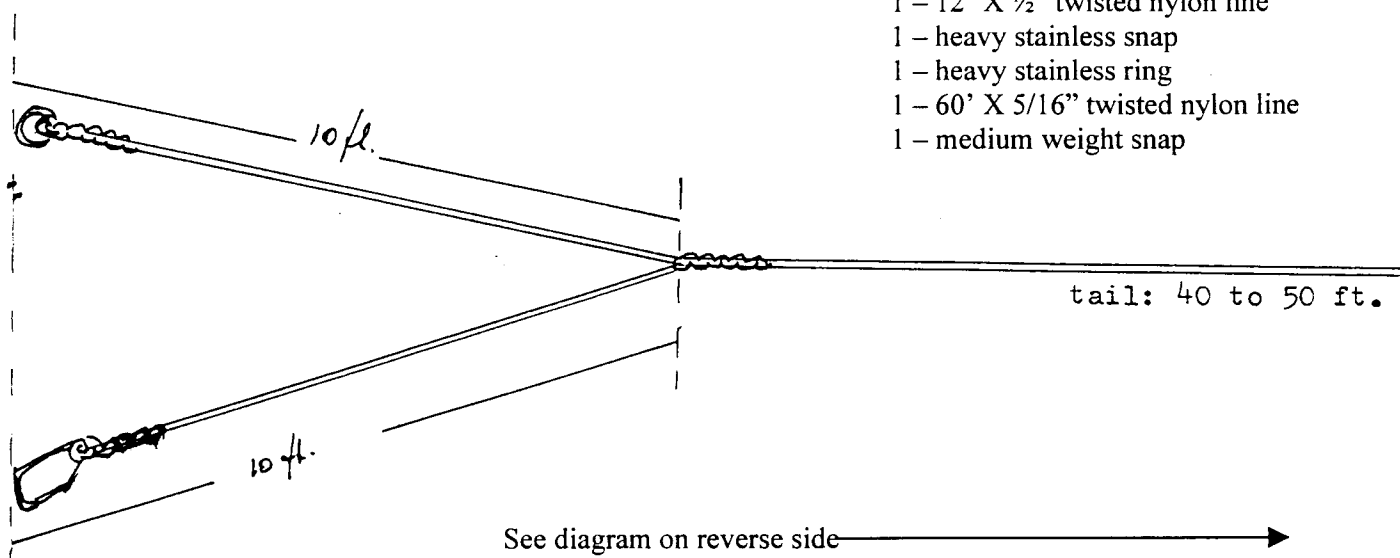
A second smaller piece of line is needed to help get the towboat and the Scot in line. This should be 60' X 5/16" twisted nylon line with a snap spliced to one end to make it easy to attach to the Scot bow eye. This line is only used at slow speed to get the bow of the Scot in line with the towboat. As speed increases, this line should be slacked off and the tow bridle should carry the load.

Before the bridle is attached, the boat must be upright with the sails and equipment secured. It is best to have the crew swim one leg of the bridle down each side of the Scot with the splice where the two legs of the bridle join under the bow of the Scot. It is best not to walk on the foredeck of a Scot full of water as it will force the bow down and make attaching the bridle more difficult. Bring one leg of the bridle around each side of the Scot just behind the chainplates. Be sure the bridle is as low and close to the deck as possible. Snap the ends of each of the legs together so that the connecting point is centered over the centerboard trunk. This will center the tow point under the bow of the Scot. The long tail of the tow bridle should be attached to the towboat. The snap from the light line used to align the towboat and the Scot should be snapped to the Scot's bow eye with the free end attached to the towboat as well. If the Scot is equipped with a transom port(s), it (they) should be removed.

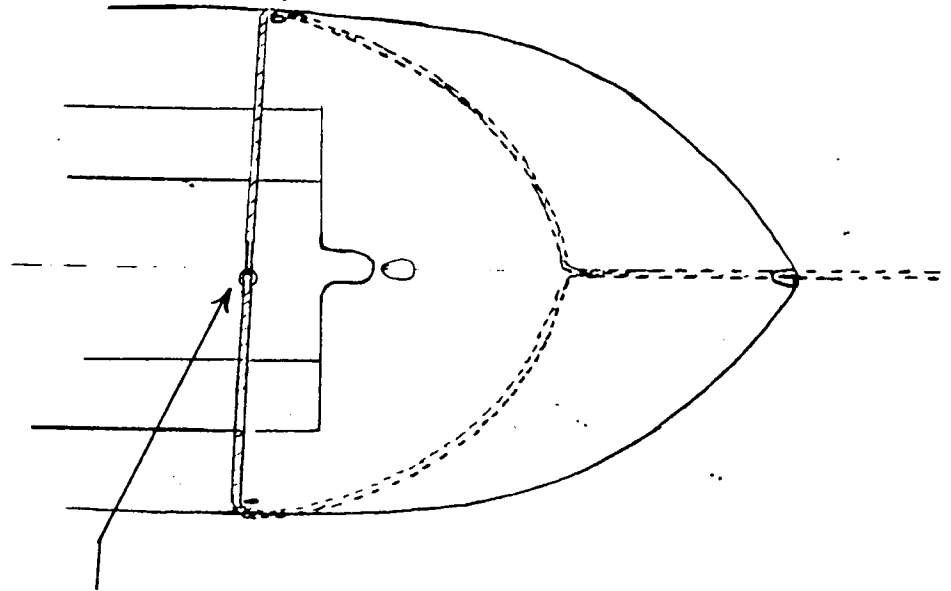
If the Scot does not have a bow air bag, two members of the crew will need to stay on the Scot and move well aft to help lift the bow of the Scot. The tow boat operator should move ahead slow (trolling speed) towing the Scot by the light alignment line. When the direction of the towboat and the Scot are aligned, the towboat should slowly increase speed while the tow load is shifted from the light alignment line to the tow bridle. When the full tow load has been shifted to the tow bridle, the towboat should slowly increase speed so that the Scot comes up onto a plane. This will allow much of the water to drain over the aft deck and through the transom port(s). **NOTE** – If it is necessary to slow down or stop, it must be done very gradually. A sudden slowing by the towboat will cause the water in the Scot to rush forward. This will cause the Scot to nosedive or broach and the whole rescue to start over again.

Material

- 1 – 60' X ½" twisted nylon line
- 1 – 12' X ½" twisted nylon line
- 1 – heavy stainless snap
- 1 – heavy stainless ring
- 1 – 60' X 5/16" twisted nylon line
- 1 – medium weight snap



Loop closes abaft the chainplates



NOTE: Snap & ring connection
on centerline of boat.

