

Officially



Vol. IX No. 3
January, 1967

Chas. S. Silsbee, Editor
760 Foxdale, Winnetka, Ill. 60093

fleets

- | | | |
|-------------------------------------|------------------------------------|----------------------------------|
| 1 - COWAN LAKE, OHIO | 21 - | 41 - CRYSTAL LAKE, MICH. |
| 2 - COLUMBUS, OHIO | 22 - SPRAY BEACH, N. J. | 42 - WASHINGTON, D. C. |
| 3 - WILMETTE, ILL. | 23 - WHITE ROCK LAKE, DALLAS, TEX. | 43 - SOUTHPORT, CONN. |
| 4 - MANSFIELD, OHIO | 24 - CANDLEWOOD LAKE, CONN. | 44 - EPHRAIM, WISC. |
| 5 - BURLINGTON, VT. | 25 - MILWAUKEE, WISC. | 45 - JACKSON, MISS. |
| 6 - OAKLAND, MD. | 26 - TOLEDO, OHIO | 46 - HEMPSTEAD BAY, L. I., N. Y. |
| 7 - RIVERSIDE, CONN. | 27 - RALEIGH, N. C. | 47 - EGG HARBOR, WISC. |
| 8 - DETROIT, MICH. (EDISON) | 28 - SHEEPSHEAD BAY, N. Y. | 48 - CHARLOTTE, N. C. |
| 9 - STURGIS, MICH. | 29 - MUNCIE, IND. | 49 - LAKE GRANITE SHOALS, TEXAS |
| 10 - MANHASSET BAY, N. Y. | 30 - CARBONDALE, ILL. | 50 - OKLAHOMA CITY, OKLAHOMA |
| 11 - ROCKPORT, MASS. | 31 - SHORE ACRES, N. J. | 51 - SEABROOK, TEXAS |
| 12 - CLEVELAND, OHIO (EDGEWATER YC) | 32 - GALVESTON BAY, TEX. | 52 - LAKE ORION, MICH. |
| 13 - CHATTANOOGA, TENN. | 33 - LONDON, ONTARIO | 53 - LAKE CAYUGA, N. Y. |
| 14 - SPRINGFIELD, OHIO (KISER LAKE) | 34 - RAY, INDIANA | 54 - LAKE GEORGE, INDIANA |
| 15 - GULL LAKE, (KALAMAZOO) MICH. | 35 - CHAUTAUQUA, N. Y. | 55 - WICHITA, KANSAS |
| 16 - DETROIT, MICH. (DYC) | 36 - MONTREAL, QUEBEC | 56 - FT. MYERS, FLORIDA |
| 17 - GROSSE POINTE, MICH | 37 - WESTERVILLE, OHIO | 57 - HARWICHPORT, MASS. |
| 18 - DETROIT, MICH. (DBC) | 38 - MOBILE, ALA. | |
| 19 - BERLIN LAKE, OHIO | 39 - PORT GROVE, OKLA. | |
| 20 - PORTAGE LAKE, MICH. | 40 - INVERNESS, CALIF. | |

FLYING SCOT No. 1000 DRAWING - - - - TIME IS GROWING SHORT!

The man of the day, one of the first to be heard from according to Sandy, is Carlton D. Chapman, F/S 721, of Oklahoma City, Fleet #50, who has written in for forty tickets:- "I consider myself most fortunate in being allowed the opportunity to serve, in this small way, our sailors who may be going to the Olympics - - - - - of all the tickets I sold, only six went to persons who have sailed before." With such enthusiasm, Fleet #50 should be one of our best. I hope we have many more "Chapmans" in the Class. (GKD).

All of us can still increase our chances to win this brand new SCOT donated by Sandy Douglass - all proceeds go to the United States Olympic Sailing Team. A new SCOT in your future for a dollar!

Additional tickets are available through the Gordon K. Douglass Boat Co., Inc., P.O. Box 28, Oakland, Maryland 21550. And if you haven't sent in the proceeds from tickets already sold, please do so - to Sandy.

Drawing will be held at the FSSA Mid-Winter Dinner on January 20, 1967.

And more about the Flying Scot Sailing Association Annual Reception and Dinner to be held at the Park Suite of the Barbizon-Plaza Hotel, 106 Central Park South, New York City on January 20th. Cocktails at 6:00 p.m., dinner about 7:00 p.m., followed by Flying Scot #1000 drawing. Advance reservations no later than January 16th - \$11.00 per person overall charge; \$12.50 after January 16th, and \$5.00 if you can only make the reception.

J. Fred Weintz, Jr. is in complete charge - you can reach Fred at Goldman, Sachs & Co., 20 Broad Street, New York, N. Y. 10005. Phone: AC 212 - Wh4-2300.

One-Design & Offshore Yachtsman's "Roundtable" will be held again this year during the New York Boat Show on January 19th and 20th. Panel presentations and discussions from the floor will be on "How Much Can and Should a Class Control its Major Regattas?" and "Yacht racing - Safety and Sport." Sandy Douglass is expected to head up the Flying Scot contingent.

VINCE EVINCES:-

STORM CONDITIONS

By
Vincent
Di Maio
Customflex, Inc.

The force supplied to a boat's sails varies as the square of the apparent wind velocity. At the upper end of the normal sailing scale, even small increases in wind velocity can make big differences in boat behavior and handling techniques. An outing that starts as a nice sailing picnic in a 15 mph breeze can become a terrifying experience at 40 to 45 mph. The preparations you make, the confidence and knowledge you possess about your boat and the judgment you use can mean the difference between an exhilarating experience or an over-whelming disaster.

The most dangerous weather condition is the sudden squall with lightning and rain or hail, plus poor visibility. In the Midwest, squalls usually approach from downwind, since they are most commonly the forerunner of cold fronts that suck up the warm moist air ahead and are followed by colder air in the exact opposite direction after they pass. Learn to detect the difference between summer clouds and thunderheads. Thunderheads rise to great altitudes - sometimes 40,000 to 50,000 feet. They are usually sharp, hard-edged and very dark. Often, they travel at great speeds. When approaching from upwind, they sometimes have a 5 to 10 minute calm period just before they strike, since the rising air which feeds the squall opposes the prevailing wind in which the squall is moving. What you do from the time you first see one until it strikes usually determines your condition after it is over.

If the conditions are otherwise, we follow a practiced procedure. First, we all don life jackets. Next, we unlimber the anchor and anchor line, bringing them aft under the rear deck. We then head up into the wind and drop the main, carefully furling it snugly to the boom with the mainsheet. At this point, if the storm does not appear that it will develop greatly, we start sailing back to shelter on the jib alone. If in the meantime, the sky has gotten much worse, we then anchor if we can, and douse the jib. Dousing it actually means that we take it off, since a strong wind from ahead can blow it right back up the jib stay. Whenever the jib is dropped, always be sure to attach the halyard shackle to the jib tack shackle at the bow and crank it snugly so there will be two forward stays to hold up a spar which can soon be pitching badly. When setting our anchor, we pass the loose end of the anchor line through the stern eye ring, and tie the loose end to the winch on the centerboard. I prefer to anchor stern first, since the broad transom, though lower, has more lift than the sharper bow and the windage on the mast farther from the anchor line gives less yawing. (Incidentally, I saw several anchored SCOTS with three aboard and no sails capsize from yawing in a 60-knot squall on Lake St. Clair). Next, we usually put the centerboard about half way down. Too much board prevents a SCOT from lifting her sides quickly if she should get broadside to the waves. Too little decreases stability.

Remember, unless you have a heavy section of chain immediately behind the anchor, you must be almost motionless to properly set it. It is practically impossible to set an anchor in water over 10 feet deep if you are moving at 5 mph. So, if you do plan to anchor, get it down early and give it all the scope you can. Your anchor line should be at least 4 times longer than the depth of water you are in.

If you cannot beat the storm to shelter with just the jib, and if the water is too deep, or you cannot set an anchor, regardless of the wind direction sail away from the lee shore as long as possible before dousing the jib. A SCOT stern-to without sails will travel downwind at about 3 to 4 mph in a 35 mph wind. If the sailing area is small and the storm lasts long, you may be in for a very unmilitary amphibious landing. Also, the wind direction may change during the storm as it frequently does and pull out a well set anchor.

The worst possible situation is to be on a dead run with the mainsail up when the storm strikes. This happened at the 1966 Put-In-Bay Regatta in the middle of Lake Erie. Once committed to the run and planing as we all were, we could not come up into the wind to drop sail or to change course, since the inertia of the mast and the wind pressure would immediately have capsized us. As the seas built up and the wind increased, even with all three crew on the rear deck, we were putting the bow under and the rudder was coming out of the water on the steeper waves. To make sure we did not jibe and guarantee a capsize, we favored the wind slightly on the quarter which increased the tendency to broach each time the rudder lifted clear.

(The second half of this article will be in the February issue)

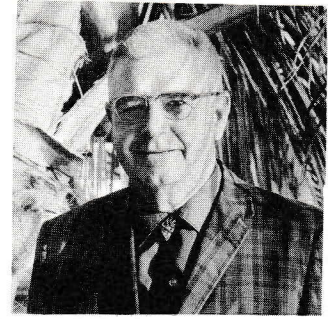


STEELE T. GRISWOLD
MEASURER

Steele has always lived in Vermont, except for World War II military service. The Griswold's have a daughter who is a junior at Mount Holyoke College, a son a freshman at Hamilton College and their youngest daughter in the eighth grade.

While teaching high school, Steele went into business for himself on a part time basis in 1946 and two years later terminated his teaching career. His business includes special highway contracting - guard rail installation, fencing, highway signs, seeding and mulching of slopes on highway construction projects. His S. T. Griswold & Co., Inc. at Williston, Vermont also includes ready-mix concrete, a sand and gravel processing plant and a concrete culvert pipe manufacturing plant.

Sailing became a new hobby for Steele in 1960, and at about the same time he bought a pair of skis so as to enjoy the four seasons in Vermont. And he flies his two-engine plane. Steele is a sailor's sailor, always available in his own quiet way to help others, and with a wealth of technical know-how. The FSSA is indeed fortunate that Steele chose a SCOT as one of his hobbies.



Jack, an oldtime sailor and one of the most enthusiastic and active members of the SCOT clan, began his sailing career in 1914 on the Delaware River at Washington's Crossing, N.J. when he and

his dad built JACK D. COCHRANE, JR. a 16-foot 1ST VICE PRESIDENT "Lark" scow. His first one-design racing was in '54-'59 with his Highlander #25, and upon retiring in 1959, Jack bought F/S #119, and in 1965 he became owner of F/S #450. He is mainly responsible for having developed the 15-boat SCOT fleet on Clear Lake near Ray, Indiana where he sails 5 months of the year, and the remaining 7 months at Ft. Myer, Florida where he started F/S Fleet #56.

Jack spent the non-sailing side of his life in Chemical Engineering, with a B.S. and M.S. from M.I.T. and many years with Formica Corp., ultimately Technical Director in Charge of Research & Development. He was honored with the Hyatt Award at the White House in 1948 for work he had done with Formica. The Cochrane's have two married children and six grandchildren. Hobbies include golf, photography, radio controlled sail boats, half-model boat plaques and the Royal Palm Yacht Club activities at Ft. Myers.

-S-&-W-

And at this point, we would again like to remind all interested FSSA members that:

Reservations for accomodations at the F/S Nationals at Montreal on August 24-27, 1967 are going fast. Please make yours as soon as possible, writing to Mr. Jack Howlett, P.O. Box 103, Birchill Avenue, Hudson, P. Que. The 50 Hilton Motel rooms reserved by the FSSA must be taken for the full period from August 20-27, at \$20/day (USA).

And that you should also contact Jack Cochrane quickly if you are heading for the FLYING SCOT MID-WINTER REGATTA at Ft. Myers, Florida on February 24-26th. See the December 1966 issue of S&W for further details. Motels are extremely busy at this time of year, as you know. Jack can be reached at 1101 Aqua Lane, Ft. Myers, Fla. and has everything well in hand to make this a memorable regatta.

Also, the attractive 2 7/8" x 2 1/2" Flying Scot patches for jacket or cap are available from Fred Weintz at \$2 each postpaid. Send for yours today to J. Fred Weintz, Jr., Goldman, Sachs & Co., 20 Broad Street, New York, N.Y. 10005.

We can all help in bringing into our FSSA membership those SCOT sailors who at present do not belong. Our 1967 goal is to reach everyone possible who is eligible for association membership - regular, associate and sustainer. Class solidarity will benefit us all.

A cautious Flying Scot skipper wrote to a mail-order house as follows: "Please forward to me one of those outboard gasoline engines you describe on page 135 of your catalogue. If the engine's any good I'll send you a check for it." A few days later he received this answer from the mail-order house: "Please send check and, if it's any good, we'll send you the engine."

S-&-W

THE BOOM VANG



SANDY SAYS:-

The boom vang seems to be something of a mystery to many Scot owners, and this is not surprising because it is of fairly recent invention. I find, too, that the vang on many Scots I have seen is not rigged to give the best results. For a number of years we have used a nylon bridle in place of the deck strap on the stanchions as a mooring for the tackle. The bridle is attached at each end to the stanchions, and on it runs a bullet block. The tackle

should be rigged with the double block shackled to the slide on the boom, and the single block shackled to the bullet block. The hauling end is then led through a hole in the port stanchion just above the one holding the end of the bridle, and is belayed on the cleat on the port stanchion. This gives the line a fair pull, with a minimum of tightening when the boom goes far out on a reach.

The vang is powerful, but is not ideal for the reason that it is not possible to locate the lower end directly under the gooseneck, with the result that the vang gets tighter as the boom goes out from the centerline. This means that if the vang is hauled taut when the boom is over the centerline, it will be too tight when the boom goes out, perhaps to the point of permanently bending the boom or of tearing off the vang track. Something will have to give. The vang must be used with judgment. Don't overdo it.

What is the purpose of the vang? The vang prevents the boom from rising. The vang is not needed when the boat is close-hauled because the main sheet holds the boom down. On reaches and runs, however, the farther out the boom is eased, the greater is its tendency to rise, lifted by the wind pressure on the upper part of the sail. When the boom lifts, the head of the sail falls forward, the sail becomes askew and loses part of its drive. Hauling down on boom brings the sail back into shape.

How much tension is needed? Just enough to bring the boom down to where the sail sets properly. In light airs no vang is needed, - the vang tension will only flatten the sail at a time when more shape is desirable rather than less. As the wind increases in velocity, more tension is needed, and the only rule is to observe and judge the shape of the sail. Use discretion, and don't overdo it.

As a by-product, the vang permits safer jibing in heavy winds because it keeps the boom from lifting into a goosewing, a most embarrassing situation. For such conditions I recommend what is known as a flying, North River or Swedish jib. That can be the subject for another article. Good sailing -

Sandy Douglass.

S - & - W

Mrs. Joan P. Neavolls (Mrs. Gerald K.) reports that she was elected corresponding secretary of Fleet 44, Ephraim, Wisconsin and that Dr. Volney C. Wilson is the 1967 fleet captain. Particularly if you wish to follow up early on the Midwest Districts as mentioned in last month's S&W, Mrs. Neavolls' winter address is 618 Hull Terrace, Evanston, Illinois.

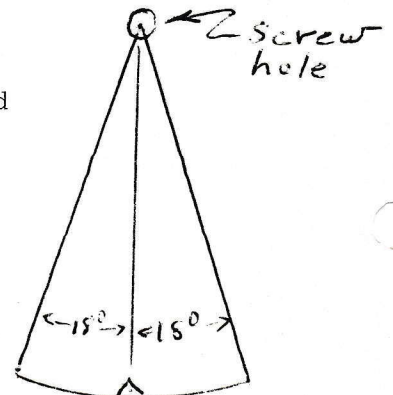
S - & - W

At the recent Port Grove, Oklahoma Fleet #39 election, Clyde Haas, Coffeyville, Kas., was elected Captain and Bill Burden, 3111 Pennsylvania, Joplin, Mo. secretary. And in the same District, Ed Kerr reports that for 1967 Fleet #50 will have Carlton D. Chapman as Captain, John Rutledge the new Secretary and Dr. O'Tar Norwood as Measurer.

S - & - W

John C. Jones III sends in this "gimmick" from Boston for those who wish to sail at the 18 degree optimum angle of heel as suggested by Sandy Douglass. Cut out diagram and position exactly plumb on vertical portion of foredeck, aft edge, just to one side of tabernacle. Scribe, paint or tape a line on left and right edge of diagram and prick punch hole at top apex. Insert small screw at this point, with black fishline attached. Tie light lead sinker to other end of 3" line. This line will tend to remain vertical and give a fair idea of how an 18 degree heel feels.

S - & - W



NEW ACTIVE MEMBERS OF THE FSSA

- #13 - Donald W. Frink, 270 Garden Rd., Columbus, Ohio 43214. Hoover YC - Fl. #37
- #75 - Carl W. Thaman, 2708 Parklawn Dr., Kettering, Ohio 45440. TOUFOURS GAI, Fl. #14
- #470 - Robert P. MacKenzie, 601 Vierwood Way, Muncie, Ind. 47304. Plans to join Fl. #29 and sail on Prairie Creek Reservoir. Bought #470 from Martin D. Schwartz who expects to buy a new SCOT.
- #632 - Dr. Elmer J. Harris, 2430 Lake Circle, Jackson, Miss. 39211. Fl. #45, Barnett Res.
- #883 - John R. Brougher, Jr., 3017 Southwestern Blvd., Dallas, Tex. 75225. Fl. #23.
- #937 - Alan S. Fischer, 425 E. 63rd St., Apt. W11B, New York, N.Y. 10021. Sails WINDBRAKER II on Great South Bay, Davis Park Fire Is., L.I. (Patchogue).
- #952 - Richard M. and Wm. E. Doherty, 42 Gesner St., Linden, N. J. Sail with Fl. #31 as Jr. Co-owners with Dr. Wm. E. Doherty.
- #966 - Howard Krivos, 6099 Gareau Dr., N. Olmsted, Ohio 44070. Sails MNA MARA on Sandusky Bay with the Sandusky Sail Club.
- #984 - Herbert A. Swafford, 6431 Larmanda, Apt. 220, Dallas, Tex., Fl. #23
- #985 - Harold C. Price, P.O. Box 1118, Bartlesville, Okla. Sails on Lake Keystone with the Windycrest Sailing Club, Tulsa, Okla.
- #993 - W. L. Kennicott, Summit Dr., Ligonier, Pa. 15658. Fleet #6.
- #1023 - John M. Wack, 10122 Parkwood Terr., Bethesda, Md. 20014. Sails with the Mt. Vernon Yacht Club on the Potomac River near Washington, D.C.
- - - - The Detroit Boat Club new active members, F/S Fleet #18, are:-
Eugene C. Mathivet, Jr., 753 Lakeland, Grosse Pointe, Mich.
Arthur D. Cronin, Jr. 18434 Muirland, Detroit, Mich.
Gordon F. Greer, 1030 Harvard, Grosse Pointe Park, Mich.

NEW ASSOCIATE MEMBERS OF THE FSSA

- Ricky Bougher, 3212 S. Jackson Blvd., Uniontown, Ohio. (#444 crew for Russ Stinchcomb).
- Don Curran, 344 Merrimac St., Newburyport, Mass. (Is looking for a used SCOT).

NEW SUSTAINING MEMBER OF THE FSSA

Syracuse Yacht Sales, Inc., 6100 East Genesee St., Fayetteville, N.Y.

BOAT TRANSFERS (Former owner in parentheses)

- #54 - David A. Balant, 3606 Cambria St., Munhall, Pa. 15120 (D. G. Meckley).
- #56 - Harry W. Kingham, 221 University Place, Swarthmore, Pa. (Don Kirchoffer).
- #85 - Albert J. Wells, Jr., 524 Cory Place, Westfield, N.J. (Bert Weiss).
- #87 - Jack Grigsby, Holiday Inn, South, 2100 S. Market St., Chattanooga, Tenn. (Aake Hedman).
- #159 - George E. Wallace, 11 Hayden Place, Wellesley Hills, Mass. (Merrill Thompson).
- #164 - W. John Schwing, 124 West Patricia Rd., Holland, Pa. 18966 (Bill Austin).
- #399 - Traded to Shirreff Sailboats by Edward H. Eldridge for a larger boat.
- #409 - George G. Susat, M.D., 808 O'Connor Rd., Irving, Texas 75060 (Ralph E. Hartman).
- #652 - Richard W. Shriner, Jr., French, Shriner & Urner Mfg. Co., Albany St., Boston, Mass. (John Sawtelle, Jr.).

NEW F/S BOAT NUMBERS ASSIGNED

- #911 - James Scala, 5950 Indian Trail, Sylvania, Ohio.
- #1019 - John McShan, McShan, Alabama (Formerly owned #181).
- #1032 - Robert Cieslak, 15470 Colbright, Strongsville, Ohio.
- #1035 - Gary Kruman, 79 Butterfiled Terrace, Amherst, Mass.
- #1036 - Richard A. Schwartz, Sunset Bay, Bemus Point, N.Y. (Will sail on Chautauqua Lake).
- #1038 - Wm. E. Kobel, 118 Skyline Drive, Canfield, Ohio (Berlin Lake Fleet).
- #1039 - Werner Neupert, 9 Greentree Place, Greenbelt, Md.
- #1040 - J. F. Gillis, 485 Madison Ave., New York, N.Y.
- #1041 - Emily Hibshman, 3323 Maynard Rd., Shaker Hts., Ohio.
- #1044 - Martin Schwartz, 2900 Devon Rd., Muncie, Ind. (Formerly owned #470).
- #1046 - Dr. James W. Finney, 104 Babcock Rd., San Antonio, Texas.
- #1047 - Kenneth R. Lawson, Quigley Park, Asheville, N.Y.
- #1048 - Robert W. Lindsay, 1203 Biltmore Ave., High Point, North Carolina.

- - - S-&-W - - -

When Vince DiMaio sent in the STORM CONDITIONS article, first half on page 2 of this issue, he commented "Hope this doesn't bore the hot shots". With all of the requests we receive from the newer sailors for technical information and guidance, we know that it will be very well received.

- - - S-&-W - - -

CAVEAT EMPTOR - (Subject to prior sale, of course).

F/S #266 - Customflex built, Boston main and jib, Murphy & Nye spinnaker. All gear plus a nearly new 8-foot aluminum dinghy. Gator trailer. May be seen at 818 Park Ave., Wilmette, Ill. \$2,000. Please direct inquiries to owner Thomas R. Schmitt, Contracting Engineer, Chicago Bridge & Iron Co., 332 So. Mich. Ave., Chicago, Ill. 60604 who is currently in the process of being moved from Chicago to the company's New York office. (Or contact Editor, S&W).

F/S #249 - \$1990. All gear, two suits of sails (1-North 1965), spinnaker, 5 HP long shaft Sea Gull motor, Gator trailer. Going into large cruising/racing auxiliary. Dr. V. E. Haws, 601 Bloomfield Road, Traverse City, Mich. AC 616 - 946-6679. (Dr. Haws adds "I don't enjoy doing this. It would not be practical to have two boats and no one will ever know how much enjoyment we have had with our F/S 249").

F/S #84 - Douglass boat, in good condition, green deck, yellow topsides, antifouling bronze bottom. It is fully equipped for racing, with a 1966 Boston main and jib and Ulmer spinnaker. Relatively new boat cover, plus the usual extra lines. Price \$1,800. Alfred H. Munkenbeck, Jr., 16 Ledge Road, Old Greenwich, Conn. 06870. Tele: AC 203 - 637-1261

- - - - -S-&-W- - - - -

Mrs. Helen Rippel should be informed whenever used boats are sold. We have also found SCOT owners who had never heard of the Flying Scot Sailing Association. If you are ever in a position to assist in such circumstances, please do so.

Although Mrs. Rippel, whose address is carried on the front of each issue of SCOTS 'N WATER, should receive any mailing data, change of address, etc., kindly forward all news releases direct to the EDITOR and not to Mrs. Rippel as several have been doing. This takes Helen's time and causes a delay in reaching 760 Foxdale, Winnetka, Ill. 60093. Thanks! - - - CHARLES SILSBEE, S&W EDITOR.

- - - END- - -

MRS. HELEN M. RIPPEL
Corresponding Sec. FSSA
9700 Sunbury Road
Westerville, Ohio 43081



FIRST CLASS MAIL

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Oakland, Md. 21550

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