

Office

SCOTS

OFFICIAL PUBLICATION OF THE FLYING SCOTS SAILING ASSOCIATION

n' water

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-CHAT TANOOGA, 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. 3

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

FEBRUARY, 1965

Merritt R. Hayes, Secretary, Flying Scot Sailing Association, 3715 North Lake Drive, Milwaukee, Wisconsin 53211

SCOT SCUTTLEBUTT

Live and proxy votes gave unanimous approval to the new constitution and bylaws at the recent midwinter meeting in New York. . . . The executive committee authorized funds for the purchase of several "short" rudder blades which will be LOANED to fleets for testing. In this way, the membership will be able to form a better judgment on the merits of this proposed blade and without expense to them.

WARNING--If you have a jam cleat on your mainsheet and you capsize, BE CAREFUL!! When you right the boat with the main sheet cleated, the boat may sail away--WITHOUT YOU.

The new yearbook is coming up. Don't fail to fill out the enclosed information sheet and return it promptly. AND, I understand that only those who have paid their dues will receive the new yearbook.

COMING EVENTS

- | | | |
|------------|---|-----------|
| Aug. 6-7 | Northeast Districts, Riverside, Conn. | |
| Aug. 15-20 | Flying Scot National Championship, Milwaukee, Wisc. | |
| Races: | 1st | Aug. 17th |
| | 2nd & 3rd | Aug. 18th |
| | 4th & 5th | Aug. 19th |
| | Make-up | Aug. 20th |

SANDY SAYS

by Gordon K. Douglass

I hope our Editor will forgive my taking a few lines to thank the many loyal members of my "family" for the Christmas cards the Douglass family has received. While we are delighted at the growth of the FLYING SCOT, we regret that such large numbers make it physically impossible for us to send personal cards to all of our friends. We think it better to send none at all than to make a mechanical formality of it - but we do like to receive them!

Tom Meaney has suggested that an article about small jibs for the FLYING SCOT would be interesting to many. This is a rather controversial subject, but here goes!

To begin with, I have never been a believer in trying to crowd on all the canvas the spars will hold. It is far more important to be able to adjust the tension of the foot and luff of the mainsail for different wind conditions than it is to have the last inch or two of sail area. It is obvious that you cannot flatten the sail by increased tension if it already reaches the ends of the spars.

Nor have I found that a few square inches or even feet of area will make a great difference. Three square feet of sail area, approximately 1.5% of the total, does not make the boat go 1.5% faster. In fact, under most conditions it is unlikely that you will notice any difference in speed. The reason is that such added area will be mostly along the extreme edge of the leech where it is least effective, giving more heeling than driving force. The leading edge of a sail gives most of the drive. Under most conditions the boat will be travelling close to its maximum hull speed, at which time a great deal more force is required to make it go perceptibly faster, not just a little.



Big Bill Myatt left his pants with Sandy last year as a model for a new spinnaker.

The way you sail your boat, and the aerodynamic shape of your sails are much more important than just a little more area.

Sails, sailmaking and sailing are not yet exact science. We know that a good jib increases the drive of the mainsail by increasing the velocity of the air passing to leeward of it. We know that rating boats profit from using a big genoa which is, for them, "free" sail area. It also is well established that when a given total sail area has to be divided between jib and mainsail, it does not pay to have too large a jib. The fast small boats, such as the Raven, Star, Thistle, Highlander, Scot and the bilge-board scows, all have small jibs and large mainsails.

How large should a jib be? The first requirement is that it must be small enough for the crew of a centerboarder to handle it.

How much should it overlap the mast? There is reason to think that it should overlap a little, but not too much - unless it can be a big genoa. But for the one-design boat with a maximum permitted area it is out of the question to waste area in a big overlap.

A couple of years ago, with these thoughts in mind I asked Howard Boston to make three experimental jibs. One should be a foot short on the luff, one a foot short on the foot, the third about eight inches short on both dimensions. After considerable experience with them my conclusion is that I cannot prove that there is any difference in performance when any one of the three is used in place of the regular jib. The only obvious difference I can find is that the smaller jib is quicker and easier to handle, especially in heavy weather. Of the three, I think I prefer the one which is short on all dimensions, even though it is the smallest of the three, reduced in size close to ten square feet, almost 20% of its area!

I have used one of these jibs in most of my local racing, sometimes alternating it with my large jib for comparison. I have won the President's Cup Regatta with one of them. I still feel a slight psychological handicap, especially in light weather, in knowing that the other man has a larger jib, but perhaps I will overcome this in time. Even in the lightest airs there seems to be no loss of power, while in heavy winds the small jib is easier to trim and to carry.

Why? It may be that, the aerodynamic shape of the sails, and the flow of air past the mainsail being of greater importance than just area, the smaller jib can create a better flow pattern with less backwind, thereby compensating for its smaller area.

While there still may be some question about using a small jib in light weather, I can heartily recommend it to those who sail in prevailing strong winds.

VINCE'S VIEWPOINT

by Vincent DiMaio

Tuning the Scot, Cont'd.

Next we put up the sails. Your sails are fastened to the luff wire or rope so that increasing tension changes their shape. More tension moves the pocket of the sail forward stretching and flattening the sail. The same is true on the foot of the main. A fuller sail is required in light air and a flatter sail in heavy air. As the sail reaches the extremities of its hoist, a small change in crank pressure affects a great change in shape. In light air, the sail should only be stretched out till the wrinkles in the foot and luff just disappear regardless of whether or not it's out to the ends of the spars. In medium air, a slight lump parallel to the spars is permissible and in heavy air the sails can be pulled out quite tight to flatten them. Be sure the halyards wind evenly on the winch spools so that the last few turns under heavy tension do not cut down into the lower layers causing a jam and slackening of the halyard when the added force of the wind on the sail adds more pressure to the outside turns. When reaching or running, main halyard and outhaul can be slacked to belly the sail for better off-wind performance. The outhaul can be lead along the boom for ease of accessibility when under way.

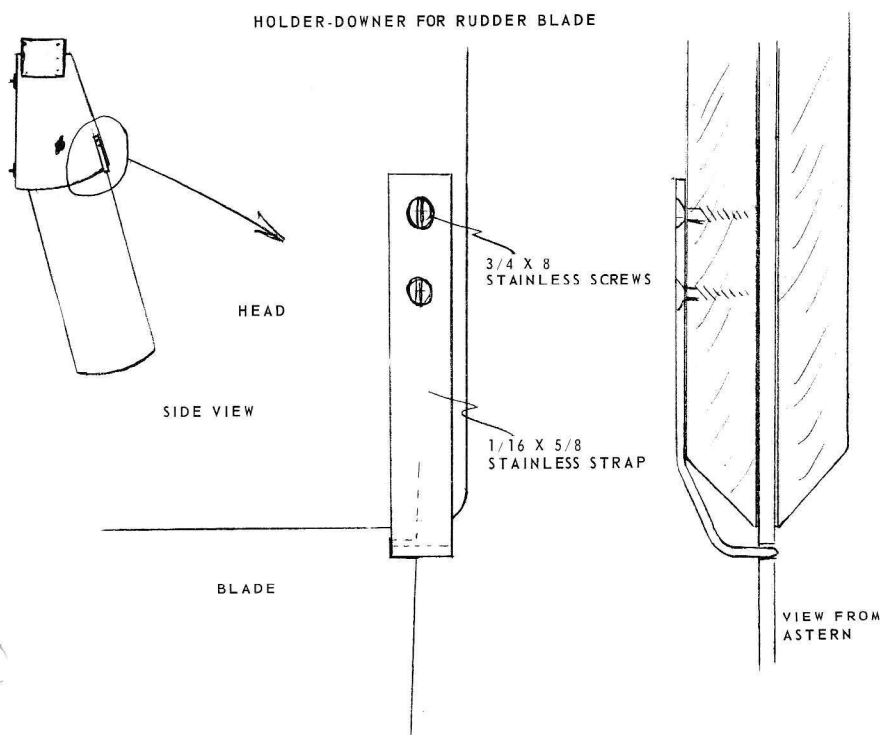
Scot crank handles are made of aluminum for a reason. They are the safety factor or weak link in the chain. Too much tension breaks them instead of the halyard or masthead sheave. On the mainsail if the halyard shackle gets too high and the headboard meets the masthead, even if something doesn't break, the extra compression simply bends the mast, hurting performance. A piece of tape or spot of paint on the halyard where it enters the winch, which just comes in sight when the mainsail is up properly, is a good warning device to stop cranking.

With mast up properly and sails set, let's get ready to shove off. First, check to be sure the rudder blade is straight down or a very strong tiller force is necessary to steer. Next, be sure some centerboard is down, knots tied in both jib sheet ends and the mainsheet unsnagged. O K, shove off! As we start to windward we may notice a little sideslip so down goes the board further until sideslip is reduced to practically nothing. This does not mean the board should be all the way down however. Our Scot acts somewhat like a weathervane pivoting about a point called the center of lateral resistance which is the center of the underwater profile of the hull, plus rudder, plus centerboard. As the board is dropped down it swings forward moving the pivot point of the hull forward. The further forward the CLR (Center of Lateral Resistance) the greater the weathervane effect and the more tendency a Scot has to sail herself up into the wind. This effect is called weather helm and a certain amount is desirable, but too much causes bad rudder drag. A well balanced Scot in medium air will have its tiller gradually drift to leeward when let go if it's properly trimmed. On a Scot, too much centerboard is probably the greatest single reason for strong weather helm. Weather helm can be reduced by gradually bringing up the board till a point is found where it practically disappears yet no increase in sideslip results. Many things affect weather helm and the consequent resulting drag of the rudder. Fullness of sails, angle of heel, location of crew fore and aft, trim of main and jib and rake of the mast. Let us study them individually in more detail. All the motion imparted to a Scot hull acts through a theoretical point called the center of effort of the sails or CE. If the sails were perfectly flat it would be at the combined center of the area of main and jib. Because the sails are curved and exhibit forward thrust the actual CE is forward of the center of area of the sails and about 10 foot above the deck. A well balanced boat has its C. E. just slightly aft of its pivot point or C L R. The C. E. of the sails changes with change in the trim of the sails so that we can vary the C. E. to change the weather helm by trimming the sails. For example, by tightening the jib and slacking the main the C. E. moves forward and can create a lee helm (where the boat wants to head off the wind). This is often recommended in very heavy wind when severe heeling produces excessive weather helm. We can also move the C. E. forward to reduce weather helm by raking the spar forward instead of aft. Most tuned Scot's however, have their masts perfectly vertical when on their proper waterline.

- to be continued

GADGET SECTION

HOLDER-DOWNER for the RUDDER BLADE



Here is a very simple latch to prevent the rudder blade from rising except when it strikes a solid object. Under impact the spring latch will give, and the blade can be easily re-latched.

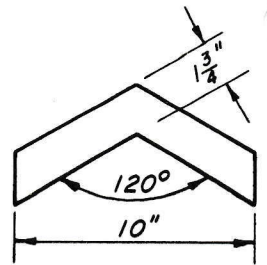
This is intended for the use of those who sail in deep water with a very occasional need for the blade to rise. There is no drag because it is out of water. The pivot pin can be kept relatively loose so that the blade can be pushed down easily.

For those who sail in shallow water with frequent groundings it would be better to use an automatic-return shock cord or spring device, such as that proposed by Ed Cobb in the January 1965, Scots N' Water.

HONOR AWARDS

The new FSSA Bylaws provide under Article B-X for honor awards in the form of chevrons to be attached to the mainsail. The article is complete except that it refers to a sketch on the Official Plans. Since the Official Plans have not yet been revised to include this sketch, the dimensions are presented here to permit the immediate use of chevrons by those qualified who may wish to do so.

Edwin B. Cobb
Chief Measurer



NEW BUILDER ANNOUNCES OFFSPRING

November 24, 1964

Dear Mr. and Mrs. Batte,

Remembering your expressed interest in the expansion of the McShan Fleet, we are pleased to announce the launching on November 21, 1964 of the latest development.

Designers and builders McShan and McShan report construction was completed after nine months and seven days on the ways. Displacement is seven pounds six ounces; over all length twenty inches. For practical reasons, sails are cotton. A short bow sprit for utility purpose also denotes the masculine character of the little vessel.

Built to highest standards and sound in all respects, it will be christened Hunter Clements McShan.

By directive from Robert McNamara, our yard is closed and this new development class will not be produced for the market, so we enclose complete plans and specifications so you may if you wish, as a spare time hobby, build your own.

Since closing our yard, we will direct our efforts to full enjoyment of the Great Society (sailing that is) and will see you in the spring.

With pride,
(signed) Bettye and John

FLEET #23, DALLAS, TEXAS

Bill and Harris Garrett very kindly sponsored the Garrett Trophy for the newly established Fall Series. Kil Adams led the way followed by Fred Tears and Gordon Jackson.

Several skippers have modified their boats after Boyd Cornelison's idea of running the spinnaker halyard from the block on the mast down through a hole in the deck at the foot of the mast to a sheave fastened on the side of the wooden stanchion at a spot low enough to run the halyard through it to clear the boom vang cleat on the side of the center board trunk directly back to a cleat high on the aft end of the trunk. This arrangement makes it easier for skippers to assist a one-man crew in lowering and raising this sail. This is good news for many husband and wife sailors and others who usually race with two people in the boat.

Kil Adams

FLEET #36 - MONTREAL, QUE.

The second season, in 1964, saw the local fleet doubled to a total of seven and thirteen in all registered in Canada. Percentagewise this was a commendable growth. Local boats were spread among six different clubs and on only one occasion did we all get together. This at the Senneville Yacht Club where we put on a demonstration and had a very pleasant small regatta. The group in Ontario, mainly around London expanded too and we hope to see something of them at interclub meets before long.

At this writing we now have the original thirteen craft registered in Canada plus another 9 on order at Tanzercrafts for delivery in the spring. We can assume that a few more will be ordered by that time too. It appears that we should have fifteen in the Montreal area for 1965.

Orville White

FLEET #41, CRYSTAL LAKE, MICHIGAN

The dates for the second annual Flying Scot Invitational Regatta have been set for Aug. 28 & 29th. Eight Flying Scots now are registered at our club.

Duane P. Smith

FLEET #46, HEMPSTEAD BAY, L. I., N. Y.

It grew like Topsy - from one Scot in the Summer of '64 to 14 at latest count. I cannot vouch for the increase between the time this article was written and the time it reached the Editor since Donald Bailey moves fast and furiously in his attempt to fill Middle Bay with nothing but Flying Scots. We had an exciting sailing season last Summer and look forward to something even better with our large Fleet. We hope to invite fleets from nearby areas to join us in our racing season. Any interest please contact our Fleet Captain, Art Rothenberg - 567 Theresa Avenue, West Hempstead, Long Island.

Jerry Berg was the winner of our Summer Series this year. He can claim singular fame for the most part since Jerry handles his Scot by himself a good deal of the time - just as they say in the advertisement. Second place was won by Seymour Herman, and third place - Art Rothenberg.

When one Scot meets another coming down the Channel, it usually means a race. We expect with the size of our fleet to have one continuous racing season next summer. We have joined the unswitchables - we hope - for many years to come.

Linda Rich

NEW ACTIVE MEMBERS

Norman R. Tice #530 1314 N. Dearborn Chicago, Illinois 60610	Boat name - CUT-LASS Sails on Lake Michigan near Wilmette, Ill.	Eugene A. Baumbach #634 8623 Ferris Drive Houston, Texas 77035	Boat name - STINGRAY Seabreeze Sailing Center Fleet #32
Pat Baird Ship's Wheel 714 Hillgrove Avenue Western Springs, Illinois 60558		H. P. "Skip" Spivey #661 1805 Acker Drive Albany, Georgia 31705	Usually sails on Walter F. George Reservoir near Fort Gaines, Ga. -Eaufaula, Ala.
Robert H. Ezerman #356 4103 Walnut Street Philadelphia, Pa. 19104		John Paul Lucas, Jr. #619 1822 Cassamia Place Charlotte, North Carolina 28211	Lake Norman near Charlotte
John J. Sawtelle, Jr. #652 20 Windemere Road Wellesley, Mass. 02181	Boat name - HINDU Wild Harbor Yacht Club Buzzards Bay, Cape Cod	Eric von Schrader #638 37 Portland Pl. St. Louis 8, Missouri	Boat name - COTTONMOUTH Fish Creek Yacht Club Fleet #44, Green Bay near Sturgeon Bay, Wisc.
Jack M. Wood #646 1518 Rossman S. E. Grand Rapids, Mich. 49507	Boat name - BESSIE LEE Crystal Lake, North of Lansing, Michigan	F. Duncan Case #183 16 Summit Ridge Burlington, Vermont	Boat name - MISSY TOO Fleet #5 - Malletts Bay Boat Club, Burlington, Vermont
Ronald P. Cowman #88 3445 Redding Rd. Columbus, Ohio 43221	Leatherlips Yacht Club Fleet #2	George B. Ford #648 16600 Warwick Rd. Detroit 19, Michigan	Boat name - APACHE Usually sails on Lake Margrethe near Grayling, Mich.

NEW ASSOCIATE MEMBERS

Dr. Gerald Dales 1646 Maywood S. Euclid, Ohio	Mrs. Bobbie Wood 1518 Rossman S. E. Grand Rapids, Mich. 49507	George Kochanek Co-owner #530 2320 10th Ave. North Riverside, Illinois
Mr. Thomas Keim Stein Roe & Farnum 135 S. La Salle St. Chicago, Ill. 60603	Neil R. Thomas 6 Ferris Drive Old Greenwich, Conn. 06870	Don Smith 9666 Sherman Road Chesterland, Ohio

TRANSFERS

Richard W. Swanson #253 1716 Cambridge Street Cambridge, Massachusetts	Former owner - Martin Quigley, Jr.
Robert H. Ezerman #356 4103 Walnut St. Philadelphia, Pa. 19104	Transferred from Dr. Willem Ezerman
Paul C. Berner #462 5831 Valkeith Ave. Houston, Texas	Transferred from Paul N. Berner

NEW BOAT NUMBERS ASSIGNED

#673 Dr. Frederick D. Bennett
139 Broadway
Bel Air, Maryland

#676 Robert M. Wells Former owner #223
139 Woodland Way
Piedmont, California 94611

#674 Camp Tockwogh, YMCA Former owner #271
Worton, Maryland

#677) Camp Sea Gull, YMCA
678) Arapahoe, North Carolina
679)

BOAT EXCHANGE

FOR SALE

Flying Scot #411, like new, red hull, oyster-white deck, Douglass built. Hard jib and main, many fine extras including 3hp motor and vinyl cockpit cover. Davit available on White Rock Lake at extra cost. \$2640. Shirreff Sailboats Inc., Daniels St., Dallas. Ph. EM 3-7161.

SCOTS WANTED

John C. Jones III
#43 Leon St.
Boston 15, Mass.

SCOTS N' WATER



Mr. Alan K. Douglass
Pennington Street
Oakland, Maryland