

SCOTS

n' water

fleets

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

Vol. VIII No. 1
November, 1965

UNDER NEW MANAGEMENT - - It may not be good, but it is new! And thanks to Tom Meaney, M. D., for the grand job he did as Editor of SCOTS n' WATER during the past year. We hope that the readers will not have too much difficulty distinguishing fact from fiction during the next twelve issues. As Adlai Stevenson once said, "An editor is one who separates the wheat from the chaff and prints the chaff." So, our work is all cut out for us.

S - - & - - W

With the official FSSA year starting in November, you might wish to keep the following information handy for the next year, part of which was also in the last SCOTS n' WATER: - - - For membership applications, reporting changes of address, F/S Class information, etc., send to Mrs. Helen M. Rippel, Corresponding Secretary, 9728 Sunbury Road, Westerville, Ohio 43081. News releases, fleet results, photographs and local news are to be sent to Charles S. Silsbee, 760 Foxdale, Winnetka, Illinois 60093, with SCOTS n' WATER deadline the 20th of the month before the next month's issue; for the national yachting magazines, the F/S news releases and photos must be in **their** hands no later than the first day of the month **preceding** the month of issue. To reach the FSSA Secretary, write Robert L. Lindgren at his new address - 1047 Blackthorn Lane, Northbrook, Ill. If it's money matters, get in touch with Treasurer J. Fred Weintz, Jr. at Riverside, Conn., and should it be a technical question, contact Edwin B. Cobb, National Measurer, at Gloucester, Mass. If everything else fails and you are still in a quandery, call on William E. Claypool, FSSA President at Milwaukee, Wisconsin. See the yearbook for any addresses.

S - - & - - W

Everyone read "A Boat Is A Boat" by Bob Smith in the September ONE-DESIGN YACHTSMAN? Bill Robinson, Executive Editor of YACHTING, covered our FSSA Nationals in Milwaukee with on the scene reporting, a good article; and LAKELAND BOATING did likewise. Both included interesting photos - - - OCTOBER.

HIKING STRAPS - (By Gordon K. Douglass)

Almost every year the subject of hiking straps has come up for discussion. The proponents of hiking straps tell how much safer we all would be if we had them, how the women could hike better, how we could hold the boat flatter and make it go faster, etc. Nevertheless, in spite of the many arguments in favor of hiking straps, there are many who seriously doubt the wisdom of allowing them in the Flying Scot. Knowing that the subject would come up again, this year I was prepared at the Annual Meeting to present the other side of the story; and it was later suggested that I should write it for the benefit of the Class.

Two letters from hiking strap proponents had helped to crystallize my thinking. One of the letters told how the skipper of a Flying Scot had gone overboard during a violent squall. He had slid off the stern deck while planing at high speed on a broad reach and, not wearing a life jacket, had almost drowned before he could be rescued. The obvious conclusion, according to my correspondent, therefore was that the Flying Scot should be equipped with hiking straps to prevent such happenings!

It has seemed to me that the skipper of the Scot has little excuse for falling overboard. While it has been argued that the bow crew needs hiking straps because he has only the main shroud to keep him in the boat (what about the legal hand line, the centerboard pendant, boom vang, jib sheet end, etc., plus a good toe hold under the bow deck?), the skipper has the main sheet for one hand, the tiller for the other hand, plus a good toe hold under the stern deck. If he is going to be so rash as to sit on the stern deck during a squall, with no life jacket on, nothing is going to keep him from falling overboard and least of all hiking straps because, from that position, he could not reach them if he had them. Nothing will make any boat safe for the man who does not use good judgment.

The other letter told of another squall, with the winds over 30 mph; of how a Scot capsized (boats of other classes capsized also) and other Scots were over on their beam ends; of how some of the smaller boats with hiking straps were able to sail upright; and ended with saying that if only we had hiking straps, we could hold our boats up too!

This letter prompted me to make some calculations. As we all know, the average centerboarder can carry full sail in winds up to about 12-15 mph. The crews of hiking strap boats have to hike, while we sit and lean out all we can. The boat is then in equilibrium with a balance between the capsizing effect of the wind and the righting effect of our boat and crew weight.

In the case of the Flying Scot, the center of gravity of our crew weight at such a time is about 5½ feet from the center of buoyancy of the hull when the boat is heeled to its proper 17 degrees.

We also know that the force of the wind is in proportion to the **square** of its velocity. Since a thirty-mile wind has four times the force of a fifteen-mile wind, it therefore follows that if our weight must be 5½ feet from the center of buoyancy in a 15-mile wind, in a 30-mile wind our weight would have to be four

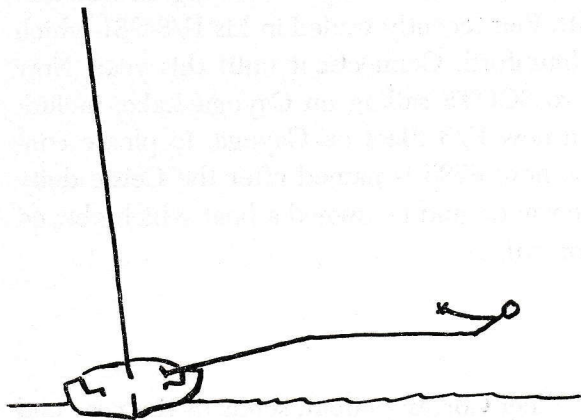


Figure No. 1

times as far out, or 22 feet from the center of buoyancy! This I have illustrated with Fig. 1, and looking at this I am sure you can see that hiking straps alone cannot be trusted to keep the boat flat in a heavy wind.

As a matter of fact, I estimate that with hiking straps we might be able to carry "full sail" in a wind a mile or two higher in velocity than we can now before we would have to reduce the wind force by luffing the sails. As a matter of record, we sailed a good part of the last race of the 1963 Nationals at Port Clinton in a wind in the 30's. The entire fleet sailed it without capsize or excessive heeling, and did it without hiking straps! Hiking straps cannot take the place of good helmsmanship.

(To be concluded in the December SCOTS n' WATER - don't miss it!)

S -- & -- W

Another new SCOT fleet in the making? Jack Lester has just purchased #824 from Lofland, and with Jack's genuine enthusiasm (He's TV General Manager of WDAY-TV at Fargo, North Dakota), the crystal ball just tells us that Jack might be the person to start it in this new SCOT area. Do you sail in the Detroit Lakes, Minnesota vicinity, Jack? Doesn't look like much chance near Fargo on the Dakota side. We quote from the modest comments in his letter - "The most beautiful boat in the world - magnificent quality - if she sails as well as she looks, we'll be a happy family indeed - FLYING JENNY name on the transom where I'm sure it will be seen next summer by many boats in our fleet." Good luck, Jack!

S -- & -- W

We understand that the well known boat builder-sailor, G. K. Douglass, and the eminent radiologist, T. F. Meaney, M.D., 1965 Editor of SCOTS n' WATER, both went to Europe last month. Informed sources state that neither had to skip the country, but Tom wanted to show the Swedes how they Radiolog at the Cleveland Clinic, and Sandy hoped to give a series of talks on the necessity for all sailing craft to have proper cam action cleats. (Better put that last under fiction).

S -- & -- W

PLEASE! Send the name of the 1966 Fleet Correspondent for your Fleet to the SCOTS n' WATER editor as soon as convenient. Unless we hear to the contrary, we will continue to use the 1965 correspondent. Bob Tomlinson of Fleet #24 takes first prize for sending in his name, the initial fleet to do so. Bob also informs us that Walter L. Lowry is the Fleet Captain of their Candlewood Lake, Connecticut group for 1966. Second new Fleet Correspondent to advise us is Herschel L. Browns, M.D., Fleet #3.

S -- & -- W

THE JIB SHEET of the Crystal Sailing Club, Crystal Lake, Michigan, reports the final summer standings for Flying Scot Fleet #41, with Bob and Joan Sheldon 1st, Bob Rollstin, M.D. 2nd, R. Refior, in one of the newer boats - #761, 3rd, Sam Tellshow, who represented the #41 Fleet at our Milwaukee Nationals 4th, Dr. Jos. Kopchick 5th and John Wood 6th. We would like to thank Duane Smith of the FD Fleet, the new Club Commodore for 1966, for keeping us informed each month in 1965 about the SCOTS and other club activities. With Vincent Wright, also of the CSC's FD Fleet, chosen editor of THE JIB SHEET for 1966, we will appreciate a continuation of the same policy. Guess we might almost put this under "Ecumenical Sailing."

Benjamin P. Dole, 104 Brook Drive, Ithaca, New York 14850, sent in some very interesting information late this past summer, that has just reached SCOTS n' WATER. Ben recently traded in his F/S #81 which he raced with Fleet #7 at Riverside, when he was living in Stamford, Connecticut until this year. Now he has F/S #795 and says that he knows there are at least two SCOTS sailing on Cayuga Lake, including #795, and if there are any owners interested in starting a new F/S Fleet on Cayuga, to please contact him at the above Ithaca address. Ben also says that the new #795 is named after the Celtic deity Manannan, son of Lir. Manannan, regarded as the deity of the waves, and he owned a boat which obeyed the thought of those who sailed in it, and went without oar or sail.

S - - & - - W

FLEET #8 - EDISON BOAT CLUB, DETROIT. Pat Barry, Fleet Correspondent, sends us the year end news for the E.B.C. Pat, we hope that you will continue next year as correspondent and we will put you on the F/S list as such unless you advise to the contrary. The five top average skippers for 1965 were Bob Greening, the FSSA President in 1961, Pat Barry, John Keller, Bob King and Eaton Kelly, with Bob Greening taking the Championship. He then went on to win the Detroit River Yachting Association F/S Championship against the SCOTS of the Detroit Yacht Club and the Detroit Boat Club. During the summer 28 SCOTS from the three Clubs competed each week-end.

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THE MAIN SHEET of the LEATHERLIPS YACHT CLUB, Columbus, Ohio (F/S Fleet #2) lists Carl Rippel as the 1966 Commodore, running unopposed at the November election, with election practically a certainty. Can't think of any reason for anyone to vote against Carl. John Leach, with John Thierman as crew, is listed as the F/S season champion.

S - - & - - W

Wilmette Illinois Fleet #3 held its annual F/S meeting on October 21st and elected Ernest Godshalk - Fleet Captain, Dr. Herschel L. Brown - Sec. & Treas. and Henry G. R. White - Fleet Measurer for 1966. John Lane, who, with Harry DeMuth in GHOST, won the Fleet Championship, gave a talk outlining certain ideas on "How to beat the Ghost," and other helpful sailing pointers as John is always most willing to do - and he continues to come up with first place! Other top places for the year, in what turned out to be about the poorest sailing season on record because of weather conditions on Lake Michigan, were:- 2nd-Stokes, 3rd-Chambers & Lindgren, 4th-Fleet Captain Sullivan, 5th-Godshalk, 6th-Gelderman-Joyce, 7th-White, 8th-Beierwaltes, 9th-Bowman, 10th-Browns, M.D., 11th-Haase and 12-Isaacson.

S - - & - - W

Orville Wright's October news release from Fleet #36 at Montreal states that they grew from 5 SCOTS in 1964 to 17 this year, with around 28 in all of Canada. Orville still thinks that SCOTS are tops and is waiting for the balmy 1966 weather and good old plain sailing which he comments on as "C'est la vie," letting the iceboat sailors run through their spray of fine ice at 60 mph. Don Brown, in #698, a new F/S skipper, won the season's St. Lawrence Valley Yacht Racing Association championship with seven firsts and one second. Orville reminds us of the FSSA Nationals in 1967 at Montreal on August 25-27, and to plan to come, with reservations to be sent in far in advance. Orville, we will look forward to receiving the Fleet #36 bulletins from you in 1966; you have done a wonderful job this year, with a full eight pages in this final bulletin of the 1965 season.

We do have a number of names of new members and boat transfers that we will list next month. Here are the new boat numbers assigned since the October issue of SCOTS n' Water . . . 579—Arthru C. Rissberger, 650 Lake Road, Webster ,N. Y.; 588—J. Leger, 555 Des Erables, Laval Sur Le Lac, Quebec; 623—Dr. Hyman Silver, 3637 Washington St., San Francisco, Cal.; 636—J. E. Ubben, 9617 Forestridge Dr., Dallas, Tex.; 693—E. G. M. Dickson, 43 Donino Ave., Toronto, Ont., Canada; 694—A. Trottier, 230 King St. West, Sherbrooke, Que., Canada; 696—Edgar Cohen, 3600 Van Horne, Montreal, Que., Canada; 699—H. S. D. Swan, 46 Elmwood Ave., Senneville, P. Quebec; 700—Dr. R. T. Colyer, 7 Chalmers Ave., London, Ont., Canada; 706—Dr. E .C. Glenn, 130 Shore Acres Drive, Port Edwards, Wisc.; 708—Adam Burch, Oswego, N. Y.; 743—Prof. Miles Wisenthal, 72 Oxford Rd., Baie d'Urfe, P. Q., Canada; 744—Dr. E. Lepine, 251 Simcoe Cres., Montreal, 16, Quebec; 745—John Stirling, Esq., 4898 Western Ave., Westmount 6, Quebec; 746—Dr. Paul Cartier, 769 Dunlap, Outremont, Quebec; 747—Dr. J. P. Church, Temiscaming, Quebec, Canada; 781—James P. Veltman, 10109 S. LaSalle St., Chicago, Ill.; 782—Walter A. Locker, 5104 N.W. 26th St., Oklahoma City, Okla. 73127; 789—Rev. John Jackson, 135 Main St., Falmouth, Mass.; 793—Joseph H. Hoyt, Box 328, W. Falmouth, Mass. 794—John C. Jones III, 43 Leon St., Boston, Mass. (Formerly owned 705); 800—Edward Cobb, 12605 Hillcrest, Dallas, Tex. (Formerly owned 203); 803—Dr. H. J. Bruns, 211 Goodrich Ave., Syracuse, N. Y.; 804—Richard Derrene, Bay Shore Drive, Sturgeon Bay, Wisconsin; 805—Dr. O'Tar T. Norwood, 2625 Kings Way, Oklahoma City, Okla. 73120; 806—R. S. Tremaine, 1811 W. Wilshire Blvd., Oklahoma City, Okla.; 809—Gerald D. Gieseke, Box 55, Menno, South Dakota; 810—James C. Reeves, 5558 Hartsdale Drive, Jackson, Miss.; 811—Walter Gunderson, Holiday Point, Sherman, Conn.; 813—Robert Van der Veken, 1 Allister Road, Scarboro, Ont., Canada; 821—Daniel L. Beyer, 1193 East 17th St., Brooklyn, N. Y. 11230 (Formerly owned #499); 823—Robert W. Goad, 2734 East 45th Place, Tulsa, Okla.; 824—Jack Lester, 614 19th Ave. South, Fargo, North Dakota; 829—Leon H. Fish, 6191 Wanlow Lane, Dayton, Ohio 45459.

S - - & - - W

FOR SALE

FLYING SCOT #469—"Hotspur"-2½ years old, excellent condition, main, jib, spinnaker, cockpit cover, paddle and 150 lb. mushroom anchor and buoy. For further particulars, contact John W. Hyde, 26 Winthrop Drive, Riverside, Conn., Tele. A. C. 203, No. 637-0530.

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FLYING SCOT #139—"Llonteine"-white hull and deck, blue boot-top, cockpit cover, main, jib, spinnaker, Gator trailer, all racing gear including jam cleats, spinnaker, pole, etc. Good condition. Price \$1,800.00. Hamilton B. Horsman, 861 Broadway, South Hanover, Mass. Tele. TAYlor 6-2421.

S - - & - - W

Next month's issue will carry Kil Adam's story about the Sandlubber Regatta in West Texas, some early SCOTS n' WATER history, more on Hiking Straps, news from the Fleets, etc., etc. We hope to keep each issue about this same size. Have a pleasant Thanksgiving. We'll plan on seeing you in December, God willing and if the creeks don't rise.

— C. S. S.

CHARLES S. SILSBEE, Editor

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