

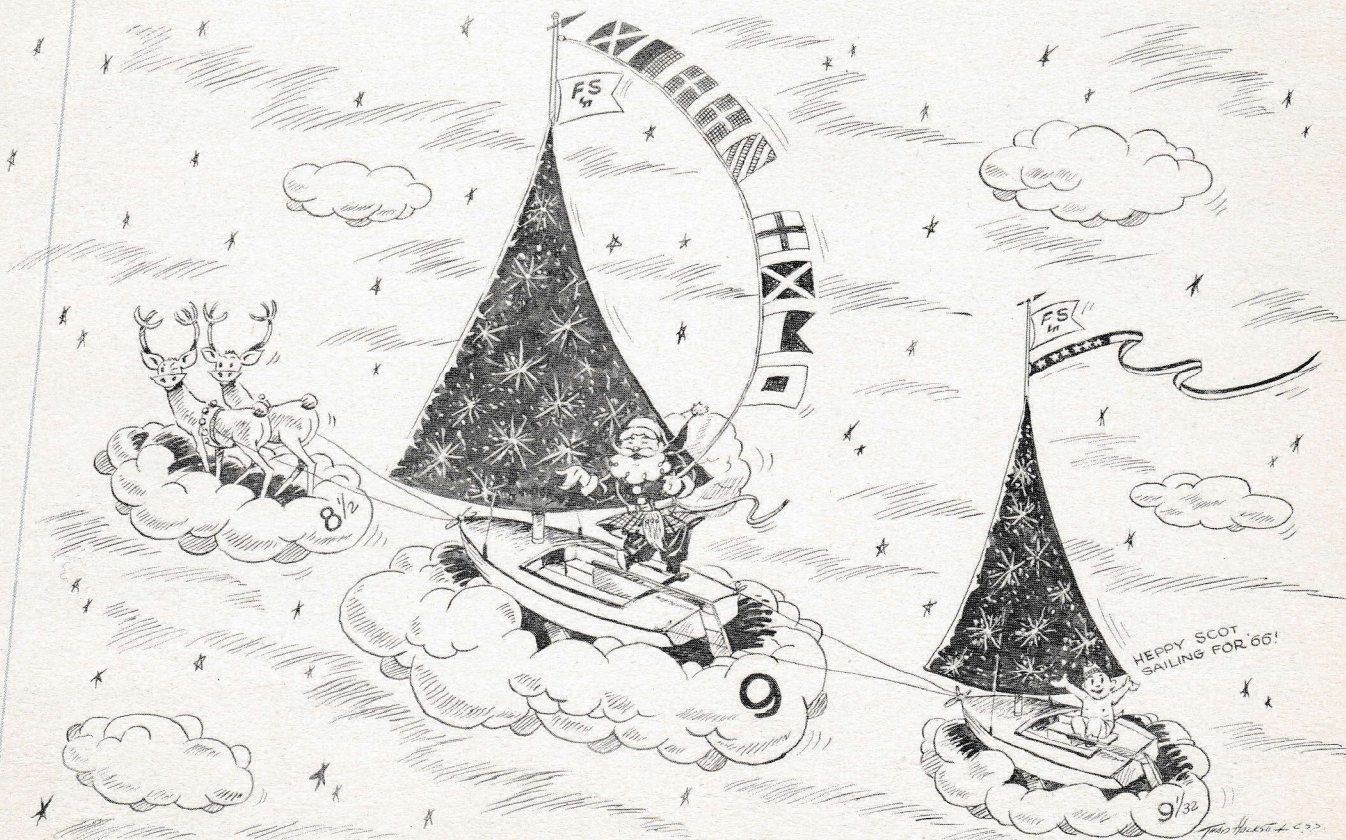
SCOTS

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, WISC. |
| 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. 2
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MERRY CHRISTMAS

HIKING STRAPS - By Gordon K. Douglass
(Continued from the November issue)

Hiking straps would not, as some of the wives would like to think, permit them to compete with the men. We all can equally well sit on the deck (and woman's build may even give her a slight advantage?), but man's build is better for hiking. The average man has longer legs and broader shoulders than his wife's, and with straps can hike longer and more effectively. The skipper who wants to win will leave his wife at home and sign on a tall young man in her place.

Hiking straps do not necessarily keep people from falling overboard. When you have straps you do things you would not even attempt without them, relying on them to keep you in the boat. If the strap breaks - and it does happen! - or your foot misses the strap - you go overboard. For example, the only time that Mary Douglass has gone overboard, it was from a hiking-strap boat. Lois Lovett, one of the first Thistle crews, told me recently that through all the years, she never had fallen out of the Thistle until after that Class adopted hiking straps. Her feet missed the strap.

The advocates of hiking straps stress safety as one of the main reasons for having them. At the Annual Meeting I asked how many skippers then present wanted hiking straps. Fourteen raised their hands. I asked how many of those had installed the hand lines which are permitted on the SCOT for safety. NINE! Only Nine! Can falling overboard be such a real and present danger if only a very few of all SCOT owners have taken the trouble to install hand lines?

Before the Flying Scot Class gives serious consideration to making a radical change, this or any other, a great deal of thought should be given to what its effect may be on the future of the Class. At this writing, the Class is made up of more than 800 owners, owners who bought the Flying Scot because they thought she was the best on the market. They did not buy her because they wanted a gung-ho hell-for-leather racing boat. They bought her because they like her the way she is, a roomy and comfortable, and safe, family day sailer. They like her clean and uncluttered cockpit, like it because it is not all messed up with hiking straps and other gear.

I recently sailed a Thistle which had transverse hiking straps, three of them. Going from one end of the cockpit was almost like running the low hurdles at the Tokyo Olympics!

Although a number of people have said we should adopt hiking straps, no-one yet has suggested a practical way to install them - and that brings me to my final argument against them for the Flying Scot, that of the potential DANGERS involved in using them. It is my belief that they would prove to be more of a danger than a safety device.

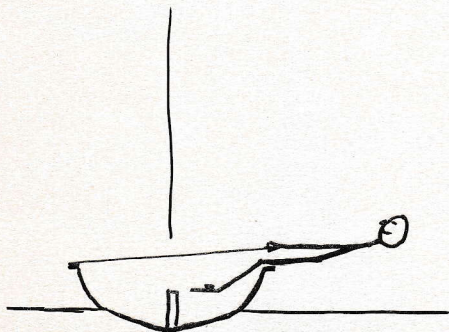


Fig. II

Most boats which use hiking straps are small boats of what I will call the one-level type. In such boats you sit on the deck or gunwale with your feet on the bottom of the boat, as I show in Fig. II. The boat is shallow, the boat is narrow. If you fall, if in a knockdown you should be pitched into the boat, your feet reach the bottom of the boat and there is little danger because you have but a short distance to go.

(cont.)

HIKING STRAPS (cont.)

The Flying Scot, however, is a two-level boat. She is so wide and deep that the average person cannot reach the bottom, or even the centerboard trunk with his feet when he sits on the side deck. Hiking straps would be of no use at all to most of us unless they were mounted above the inner edge of the seat, as I show in Fig. III. How this could be accomplished is another matter, but in any case I am sure they would be an infernal nuisance.

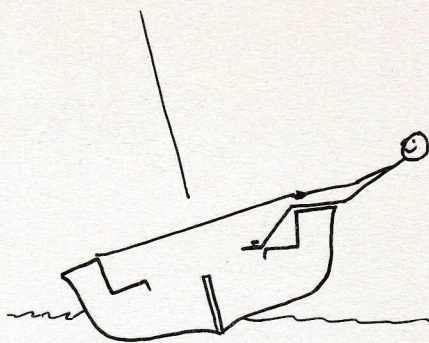


Fig. III

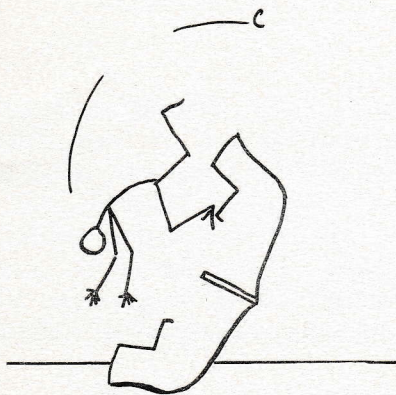


Fig. IV

Now we come to the potential danger I mentioned above. Assume that you are sailing in a fresh breeze, hiked out for all you are worth. The boat heels, is hit by a hard gust, heels more. Suddenly you realize that the boat has heeled so far that you have lost your hold and now are falling forward into the cockpit! Too late you realize that your feet are caught in the toestraps! With your feet caught, you land on your head on the leeward seat or in the bilge, perhaps receiving serious injuries from a fall of some six or eight feet. This I show in Fig. IV.

Does this sound far fetched? It has happened. The Highlander has an analogous situation wherein the crew use the seats as hiking straps by hooking their toes behind them. I have been told that, in a Highlander Regatta some years ago, two crew members were seriously injured in this manner, one even having been taken to a hospital for treatment.

In conclusion, I have tried to show that the benefits to be gained from our adopting hiking straps actually are few and of doubtful value, that the risks involved are many, and that the Flying Scot would lose some of the very qualities which most endear her to her owners, the qualities which make her the outstanding boat she is. I am all for greater safety. If something needs to be done to promote greater crew safety, I suggest that we require the use of good life vests in bad weather, and that we give further thought to the development and use of adequate hand lines.

S--&--W

Dr. Stuart P. Dowling, D. V. M., Flying Scot #756, the new Fleet #38 corresponding secretary succeeding our old friend Russ Fetter, reports on the Annual Fall Regatta of the Fairhope Yacht Club held on Mobile Bay - October 9 - 10, with nine Classes and a Free-For-All group participating. Bill Suddath of the Jackson, Miss., Fleet #45, took first place for the SCOTS, Dr. Dowling second and John McShan of Fleet #38 third. Doc, who divides his time between the Dowling Pet Hospital in Mobile and his new SCOT, has come up with a true and tried suggestion on which he apparently bets his bottom dollar. So that there will be no slip, we quote Doc as follows - "My crew and I are all cursed with short legs, and when hiking out in a stiff wind, we can't reach anything with our feet to brace on. I found some narrow strips similar to those sold for bath tub bottoms, the rough surfaced rubber kind with contact glue already on them. These placed on the side decks at strategic locations make our "bottoms" non-skid and sure adds to the pleasure and safety of our boat." Glad to hear that you got to the bottom of your troubles, Doc.

S--&--W

The Port Grove Sailing Club, located at Sailboat Bridge, Grove, Oklahoma hosted the Central States Sailing Association's Annual Fall Regatta on October 2 - 3 on Oklahoma's Grand Lake of the Cherokees, with 70 boats from seven Classes entered, plus a handicap division for several Classes not able to post a fleet. Eight SCOTS took part in the three-race event, with Clyde Haas, Captain of F/S Fleet 39, Port Grove, and from Coffeyville, Kansas, the winner, with two firsts and a third. Doug Brockie, also of Fleet 39, from Miami, Oklahoma, was second place winner. Clyde Haas was also presented the Skipper-Of-The-Year Trophy by the Grand Lake Association in celebration of its 25th year of existence.

- - - Harvey R. Lewis, Sec. Fl. 39.

S--&--W

We will run the Kil Adams Regatta story and the SCOTS n' WATER history article in January instead of this month as announced in the November issue, thus keeping SCOTS n' WATER this same size each month.

S--&--W

NEW ACTIVE MEMBERS --- #86 - James P. Omalyev, 36 Mt. Pleasant Rd., Newtown, Conn., Candlewood Yacht Club, Fleet #42; #208 - Theodore G. Glass, P. O. Box 693 (2202 Olive St.), Mt. Vernon, Illinois, Crab Orchard Lake Sailing Club, Carbondale, Ill., Fleet #30; #579 - Arthur C. Rissberger, Jr., 650 Lake Road, Webster, N. Y., 14581, sails on Lake Ontario near Rochester, N. Y.; #612 - Monna R. Whipp, 935 Rosewood, East Lansing, Mich., Junior co-owner, Fleet #41, Crystal Lake, Mich; #623 - Dr. Hyman Silver, 3637 Washington St., San Francisco, Calif. 94118, Inverness Y. C., Tomales Bay, Calif., Fleet #40; #640 - Thomas G. Edison, M. D., 1015 Spring St., Silver Spring, Md., sails on Annapolis-Oxford near Annapolis, Md.; #681 - W. E. Zimmie, 12700 Lake Ave., Apt. 805, Lakewood, Ohio 44107, Edgewater Yacht Club, Fleet 12, Lake Erie; #686 - Wayne Hutchinson, 4511 Trier Road, Ft. Wayne, Ind. 46805, sails WIPED OUT on Lake George near Angola, Ind; #693 - Mackenzie Dickson, 43 Donino Ave., Toronto 12, Ont., Canada, sails SPINDRIFT on Stony Lake near Peterborough, Ontario; #696 - Edgar H. Cohen, 3600 Van Horne Ave., Suite 201, Montreal, 26, Quebec, sails on Lake St. Louis, Lord Reading Yacht Club; #699 - H. Stewart D. Swan, 46 Elmwood Ave., Senneville, P. Q. Canada, sails CYGNUS II with Fleet 36; (And many more - see the January, 1966 issue).

S--&--W

NEW ASSOCIATE MEMBERS --- Bob Kagan, 2501 E. Lake Bluff Blvd., Milwaukee, Wisc. 53211; Tim Stearn, 1106 Pennsylvania St., Sturgeon Bay, Wisc; Anthony A. Herrmann, M.D., 509 Shoreland Drive, Racine, Wisc. 53402; William Telander, 2839 N. Hackett Ave., Milwaukee, Wisc. 53211; Miss Kathy Walker, 5 Bayside Terrace, Riverside, Conn; Mrs. Ted Engel, South Street, Oaks Lane, Rockport, Mass; Mrs. Alex Taylor, Ballwood Road, Old Greenwich, Conn; Mrs. J. C. Ives, 806 Bon Haven Drive, Annapolis, Md; Mrs. Horace A Sawyer, 9 Druid Lane, Riverside, Conn; Stella R. Gunderson, Holiday Point, Sherman, Conn. 06784.

S--&--W

SCOT TRANSFERS --- #104-Keehn Landis, 2680 Orrington, Evanston, Ill; #119-Monte K. Myers, 8214 Maysville Road, Fort Wayne, Ind; #189-Joe C. Atkins, 3871 Indian Road, Toledo, Ohio 43606; #206-Frank C. Piku, 22507 Ardmore Pk., St. Clair Shores, Mich; #288-Orville W. Odle, P. O. Box 944, Muncie, Ind; #380-Alex F. Weir, 2918 Jan Ave., Tyler, Tex. 75706; #450-John D. Cochran, Jr., Box 166, Clear Lake, Ray, Ind; #479-Camby Ryles, 2885 Ashby Road, Columbus, Ohio; #686-Wayne Hutchinson, 4511 Trier Drive, Fort Wayne, Ind; #705-Dr. Wm. B. Newberry, Jr., 2073 Abington Road, Cleveland, Ohio.

S--&--W

Oops! Sorry we stapled page 4 ahead of page 3 in the November issue; also that the Post Office took nine days to deliver many of the copies.

S--&--W

FOR SALE --- Flying Scot #455 - white hull, light blue deck, Ulmer dacron main and jib, nylon wing spinnaker and gear, cockpit cover, outboard bracket, two anchors and lines, paddle, four life cushions, list indicator. Replacement - \$2985; offered at \$2250. Gator F/S trailer and Johnson outboard available - reasonable. Contact J. B. Connor, 90 Bryant Avenue, White Plains, N. Y. 10605, Phone - Code 914 - WH 8-1451.

S--&--W

Richard Friend hasn't been able to get any help from his IBM computer, or even from Jack Huling in locating a used SCOT. If you can help him out, please contact Dick at 4205 Wright Avenue, Columbus 13, Ohio.

S--&--W

Francis D. Curran, 344 Merrimac Street, Newburyport, Mass. 01950, is interested in acquiring a used SCOT. Could be the start of a new F/S Fleet. Anyone with "Used SCOT" information may contact Mr. Curran direct.

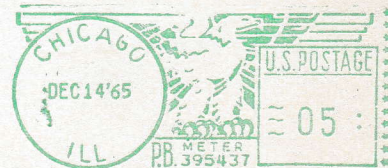
S--&--W

Merry Christmas! And the S&W culinary department suggests, if you have never tried it, to serve sauerkraut with the turkey - an old and popular Baltimore custom. See you in January.

S--&--W

CHARLES S. SILSBEE, Editor
Scots N' Water
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Winnetka, Illinois 60093

FIRST CLASS



Mary Douglass
Pennington St.
Oakland, Md. 21550