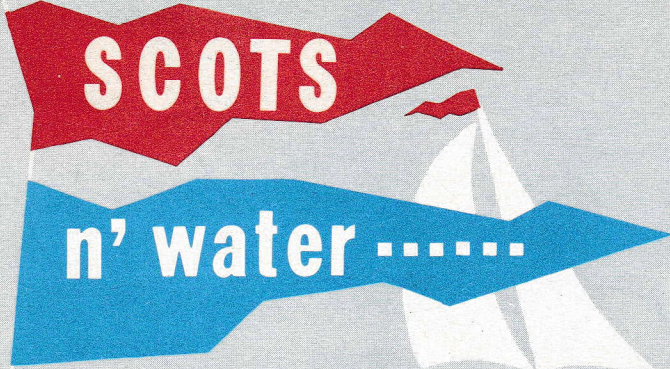


Office



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 -
- 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 - HEMPSTEAD BAY, L. I., N. Y.
- 47 - EGG HARBOR, WISC.
- 48 - CHARLOTTE, N. C.
- 49 - LAKE GRANITE SHOALS, TEXAS
- 50 - OKLAHOMA CITY, OKLAHOMA
- 51 - SEABROOK, TEXAS

Vol. VIII No. 5
March, 1966

SPRING IS IN THE AIR! It is in evidence in Irmgard Schildroth's delightful and refreshing article in this issue. And another new fleet again this month - Fleet #51 has submitted its Charter to the FSSA powers-that-be for signature. Name is the Seabrook Sailing Club, on Galveston Bay, with the following Charter Members: H. G. Henderson (754) Fleet Captain, Robert L. Buchner (20) Sec'y., Ray T. Fortenbach (346), Robert Rappaport (601) and Eugene A. Baumbach (634). We wish them a warm welcome into the "New Fleet" category, although all of the members are not new SCOT sailors by any means. And, if we keep on adding new F/S Fleets at the rate we have the past two months, by the year 2000, we'll have over 400 fleets- unless they run out of water.

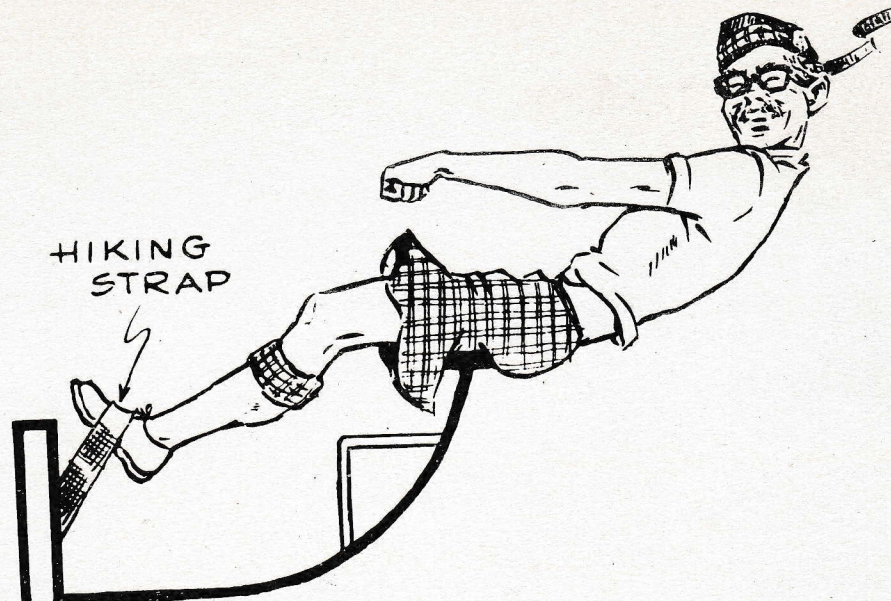
S-&-W

In the past, several of the FSSA members have been receiving a second issue of SCOTS n'WATER at their summer address when it differed from their established winter and so-called year 'round address. With the FSSA membership growing as it has, we plan to discontinue this policy, convenient as it might be for the recipient, as it does cause considerable extra work and cost. However, if any of the members still wish to have a second copy sent during the summer vacation months to a different address, please send Mrs. Rippel \$2.00 each year and she will notify SCOTS n'WATER, as well as keeping the official records straight.

S-&-W

Due to the amount of material in this issue, we will have to delay the continuation of Vince DiMaio's excellent article on "The Selection and Care of your Flying Scot Sails". Sorry.

S-&-W



OUR OWN A-GO-GO DISCOTHEQUE "WHAT'S WRONG WITH THIS PICTURE" CONTEST

Just write your answer on the edge of a postcard and enclose two Chevrolet tops. All entries must be received by midnight.

S-&-W

July 8-9-10 are the dates for the F/S Midwest District Regatta, to be held at Carbondale, Illinois, the home of Fleet #30. As soon as John Mercer or Paul McRoy from Carbondale send SCOTS n'WATER more details on the Regatta, we will publish the data.

S-&-W

At the suggestion of John Batte, Jackson, Mississippi, we have arranged to send SCOTS n'WATER airmail each month to one of John's Fleet #45 members now in Viet Nam - 1/Lt. Joe L. Abrams. Joe doesn't wish to lose out on any SCOT news even if he is overseas and can't sail this year. Reading matter is so scarce with the Armed Forces in Viet Nam, we understand, that even newspaper ads are read by everyone, just to have something to read. Anything, in order to arrive with less than several months delay should go airmail. Joe's address is FU 3127293, SEA 9 Det, 9th Aeromedical Evac Sq, APO 96238, San Francisco, Calif. There may be other SCOT sailors in Viet Nam, but Joe is the only one on our list now. His F/S #61 is in storage.

John also tells us that this past month he and Liz planned to race at the Houston Yacht Club Regatta, and if so, we'll get his report later. The next scheduled event in the general area is the Dauphin Island Race on April 16th, which is a 20 mile race down Mobile Bay out to Dauphin Island, spend the night there and return the next day.

S-&-W

Mrs. Helen Rippel wishes to remind everyone that all addresses will be listed in the 1966 Yearbook the way she has them in the Roster unless corrections are received by March 30th. Also, if the Fleet Correspondents do not send new Fleet listings with the new members of their respective fleets, the Fleet Listing will be the same as last year. With the pace that FSSA is growing, it is not feasible for Mrs. Rippel to send out a notice to each fleet asking them to advise her just how each fleet should be listed, so each Fleet Correspondent will kindly assume this responsibility for his fleet. Mrs. Rippel's address is 9700 Sunbury Road, Westerville, Ohio 43081, and her official title - Corresponding Secretary, FSSA.

...AND STILL WE SAIL
by Irmgard Schildroth

Actually, there is not much to write about sailing on three square miles of drinking water where there is no Scot fleet, swimming is prohibited, the yacht club is minus club house, and the land on which we freely assemble belongs to the City Water Works.

But let me explain.

Lake Massabesic is a lovely little lake at the edge of the City of Manchester. It is surrounded, for the most part, by hilly woodlands with a picnic area and parking lot near a highway on the Manchester side. A few motor boats are moored in that area, and the adventurous visitor may even enjoy a commercial speedboat ride around the kidney-shaped lake.

Only a quarter of a mile farther down the road, about thirty-five sailboats ranging from a Hummingbird to a 24-ft. Honeymoon keelboat, are moored. Lightnings have the only fleet representation with about twelve boats of which from three to five race regularly, leaving the rest of us to daysail or handicap racing. (We are still hoping for a Scot fleet, but as it is, OIL does not flow so freely up here as down in Texas!)

Sailing conditions are excellent as the ban on swimming automatically rules out water-skiing which in turn reduces motorboat traffic. So strict is the enforcement of the regulation that wearing a bathing suit (leave along a bikini!) is considered evidence of intent to break the law!

Winds are capricious in this area adding spice and variety to racing activities. And this is probably the reason the club got started in the first place. I was told by the old-timers that about twenty-five years ago, a few sailors got a foot in the door (or a toe in the water?) with a fleet of Sunrays. Other boats followed and soon there was a variety of sailing craft just waiting to be united into an organization of some sort--and Massabesic Yacht Club was born.

Although City Water Works remained firm in their refusal to sell or lease any land for the purpose of building a club house, they consented to the use of the anchorage area for club activities. Once the sailors felt at home, they set about to improve the premises. Because there was no adequate launching facility, the natural slope from the shoreline to the water was gradually prepared, and one dark night while the Water Works officials were soundly asleep at home, some busy beavers poured and smoothed concrete--and surprise....!

Some time later when racing markers and other club equipment had accumulated, a very small tool shed sprung up over night. Water Works officials did not take notice of the improvements so long as they were spared official sanction. It was thus that, by way of squatters' rights a dock was also constructed.

Now, with the introduction of the family to the adopted yacht club grounds, the need for yet another building arose. And somehow, a rectangular green structure with full headroom grew amidst the pine trees making our club accommodations as complete as they will ever be.

But, despite restrictions and lack of facilities, we have enjoyed many hours of lively racing on sparkling water; we have sailed to serene little islands and points that are ideally suited for family picnicing; and we have found secluded coves that have all the charm and assets of picture post card faraway places.

Mrs. George Schildroth also is the author of "The Joys of Cruising...in a 19 Footer" in YACHTING for January 1966 (F/S 244).

- Ed.

SANDY SAYS:

I suppose it is only natural that when a person in my position suggests making a change in the Flying Scot - or takes a stand in opposition to a proposed change - that there will be those who will look for my ulterior motives. And because my usual attitude is one of resisting changes, - for the sake of maintaining our one-design principle rather than because I consider the Flying Scot to be perfect in all respects - there is all the more reason for questioning when I do suggest a change.

The matter of the shorter rudder blade should come up for a vote this year. I recommend shortening the blade five inches; and I hope that if you question the wisdom of this move, and are not in a position to make a decision because you have not yet had the experience of using a shorter blade for comparison with the present one, that you and your fleet will test a short blade. You will recall that the FSSA has authorized the GODOBOCO to send a blade which could be cut down for the purpose. If your fleet needs a blade, let me know.

What are my motives, ulterior and otherwise? I think the only motive which might be described as ulterior is that we would save something like \$2.00 in the cost of the blade. If this saving were the real motive, I would have made the blade twice as short to begin with.

My real reason is that I find that the present blade is too deep, and that when the blade is shortened the boat handles better. A rudder needs to be just so large for control, and extra size is not an advantage. If it were rudders would be made larger and larger. But added size creates added forces; and the smaller rudder requires less force on the tiller, giving a lighter helm, and creates less bending force on the blade, less drag and less tendency to lift at high speed. Provided that there be adequate control at all times, the smaller the blade the better.

We have experimented with blades shortened as much as six inches. Even this one seemed to give perfect control, but my feeling is that the five inch reduction accomplishes our purpose, and that is why I suggest a minimum dimension of 25 inches instead of our present 30 inch minimum.

How did this situation arise? Why is the blade not just right to begin with? In designing a new product the designer must base his calculations on known facts, and in this case I had in mind the Highlander rudder, the Highlander being similar in size and proportion to the Scot. The Highlander rudder is wider than ours in proportion to its depth, but with its 25 inch depth has proved to be deep enough to give perfect control. Our present blade has the same area, but in being narrower it is deeper. Now we find that the 25 inch depth is all we need and that we do not need more than this for area. Perhaps our blade is more efficient in its proportions?

In considering this change, please keep in mind several facts. One is that in reducing our minimum depth requirement we will not make illegal or obsolete our present blades. Those who wish to shorten their blades may do so at small cost and effort. It is not yet proven that the shorter blade makes a faster boat. If this does prove to be the case, the racing man will want to shorten his blade.

But the shorter blade does give a softer and more pleasant helm. I think you will like it. It does reduce the bending and lifting forces. It per-

mits sailing in shallower water without striking bottom, a definite benefit in some areas. It is easier to handle in the boat. It is my conviction that everything favors the change.

During the past year many Scot owners have tried a short blade, and I have heard no unfavorable comments from those who have tried one. The only skeptics seem to be those who have not tried one. On the other hand, while a few have said they could see little difference in handling quality, most have thought it to be a definite improvement and favor the change. As for myself, I think you must realize that I would not even consider a change which I thought would be of questionable value.

- Gordon K. Douglass
Oakland, Maryland (Feb. '66)

S-&-W

Bill Goldthwaite is Correspondent for F/S Fleet #37. The Rippel's belong here too, as well as Fleet #2; apparently a case of O'Shaughnessy vs. Hoover. Bill's address is 1530 King Ave., Columbus, Ohio.

S-&-W

John Thierman is Correspondent for Columbus, Ohio's F/S Fleet #2 for 1966. News, John! OK? We might warn Fleet #2 sailors that it appears that they can expect some extra competition from Carl and Helen Rippel this year. You see, the Rippel's are spending early March in Palm Springs on their yacht racing limbering up exercises through the use of golf clubs, etc.

S-&-W

FLEET #36! Orville, are you all right?

S-&-W

J. Robert Tomlinson, President of The Barden Corporation, Danbury, Conn., Secretary of F/S Fleet #24, Candlewood Yacht Club, has informed us that they will be hosts to the 1966 F/S Northeast District Championships. Bob says that the dates set for the regatta are August 5-6, and if it rains, August 7th. He will be sending out more data later, but Fleet #24 members hope that the SCOT Fleets throughout the northeast will mark these dates and plan to attend.

S-&-W

Milwaukee Fleet #25 officers for 1966 are Robert S. deMille (371A)-Fleet Captain, Donald G. Rodenkirk (412)-Measurer and John F. Penner (408)-Sec.-Treas. The newly appointed fleet correspondent for the group is Miss Carole Zemlicka (558).

S-&-W

Fleet #3, Wilmette, Illinois held the first of their three winter F/S meetings and dinners at the Sheridan Shore Yacht Club on February 20th. Vince DiMaio, builder of the Customflex Flying Scots from Toledo, Ohio gave a most interesting talk on racing tactics and techniques, with a number of real down-to-earth personal examples of what to do and what not to do. Vince's daughter, Lorraine, an excellent racer in her own right, accompanied her Dad to Wilmette. The distinguished speaker was given the subject of "Seven sure ways to beat Sandy Douglass", but admitted that the only way he knows not to have Sandy beat him in a Flying Scot is to have Sandy crew for him in the race. The remaining two Fleet #3 get-togethers are scheduled for March 27th and April 17th.

S-&-W

Captain Chuck Mills of Edison Boat Club Fleet #8 at Detroit is busy laying plans for the 1966 opening of Edison's off-the-dock racing program on April 9th. John Keller, regular Team skipper for the club for several years, and who recently married sailor-ette Caroline George, is actually handling the details of this intra-club competition. The new team of Caroline and John are well equipped to handle the scheduling, averages and protests for this exciting series of races. Regatta competition begins for many of the SCOT skippers on May 21-22 at the Grosse Pointe Yacht Club Centerboard Regatta. Following this warm-up event is an entire summer of Saturday Detroit River Yachting Association Regatta on Lake St. Clair. In charge of Fleet 8 arrangements for these regattas is Skip Jennett, assisted by wife and 1st Mate Marlene. Skip and Marlene are Saturday regulars and favor "heavy air" sailing (the most exciting kind!).

---Pat Barry, Fleet 8 Correspondent

S-&-W

The local Fleets in the general Detroit area are looking into establishing a Regional Association for local competition.

S-&-W

In the October 1959 issue, YACHTING reported that "FLYING SCOT officers are: Jack Beierwaltes, Pres., Charles Silsbee, Sec.-Treas., Robert Schneider, Chief Measurer. Fleets have been organized in Illinois, Michigan, Ohio, Maryland, Connecticut and Vermont in less than a year since the Class started". (That was in the good old days when boat numbers ran 37-24-36, etc. - Ed.)

S-&-W

NEW ASSOCIATE MEMBERS

Mrs. Dorothy E. Farrar, 2220 Woodside Road, Ann Arbor, Mich. 48104 (#830).
Merritt R. Hayes, 3715 N. Lake Drive, Milwaukee, Wisc. (Ex-476).
H. Jennett, 23648 Glinita, Warren, Mich., Associated with Edison Boat Club.
Dr. Carlos Torrent, 14308 Superior Rd., Cleveland Heights, Ohio 44118.
(Crew for #511).

NEW SUSTAINING MEMBERS

Lud Fromme's Sailboat Sales, Mr. Ludwig H. Fromme, 3008 Ravenwood Blvd.,
Toledo, Ohio 43614.
Edward H. Parfrey, 4417 Tarpon Lane, Alexandria, Virginia.

TRANSFERS

- 38 - Thomas Ferris, M.D., 73 Mather St. Hamden, Conn. Former owner of this boat was Dr. John Hess.
- 137 - Richard A. Keene, 1303 Turwill Lane, Kalamazoo, Mich. 49007. Max Doolittle, an old-time SCOT sailor who now owns #858, was the previous owner of #137.
- 476 - Sidney Podell, 721 E. Carlisle Ave., Milwaukee, Wisc. 53217, who formerly co-owned #413 with Alan Lillie, bought #476 from Merritt Hayes, Ex-Capt, of Fleet #25.

S-&-W

NEW BOAT NUMBERS ASSIGNED

- 625 - Dan E. Bramhall
2704 W. 13th St., Apt. 304
Wichita, Kansas 67203
- 768 - Robert Davis
Lake Bluff, Illinois
- 851 - Norman R. Woodfield
215 Bay Colony Circle
La Porte, Texas 77571
- 856 - Ronald Richard, M.D.
7400 Oakman
Dearborn Michigan
- 858 - Max Doolittle
531 Jenks Blvd.
Kalamazoo, Michigan
- 859 - Percy Blough
Cambria Motors
76 Valley Pike
Johnstown, Penna.
- 864 - Stanley Glen
6440 N. Lake Drive
Milwaukee, Wisc.
- 865 - William Adler
4222 Kenfield Drive
Fort Wayne, Indiana
- 866 - Wayne Hutchison
4511 Trier Road
Fort Wayne, Indiana
- 867 - Richard McGraw
1438 Solon Lake
Fort Wayne, Indiana
- 868 - Dr. David Cain
3701 S. Memorial Drive
New Castle, Indiana
- 1007 - R. D. Mollison
13 Hendire Ave.
Old Greenwich, Conn.
(Goll, Moll! where did you
get that number? Quite a
jump from #242).

NEW ACTIVE MEMBERS

- 383A- Mrs. Gertrude Godshalk
Changed from Associate
to Jr. Co-Owner with
Ernie, Captain, Fl. #3.
 - 504A- Gayle Thistlethwaite and
Richard M. Groff (daughter
and son) 1514 E. LaSalle,
South Bend, Indiana, junior
co-owners with Dr. Thistle-
thwaite, an active member.
 - 585 - Merritt Loe. 1657 Irma Place,
Toledo, Ohio 43612 (No other
information on M. Loe, - it
says here. -Ed.)
 - 705 - Wm. M. Newberry, Jr., M.D.
2259 Delamere Drive
Cleveland Heights, Ohio
44106. Sails KITTIWAKE with
Fl. #12, Edgewater Y.C.
 - 796A- Mike Widman, Sr. Co-owner,
5515 N. Meadows and Wm. H.
Goldthwaite, Jr. Co-owner,
645 Neil Ave., Apt. 809, both
Columbus, Ohio. Sail with Fl.
#37 on Hoover Reservoir, near
Westerville, Ohio
 - 830 - P. H. "Hal" Farrar
2220 Woodside Road, Ann Arbor,
Michigan 48104. Sails on
Kent Lake near Brighton,
Michigan
 - 836A- Dr. M. W. Feigert & Martin
W. Feigert, 1041 S. Main St.,
Findlay, Ohio 45840. They
sail BLUE MIST on Clear Lake,
CLYC, with Fl. #34, Ray, Ind.
 - 847 - John W. Dunkin, 11218 Timber-
line, Rt. 8, Houston, Tex.
77024 Sails on Galveston Bay
near La Porte, Texas.
 - - J. G. Keller, 6061 Park Blvd.,
S. Rockwood, Mich. Associated
with Edison Boat Club, Fl.8.
- (Quite a lot of -thwaite's with
us this month, aren't there!)

S-&-W

Mrs. Joan Donley, Asst. Sec., of Cleveland's Fleet #12, does have the confirmed dates for the events of the 1966 Flying Scot National Championship Regatta to be held at the Edgewater Yacht Club, as follows:

- Monday, August 15 - Registration and Measuring
- Tuesday, " 16 - Afternoon-First race. Evening-Annual Meeting
- Wednesday " 17 - Morning-Second race. Afternoon-Third race
- Thursday " 18 - " -Fourth " " -Fifth "
- Friday " 19 - Make-up day (if necessary).

Joan has also brought to our attention, under "National Championship", in accordance with our Constitution and Bylaws, that Jack E. Donley, 16451 Stone Ridge Road, Chagrin Falls, Ohio 44022, has been appointed chairman of the Chartering Committee, and that it is required to publish the name of the chairman and the following sub-paragraphs of ARTICLE B-IX in the March issue of SCOTS n' WATER:-

d. Entries

(2) Rules for Chartering Boats in the National Championship Regatta:

(c) Prospective charterers will then write to the Chairman requesting a charter. This letter must be accompanied by a check for \$25.00, payable to the Flying Scot Sailing Association. No request will be considered without a check or money order. This money will be divided as follows: \$20.00 will be paid to the owner of the boat and \$5.00 will be retained by the Association. Prospective charterers must be qualified Flying Scot owners and reside at least 400 miles from the site of the National Championships except at the discretion of the National Race Committee.

(d) Closing date shall be August 1. On this day the Chartering Committee will apportion boats available. If there are more applicants than available boats, checks of the unsuccessful applicants will be returned. If boats are still available, requests received after August 1 will be filled on a "first come, first served" basis. Charterers shall cancel a charter within two weeks of the mailing of notice of acceptance thereof. If cancellation notice is not received within the two week period, the \$25.00 is forfeited and will be apportioned as originally planned, if the owner brings his boat to the site; otherwise, the \$25.00 goes to the Association.

(e) Boat owners shall be responsible for bringing their boats to the site of the National. Boats shall be fully found with all equipment required by the rules. Bottoms shall be cleaned and unfouled. Running and standing rigging shall be sound and able to withstand normal racing conditions.

(f) Charterers will use their own sails. They shall be responsible for all damages to the boat and spars and shall pay the boat owner for same. They will not be responsible for breakages of running or standing rigging in cases of collision or abnormal racing conditions. In the event of a dispute, the National Race Committee shall be the sole and final judge of responsibility. Charterers may not bore holes in the boat or do anything else that may be construed as defacing without permission of the boat owner. A boat will be returned to its owner in exactly the same condition and arrangement as it was received. This includes unrigging and replacing on a trailer.

(3) Only the sails bearing the number of the Flying Scot sloop in which the skipper qualified for entry may be used.

- End.

S-&-W

Letter to the Editor

Dear Mr. Silsbee:

You have recently carried two articles in "Scots n' Water" by Sandy Douglass on the subject of hiking straps. Since I proposed the amendment to the constitution on behalf of the members of Fleet 12 at the last Annual Meeting, I think that the Membership in general should understand the reasons for this proposal. Therefore, I have enclosed the letter regarding the proposed amendment to the constitution, which I sent to our Chief Measurer, Mr. Edwin Cobb, on July 29, 1965, which contains an explanation for the amendment. I would hope that you would give space in one of the future issues of "Scots n' Water" for this response.

Yours Truly,

(Signed) Thomas F. Meaney, M.D.
January 7, 1966

Dear Mr. Silsbee:

The Executive Committee met in New York (Jan. 21, 1966). With regard to hiking straps, the Executive Committee authorized Fleet 12 to begin testing them this summer. I do believe that the "Letter to the Editor" that I forwarded to you in my last letter is still current and meritorious of publication.

Yours Truly,

(Signed) Thomas F. Meaney, M.D.
January 31, 1966

(NOTE: The letter of July 29, 1965 and the proposed amendment are quoted in full, as follows (Ed.) --

Mr. Edwin B. Cobb
Metcalf & Eddy Engineers
Statler Building
Boston, Massachusetts 02116

2945 Corydon Road
Cleveland Hts., Ohio 44118

July 29, 1965

Dear Ed:

Enclosed is a proposed amendment to the Constitution to permit the use of hiking straps.

As you know from previous annual meetings, the question of hiking straps has been raised on several occasions. At the annual meeting in 1964, I seconded a proposal to allow hiking straps, which was subsequently referred to the Governing Board for action. At the Executive meeting held in April, 1965, in Cleveland, Ohio, the use of hiking straps was again discussed. The Executive Committee passed a by-law which provided that upon authorization of the Governing Board, Fleet request for permission to test proposed modifications and specifications in racing within the Fleet could be granted. The Executive Committee at the same meeting further determined that, under the new Constitution, the proposal for an amendment to the specifications would have to follow Article 20 and Article 13.

For the benefit of the members of the Measurement Committee who are to act upon this amendment, as provided by the Constitution and By-laws, I would like to indicate the reasoning involved in the proposed amendment.

Hiking straps can serve two purposes. The first is to enable the skipper and crew to extend their weight further outboard to achieve balance of the boat. The second is to provide a safety feature to prevent skipper and crew from losing their balance and falling from the boat.

In previous discussions at the annual meetings regarding hiking straps, the principle argument against them has been that they would encourage athletic prowess and thus defeat one of the principal reasons for the existence of the Flying Scot, that is, a family sailing boat which could race without the necessity for athletic skipper and crew in order to be actively competitive. Fleet 12 in no way intends that the proposed amendment permitting hiking straps should obviate this desired foundation of the Flying Scot class. However, it has been pointed out by many members of the Flying Scot Association as well as by several sailing authors, including Jack Knight, authoring a chapter in "Scientific Sail Boat Racing" that those classes which do not permit hiking straps, notably the Star class, require much more athletic ability to hike in their absence than to those classes which permit hiking straps.

Rather than to dwell at length the first point, I would prefer for you to consider more seriously the second point, that is, hiking straps as a safety feature. I would like to submit for your consideration two instances that have nearly lead to fatalities in the Scot class because of crew or skipper falling overboard during a race. I have observed both of these personally. At the Flying Scot National Championships in 1963 held at Port Clinton, in the rough seas of Lake Erie during a planing situation, a member of the crew of one of the Scots lost his balance and fell overboard. It was only through excellent seamanship by the skipper of this boat that the crew's life was saved. The second incident occurred three weeks ago, during Fleet 12 race, again in Lake Erie, in rough seas and heavy winds, where a skipper also on a plane, lost his balance and fell overboard. The wind and sea conditions were such that several boats attempted without success to rescue the skipper. Finally, after more than 20 minutes in the water, the skipper was rescued by an auxiliary sailing craft, which was able to maneuver in the wind and sea conditions that were present. Questioning of this particular skipper, a sailor with 20 years experience, indicated that he was hiking to keep his boat flat while on a plane, with his weight aft so that he was not able to place one of his feet under the aft decking to secure his balance.

I think that the Executive Committee as well as the Membership of the Flying Scot Sailing Association should very seriously consider any method of a preventative nature that would avert a fatality. Many remedies which may be imposed after a tragedy has occurred will not restore the damage done by a tragedy. Other classes have had similar problems and notably the Thistle class, designed and led to vigor by designer Gordon K. Douglass, the same designer of the Flying Scot Association, have gone through similar problems with regard to hiking straps. In a Thistle class, approximately 10 years elapsed from the initial launching of the Thistle to the adoption of the hiking straps by the class. The members of the Thistle class with whom I have spoken and who were active at that time indicated that it was the feeling of their class that hiking straps were a safety feature and would not promote athletic prowess per se.

The members of Fleet 12, very close to a fatality which almost occurred in a competent and experienced skipper, respectfully submit this amendment to the Measurement Committee for serious consideration.

Yours truly,

Thomas F. Meaney, M.D.

TFM:ml
Encl.

Fleet No. 12
Edgewater Yacht Club
Cleveland, Ohio

July 29, 1965

In accordance with Article 22, #3, and Article 13, #1, Fleet No. 12 Edgewater Yacht Club, Cleveland, Ohio, proposes that Specification Article S-V, #4, be amended as follows:

"4. No flying trapezes or other contrivances which achieve the same purpose may be used. Hiking straps are permitted, provided that when fully extended they do not touch the back of the seat. Up to two hand lines affixed to the centerboard cap are permissible, provided their ends are terminated in a whipping, back splice or knot (not a loop) and cannot touch the back of the seat when fully extended."

Warner Williams
Fleet Captain

- END

S-&-W

CAVEAT EMPTOR

For Sale F/S #594 - Douglass built; complete with jib, mainsail, spinnaker and all gear including cockpit cover, etc. This boat is in excellent condition, having been delivered second week of July 1964 and sailed only about 20 times since. Boat has been put in inside storage (See Sandy's article, February Scots N'Water), now available complete at price of bare boat, only \$2295; J. M. Wallace, 27 Churchill Road, Pittsburgh, Pa. 15235. Tel. Area 412 - 242-6219.

S-&-W

Edward H. Parfrey, 4417 Tarpon Lane, Alexandria, Virginia, one of our new sustaining members, has requested that any SCOT owner interested in chartering his SCOT out of Door County, Wisconsin during the first two weeks of August, please get in touch with him. Mr. Parfrey has visited Sandy's plant and sailed with him on Deep Creek Lake. He also is a small boat sailor, having a Customflex Penguin and is active with the Penguin Fleet near Mount Vernon, Virginia, although he is keeping his eye open for a used SCOT to use as a family boat and as a larger racing boat.

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RETURN REQUESTED

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