

# SCOTS

# n' water .....

*Office*

OFFICIAL PUBLICATION OF THE FLYING SCOTS SAILING ASSOCIATION

fleets

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

VOL. VII NO. 2

Thomas F. Meaney, M.D., Editor 2945 Corydon Rd., Cleveland 18, Ohio,

JANUARY, 1965

## SCOT SCUTTLEBUTT

The Midwinter Meeting... If you can't attend the midwinter meeting of the Flying Scot Sailing Association at the Barbizon Plaza Hotel in New York on January 22, 1965, cast your vote on the proposed new constitution and by-laws. If you have not sent in your ballot which was included in the last issue, a duplicate ballot is included in this one... Many thanks to those of you who have sent in the names of your fleet correspondents... Coming up in 1965 is an article by Sandy Douglas on the use of the small jib and related items... Ed Cobb's contribution to the Gadget Section in this issue is extremely well done and this idea may have application for many sailing under similar conditions... let us know about your ideas on other gadgets.

## VINCE'S VIEWPOINT

by Vincent DiMaio

(This is the first of a series by Vince DiMaio, Scot skipper and one of the builders of the Flying Scot)

### Tuning a Scot

This article, while primarily written for the novice, may remind the expert of once learned lessons or newly acquired bad habits. To many novices the term "tuning" often means some mysterious adjustment or combination of adjustments that make his boat go faster. The only real mystery is why they often wait so long to find out what makes their boat go faster or slower. Some of the points covered in this article will be the correct hoisting and trim of the sails, the proper tension of stays, the functions of the centerboard, the distribution of weight in the boat and the generalized techniques of handling the boat in light, medium and heavy weather.

Most of the top notch sailors in any class have a healthy curiosity about the effect on relative speed of changing things on their boats. Cultivate this curiosity. Do not hesitate to experiment a little. Common sense will resolve many questions and destroy many erroneous conceptions about your own boat.

How tight should the stays be on a Scot? This is usually the first question an owner asks when he raises the mast for his first sail. On a Scot the stays simply hold up the mast. All we are trying to do is keep the mast up straight so they should be set up snug only. Too great a tension puts extra compression on the mast causing it to bend. Since we only have three stays, we cannot control the bend, and the shape of the mainsail, which has been designed to fit on a straight mast, is destroyed. In boats like stars the number of stays and their location are designed to purposely bend

the mast to affect a change in sail shape. On a Finn the mast is purposely unstayed and shaped so that it will bend aft by pulling on the leach of the sail to flatten the sail in the center for heavy weather. Your Scot sails are cut for a straight mast. A Scot has a teeter-totter toggle below deck at the bow to which the forestay and jib luff both attach. This toggle equalizes the tension between the jib luff and forestay making them operate as a single headstay. As the jib halyard is tightened the toggle pivots, tightening the forestay too. If we exceed the travel of this toggle (about 2") and it comes up to its stop and the stays are not snug we are defeating the purpose of the toggle, no tension equalization takes place, the jib is too tight and the stays are too loose. A turnbuckle below deck on the forestay allows adjustment so that the stays and jib luff should be snug when the toggle is horizontal and the tension of the stays is automatically controlled by the pull applied to the jib halyard through its winch crank. When sailing cat-rigged or even moored the jib halyard should always be attached to the jib tack shackle to keep the stays snug and the mast from flapping. When sailing even in a light breeze it is normal to see the leeward sidestay rather slack. This is caused by some stretch in the shrouds, small distortions of the hull and some compression of the mast.

- continued next month

### GADGET SECTION

At Rockport, Mass. we have to contend with a multitude of lobster pot buoys. Nothing can kill your chances in a race quicker than to hit one of these and have your rudder blade cocked-up.

Several of our members have pinned their blades to prevent their kicking up. They get into trouble, however, when they get in shallow water and ground the rudder. It's a fine way to bend the blade.

Copying an idea I saw on another class boat, the shock cord rig shown in the sketch on the left has worked fine for the past two seasons. The thumb screw on the blade pivot is kept loose enough so that the blade may swing with some freedom and can be readily moved by the shock cord. By keeping the bolt to which the shock cord is attached as close to the bottom of the wooden head of the rudder as possible, it just clears the water surface under most conditions of trim.

On a couple of occasions, while sailing close hauled in a stiff breeze, I hit a buoy which kicked the rudder blade up several inches and the shock cord seemed unable to pull the blade back due to the pressure of the water on the blade. By means of a quick luff, the strain was taken off the blade momentarily and the shock cord then quickly pulled it back into place.

The shock cord loop can be removed with a minimum of effort since it is merely snapped over the bolt in the blade.

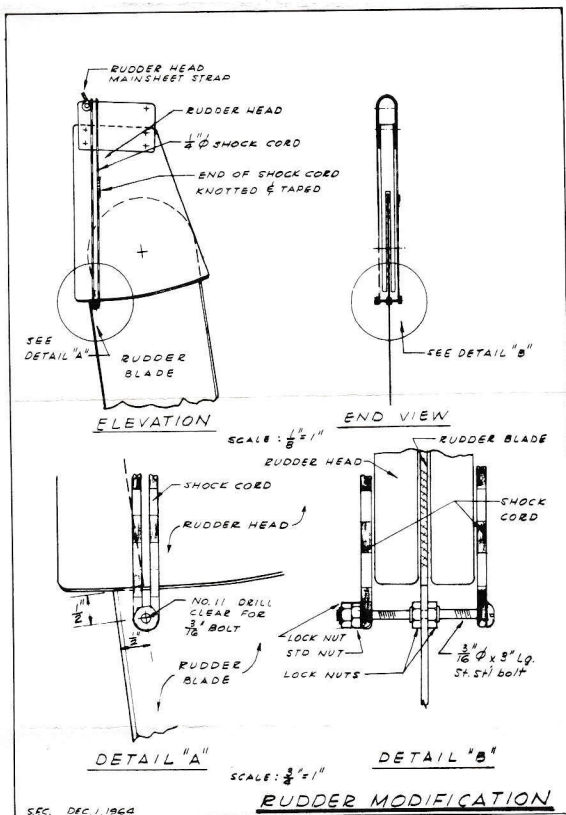
### SOUTHERN MASS. YACHT RACING ASSOCIATION RECOGNIZES FLYING SCOT CLASS COMMITTEE

At a recent meeting of the Executive Committee of the Southern Massachusetts Yacht Racing Association, the application for official recognition as a SMYRA Class Committee of a group of FLYING SCOT owners from several member clubs was accepted. This group, which unanimously

adopted organizational articles and by-laws, is now officially known as the SMYRA Flying Scot Class Committee.

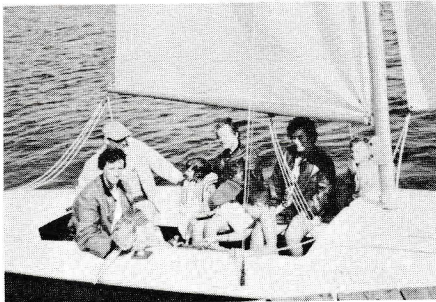
Wesley H. Durant, Jr. Commodore of the Wild Harbor Y. C. and one of the original organizers of the SMYRA Flying Scot Class Committee, presented the application to the SMYRA Executive Committee of which he is also a member.

The FLYING SCOT is the first new class to be recognized by the Southern Mass. Yacht Racing Association since World War II.



ED COBB

### LEACH MEASUREMENT QUESTIONED



Seth W. Newton, Secretary-Treasurer of Southern Mass. Yacht Racing Assoc. (SMYRA) Flying Scot Class Committee, leaves the Menauhant Yacht Club dock, East Falmouth, for a sail in his FLYING SCOT with his wife, 4 children and 2 friends.

(In the August 1964 issue of Scots n' Water our measurer ruled on the leach measurement of the mainsail. This opinion has been questioned by Mr. E. L. Goelz of sailmakers Murphy and Nye, Inc.)

From the August 1964 Scots n' Water---

#### Mainsail Dimensions

It has come to the attention of the Measurer that at least one Scot owner has had a mainsail made in such a way that the boom is lowered to the point that he has to duck when he tacks.

The leach measurement of 25 ft. 6 in. on the Official Plan is only a sailmaker's dimension and not a critical measurement. This is necessary because the stretch of the sail makes it almost impossible to set a close tolerance. The foot of the sail as shown on the Plan is cut to raise the boom and causes it to form less than a 90 degree

angle with the mast. To make a right angle at the mast the leach would have to be lengthened about 10 in.

Lowering the end of the boom by lengthening the leach adds a few square feet to the sail area. However, it also makes the sail look awkward, causes the main sheet to foul the tiller when tacking and may "bean" the skipper. To permit such a change to become acceptable would certainly devalue the Scot.

To prevent the above occurrence in practice, the leach measurement of 25 ft. 6 in. will be considered the normal measurement. A tolerance of plus 2 inches will be permitted but anything over that will be cause for rejection of the sail.

Edwin B. Cobb  
Measurer

November 17, 1964

Mr. Edwin B. Cobb  
Rockholm-Annisquam  
Gloucester, Mass. 01930

Dear Mr. Cobb:

I have waited until now to see if there was to be any official objection to your arbitrary establishment of the mainsail leach maximum dimension in August 1964 Scots-n' Water. Since there has been none, I would like to make the following comments:

1. "Ducking" the mainboom is mostly a matter of personal size in the event of a "long" leach.
2. It is untrue that stretch of the sail makes it almost impossible to set a close tolerance. Sailmakers have been required to adhere to much closer tolerances than 2" for years - and on larger sails - including cotton, orlon, and nylon fabrics.
3. A tack angle of 90° results in a difference of 3 square feet on the triangulated sail - and I know of very few skippers who are willing to give away any sail area. With Scots sailing nearly plumb masts, there is ample room for all except very tall skippers to clear the boom while tacking with maximum leaches. Making it an awkward looking sail is a matter of opinion and certainly a weak reason for action against it and also a highly debatable cause of "devaluation".
4. Under the present Constitution and by-laws I believe only national voting can change specifications. I couldn't care less where a limit is imposed, but I believe this method to be improper and unilateral.

E. L. Goelz (signed)

November 23, 1964

Mr. E. L. Goelz  
Murphy and Nye, Inc.  
2243 North Elston Avenue  
Chicago 14, Illinois

Dear Mr. Goelz:

This is in reply to your letter of November 17 regarding my establishment of a mainsail leach maximum dimension. I appreciate your comments and it would be better for the Class if we had more comments from other members.

My statement in the August "Scots n' Water" was based on the necessity of making a decision before a situation got out of hand. I believe this is the Measurer's prerogative. However, it is also any member's privilege to challenge such a ruling and also to propose an amendment to the Class Specifications which would clarify the issue.

With your permission I would like to have your letter published in "Scots n' Water" along with this reply.

Edwin B. Cobb  
Measurer

FLEET 3, WILMETTE, ILLINOIS

Our recent Fleet #3 Annual Meeting was well attended, and a most successful 1964 season ended with a buffet supper at the Sheridan Shore clubhouse. We are honored to be the host of the 1965 Midwest Championships, and look forward to seeing many of you there.

The following officers were elected for the 1965 season:

Fleet Captain:	Robert M. Sullivan
Secretary-Treasurer:	Earnest L. Godshalk
Fleet Measurer:	Harry C. DeMuth

The Sheridan Shore "Winners Dinner" was held at Great Lakes Naval Training Station. Despite bad weather, a dozen or two more people showed up than made reservations.

Robert M. Sullivan

FLEET 5, BURLINGTON, VERMONT

1964 proved to be the most active year in the history of our fleet. We had two summer series of fourteen races each with Steele Griswold, #331, winning the early summer series and Frank Davis, #301, edging Steele by one-half point in the late series.

We also were host for the first district regatta of the Northeast District which proved to be highly successful with twenty-four boats participating. Visiting Boats were from Massachusetts, Connecticut, Canada and Indiana.

Our fleet is still growing with one new boat now on order and three other prospects and we hope to have twenty Scots racing next summer.

At the recent meeting of Fleet 5 officers for 1965 were elected. They are:

Jack Little, #209, Fleet Captain  
Bill Macmillan #468, Treasurer  
Steele Griswold, #331, Corresponding Secretary

Steele Griswold, #331

FLEET 27, RALEIGH, NORTH CAROLINA

Fleet 27's 1964 final standings: Sails on Kerr Reservoir (on N. C. & Va. line) for 9 weekend regattas, April thru October.

1 - #600	Bill Myatt
2 - #399	Howard Manning
3 - #122	John J. McCarthy

NEW BOAT NUMBERS ASSIGNED

(667) Warner Stillings Smithfield Road Endicott, New York	(627) John P. Knodle 13118 Conifer Houston, Texas 77024 Fleet #32	(634) G. A. Baumbach 8623 Ferris Houston, Texas Fleet #32	(649) Robert Rollstin, M. D. 6026 Skyline Drive East Lansing, Michigan Former owner #452
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NEW ACTIVE MEMBERS

Richard R. Webster #639 708 Rolling Green Drive Bethel Park, Pa. 15102	Boat name - TESSIE-JANE Deep Creek Lake Oakland, Maryland	Ed Bluestein, Jr. #42 5008 Mimosa Drive Bellaire, Texas 77401	Boat name - HOOK 'EM Seabreeze Sailing Center Galveston Bay, Texas
Robert Rich #662 155 West 81st Street New York City	Boat name - HIGHLANDER II Hempstead Bay Sailing Club Middle Bay, Long Island	Samuel Rosenfeld #663 3518 Woodward Street Oceanside, L.I., N. Y.	Boat name - JUNE BUG Hempstead Bay Sailing Club Middle Bay, Long Island
David Herrick #655 635 Lakeview Avenue Rockville Center, L. I., New York	Boat name-THE COMPROMISE Hempstead Bay Sailing Club Middle Bay, Long Island	W. J. Adams, Jr. #666 615 Woodland Drive Greensboro, N. C.	Boat name - JEAN of ARGYLL Fleet #27 Sails on Kerr Lake & Lake Norman
Thomas W. Moir #657 3014 Berkshire Road Cleveland Heights, Ohio	Boat name - STEEL-KILT Fleet #12 Edgewater Y. C. Lake Erie, Cleveland, Ohio	Alex Harell, M. D. #606 634 N. Grand St. Louis, Missouri 63103	Harbor-Point Boat & Yacht Club Alton Lake, St. Louis, Mo.
Joel Nordeen #624 1604 Apple Lane Ottawa, Kansas		Daniel E. Smith #215 No. Ellsworth R. D. #4 Salem, Ohio 44460	Boat name - JEANINE Berlin Yacht Club Berlin Reservoir
Edward H. Eldridge #339 3409 Colgate Avenue Dallas, Texas 75225	Corinthian Sailing Club Expects to join Fleet #23	Clifford M. Rossland #574, 40 Farview Dr. Candlewood Shores Brookfield, Conn.	Boat name - CAROL Lake Candlewood
Donald V. Whipp, Jr. #612 935 Rosewood E. Lansing, Michigan	Boat name - WHIPPET Fleet 41 Crystal Lake	William O. Parker, Jr. #631 4450 Town & Country Dr. Charlotte, N. C. 28211	New Fleet #48 Lake Norman Charlotte, North Carolina
Joseph B. Cherry #642 Whisconier Hill Brookfield Center, Conn.	Boat name - GUSTY II Candlewood Yacht Club Fleet #24	William D. Clay #643 P. O. Box 16 Wayne, Illinois	Fleet #44 Ephraim, Wisconsin

TRANSFERS

Duncan F. Case #183 16 Summit Ridge Burlington, Vermont Will sail with Fleet #5	Former owner - George Reading
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BOAT EXCHANGE

FOR SALE

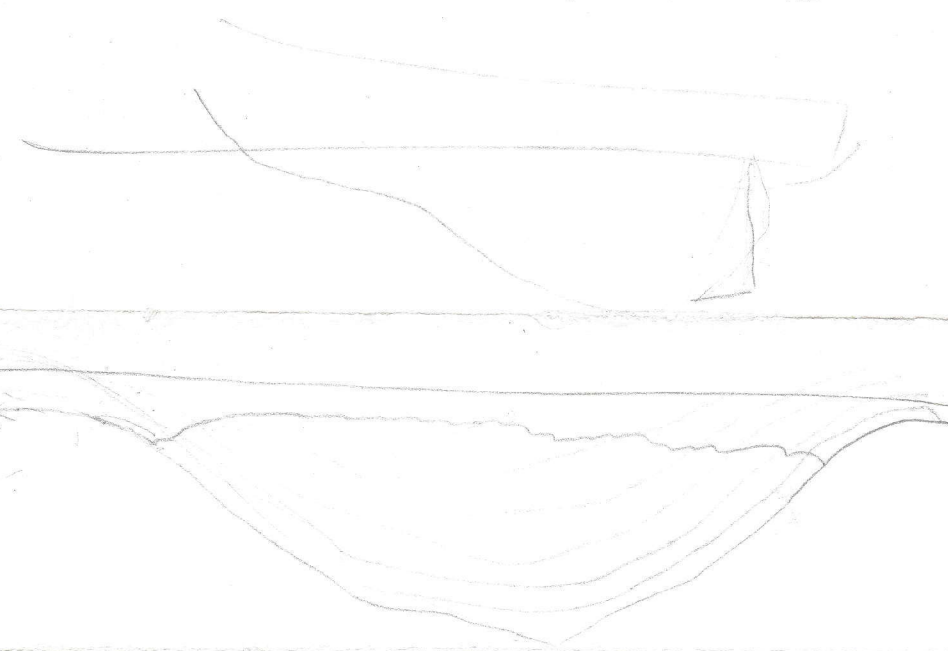
#312 all white with blue boot and red vinyl anti-fouling. Dacrons, spinnaker, spinnaker gear, cockpit cover, etc. Always stored inside -- condition excellent. Cox CT165 trailer. T. K. Sherwood, Smith's Point, Manchester, Massachusetts. Telephone: 526-1880

Scot #452, Boston dacron main and jib. White hull and deck. Blue boot top. Like new. \$2195. Robert Rollstin, 6027 Skyline Drive, East Lansing, Michigan.

Scot #60. Excellent shape, Ulmer main and jib, canvas tarp and everything but the spinnaker sail itself. \$1775. Gordon A. Brill, Jr., 303 Galway Road, Timonium, Maryland.

SCOTS WANTED

J. C. Jones III  
45 Leon Street  
Boston 15, Massachusetts  
Telephone: 617-442-3111



Mary Douglass  
Pennington Street  
Oakland, Maryland