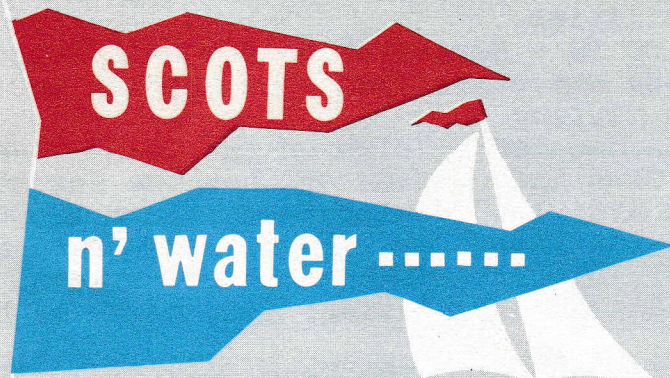


Office



Vol. VIII No. 6  
April, 1966

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 - HEMPSTEAD BAY, L. I., N. Y. |
| 11 - ROCKPORT, MASS.                   | 28 - SHEEPSHEAD BAY, N. Y.         | 47 - EGG HARBOR, WISC.           |
| 12 - CLEVELAND, OHIO<br>(EDGEWATER YC) | 29 - MUNCIE, IND.                  | 48 - CHARLOTTE, N. C.            |
| 13 - CHATTANOOGA, TENN.                | 30 - CARBONDALE, ILL.              | 49 - LAKE GRANITE SHOALS, TEXAS  |
| 14 - SPRINGFIELD, OHIO<br>(KISER LAKE) | 31 - SHORE ACRES, N. J.            | 50 - OKLAHOMA CITY, OKLAHOMA     |
| 15 - GULL LAKE, (KALAMAZOO) MICH.      | 32 - GALVESTON BAY, TEX.           | 51 - SEABROOK, TEXAS             |
| 16 - DETROIT, MICH. (DYC)              | 33 - LONDON, ONTARIO               | 52 - LAKE ORION, MICH.           |
| 17 - GROSSE POINTE, MICH.              | 34 - RAY, INDIANA                  | 53 - LAKE CAYUGA, N. Y.          |
|  | 35 - CHAUTAUQUA, N. Y.             |                                  |
|  | 36 - MONTREAL, QUEBEC              |                                  |

AVON CALLING -

Filbert, you sure hit the nail right on the side as usual. Honestly, did you really think that the answer to last month's "What Wrong" contest was Shakespeare? Well, it was the Bard of Godoboco. It isn't easy to be so stupid, is it Filbert?

S-&-W

Joan Donley just isn't going to let us forget the 1966 Nationals. Four months do pass quickly, and Joan has plenty of information for those attending the Regatta on August 14-19 at the Edgewater Yacht Club, Cleveland, Ohio. She asked that the following data for the May issue be published in the April SCOTS n'WATER rather than in the June issue, so here goes, first with TEN GOOD REASONS WHY YOU SHOULD ATTEND THE 1966 NATIONAL REGATTA! Cleveland offers you:

1. A fast, easy trip. Turnpike and expressway to our door from any direction.
2. Good, close accomodations.
3. Parking and trailer-storage area on club grounds.
4. Efficient launching and haul-out facilities.
5. Plenty of sailing room with big breezes.
6. One of the oldest, finest and largest Zoological Parks in the country, with a Children's farm, and the world famous Cleveland Museum of Art.
7. A host fleet prepared to make your attendance exciting and rewarding.
8. An opportunity to get together with old friends and make new ones.
9. A ride on an authentic Showboat, complete with steam calliope, Dixieland band and barbershop quartet.
10. Finally, but not least - HARDWARD! Besides the big one, trophies for each race and favors for all entries.

(Continued - please turn the page)

1966 NATIONALS - Schedule of Events

- Sunday, August 14 - Early arrival sailors welcome to come and get acquainted with facilities.
- Monday, August 15 - 9:00 AM - 4:00 PM - Registration and sail measuring  
3:30 PM - FSSA Executive Committee Meeting and Board of Governors Meeting  
Evening - Unscheduled - "Night on the Town" - Restaurant menus, Club information or Chew the Rag at EYC
- Tuesday, August 16- Breakfast at EYC; 11:00-Skippers Meeting; 12:00-Lunch at EYC; 2:15-1st Race, Div.I (Modified Bordes System); 2:30-1st Race, Div.II; Evening-Dinner at local restaurants; 8:00 FSSA Annual Meeting; 9:00 Movie on high speed sailing.
- Wednesday, August 17-Breakfast at EYC; 10:00-2nd Race, Div.I; 10:15-2nd Race, Div.II; 12:30-Box Lunch or Buffet-your choice; 2:15-3rd Race, Div.I; 2:30-3rd Race, Div.II; Evening-Dinner at local restaurants; 8:30 to 11:30-"SHOWBOAT" Beer Blast, Paddle Wheel Steamer-Lake Shore Cruise, Music-Dancing-Refreshments, Dixieland Band, Barbershop Quartet
- Thursday, August 18-Breakfast at EYC; 10:00-4th Race, Div.I (Championship); 4th Race, Div. II (Challengers); 12:30 Box Lunch or Buffet-your choice; 2:15-5th Race, Div.I (Championship); 5th Race, Div.II (Challengers); 4:30-FSSA New Board of Governors Meeting; 7:30-Banquet; 9:00-Presentation of Trophies.
- Friday, August 19 - Make-up, if required.

Regatta entries are limited to one boat for every three boats within a chartered fleet, but additional entries will be accepted by fleet rotation to a total of 70 entries.

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HOTEL and MOTEL Accomodations - all less than 15 minutes from EYC. #1-5 are hotels, #6-13 are motels, telephone numbers are given; prices quoted are for lowest priced room, with "single" and "double" listed in that order. Most hotels and motels do not charge for children under 12. For twin bedded rooms, add \$3 to \$4 to the "double" charge. Pick-Carter has "Motel Plan"- \$11 single, \$14 double and includes breakfast and parking.

1. Auditorium, 1315 E. 6th (241-5100) - \$6.50 and \$8.50
2. Hollenden House, E. 6th and Superior (861-4100) - \$13 and \$17
3. Sheraton-Cleveland, Public Square (861-8000) - \$8.50 and \$15.50
4. Statler-Hilton, Euclid & 12th (771-6800) - \$8.50 and \$16.50
5. Pick-Carter, Prospect & E. 9th (771-7200) - \$8.50 and \$15.00
6. Cleveland Travel Lodge, 1545 W. 25th (861-2171) - \$8 and \$12
7. Lakewood Manor, 12019 Lake Ave. (AC 6-4800) - \$9 and \$14
8. Beryl's Motor Hotel, 11837 Edgewater Drive (226-1616) - \$8 and \$12
9. Clifton Motel, 1300 W. Clifton (221-7700) - \$8 and \$10
10. Howard Johnson Lodge, Shoreway & E. 55th (432-2220) - \$11 and \$15
11. Downtowner Motor Inn, 18th and Euclid (861-5501) - \$9.50 and \$13
12. Sahara Motor Hotel, 32nd & Euclid (432-0300) - \$9.75 and \$14.50
13. Holiday Inn, 36th and Euclid (\$12.50 and \$16.50)

The Edgewater Yacht Club is located west of downtown Cleveland - 6700 Memorial Shoreway, telephone 961-9662. Telephone area code in Cleveland is 216. Joan Donley is doing a grand job of bringing the 1966 Nationals into clear focus as Publicity Head and Ass't Sec. of Fleet #12, the host. Ralph Hodge and other committee chairmen are also busy with Regatta plans. Ralph is Food & Entertainment Chairman and Sec'y of Fleet #12; he sent a letter to all fleets and is particularly interested in learning promptly the number of SCOTS who will attend. Now he has some new fleets to contact too.

John Foley, one of New York's Sheepshead Bay Fleet 28 most active members, during his attempt at manning Sandy's exhibit at the New York Boat Show early this year, came up with an article based on some of his observations and has given it the title of LOVE AND PROGRESS. It is worthy of repeating here, and if anyone wishes to discuss it with John more in detail, he and Dan Beyer intend to be at the SCOT Nationals in Cleveland this year.

LOVE AND PROGRESS

During this year's New York Boat Show, Sandy's Flying Scot exhibit was visited by about fifty SCOT owners. Last year, under somewhat similar circumstances, I undertook an informal poll on hiking straps and travelers. The results of that effort were reported in SCOTS n'WATER of March 1965. I made no attempt at polling SCOT skippers this year, but actually, you don't have to. Conversations came so easily and the result of these made an impression that took me right back to last year's discussions.

It would seem that, without exception, every skipper had some plans for the purchase of something to help his SCOT go faster. Mostly, it was the intention to buy new sails, or at least a lighter weight spinnaker. A new super bottom paint (Sailtech) was often mentioned. The sail trim type of sailboat speedometers was another popular item, but the list included many practical additions like a compass, a trailer, spare trailer wheel, boat cover, etc. The point is - just about everyone seemed to delight in buying something for his beloved boat.

It occurred to me that perhaps it is this eternal desire to buy gifts for the "one" we love that is really behind many of the assaults on One Design rules, not only of our Flying Scot, but of all the major classes. From this point of view, it does seem reasonable, that if there is something available we think, to make our adored "one" sail better, we will fight to see that she is not without it. There is a lot of good in this attitude, for surely it will help to keep our SCOTS in the condition they deserve, and in the shape needed to win races. They do say that "Love can move mountains", but our Flying Scots just don't need that much help. I hope that this attempt to disclose possible motives will cause us to change cautiously and love sensibly. --- John Foley (F/S #293)

S-&-W

Wilmette Fleet #3 held another in their series of winter Sunday afternoon meetings followed by dinner, at the Sheridan Shore Yacht Club on March 27th. The speaker was none other than ex-SCOT sailor Eddie Goelz, and the top sailmaker technician with Murphy & Nye, who gave an outstanding talk on sails--whether it is the sailmaker or the skipper who should be blamed, and almost endless practical suggestions based on experience with his own SCOT and his many years in sailmaking. The Lindgren's and Miller's headed up the culinary efforts after the meeting and talk, with about fifty present, and with decided success.

The Jerry Chambers-Bob Lindgren syndicate have their new Customflex SCOT, but felt the need of something else to sail in for a change. We were wrong--they did not decide on a 12-Meter for their second boat, but it is now our understanding that it will be a Shields. It isn't the USS Shields (DD 596) which we find is the Naval Reserve Training Ship at San Diego and will continue on that assignment, which leaves us with the third and last choice, the Cornelius Shields Thirty - silly not to have guessed that first.

S-&-W

The new Associate Members this month are:

Mrs. H. S. Bernstein (#538), 15567 Broadway, Maple Hts., Ohio 44137  
Trudy, Valerie, Adam III and James Burch (#708), 486 RD #2, Owego,  
New York 13827

Sheila Moir, 3014 Berkshire Road, Cleveland Heights, Ohio 44118;  
crews on #657

S-&-W

S-&-W

FLEET #32 - Marsha Bluestein, Correspondent, reports from Bellaire, Texas on this Galveston Bay group-that the 1966 officers are:- Ed Bluestein, Fleet Captain; Frank MacNeil, Vice Captain and Measurer; Paul Berner, Race Chairman and that the Houston Yacht Club Mid-Winter Regatta on Galveston Bay February 19-20 had a record turnout of over 200 boats. The FLYING SCOTS, with eleven, were the third largest racing Class. The three top winners were all from Dallas - Fred Tears (#553) first, Bill and Harris Garrett (#808) second and Manning Grinnan (#283) third.

S-&-W

From FLEET # 46, we learn that Fleet correspondent and National Publicity Committee member Linda Rich has presented husband Bob with a young man to handle the jib, their first. It is expected however, for 1966, that training will be confined to small boats that will sail the bath-tub course. Linda also adds in her note -"I doubt that we'll be at Cleveland this year. We sailed at Edgewater when we had the Highlander and can't say enough for their hospitality. Wish we could make it, but we will be at Candlewood for the Districts."

S-&-W

Passing through Texas on his way back from South America, our worthy high Administrator Bill Claypool "just happened" to stop off and sail in the Regatta with Fred Tears and others in February. We expect some photos from Fred, especially the one of him receiving his trophy (See above). Bill also "just happened" to have the new charter with him for Fleet #51 which he presented to Bob Buchner and the other members. Bob may have some comments to add for SCOTS n'WATER?

S-&-W

Nice to learn that SCOT #387 will remain in Fleet #31, Shore Acres, N.J. Joe Colton of Clark, N.J. has purchased it from Mrs. Malcolm Runyon.

S-&-W

FLEET #37 of Westerville, Ohio held their first meeting of the year, electing Mike Widman Fleet Captain and Bill Goldthwaite Fleet Correspondent. Jack Huling was presented the award for winning the 1965 Summer Series. #37, with seven real and two potentials, will have separate Saturday and Sunday Series racing this year through Labor Day and a Fall Series through October. Hope to co-host a Regatta with neighbor Fleet #2 in 1966.

S-&-W

In a recent letter from Donald B. Miller, M.D., Burlington, Vt. asking for some sailing information, he included a delightful comment about the pleasure derived from ownership of SCOT #165:-"Last year was my first as an owner of a Flying Scot, and not since we moved to this area back in 1951 have my family and I had such a delightful summer."

S-&-W

Bob Wells(#676), retiring Fleet Captain of #40, one of the more remote fleets - Inverness, California--writes in as the FSSA by-laws request, giving the results of the 1966 Fleet #40 election. S. L. Morgan (#533) of Inverness is the new Fleet Captain and George C. Quesada (#482) of San Francisco is the 1966 Corresponding Secretary. George, one of the three "Q's" on our roster, we hope will be sending in local F/S West Coast news frequently. OK, George?

S-&-W

Oh, by the way, Fred Tears felt that our statement in the February issue about "--- and longer hand safety lines are authorized as a trial" was not clear. It refers only to Fleets #12 and #36 for 1966 and not to any other fleets for this year.

S-&-W

Joe Becker from Tulsa, Oklahoma tells us that he is interested in joining a group of Flying Scots to form a fleet on their new Keystone Reservoir. Joe's letter was passed on to Sandy for answers to several technical and Class questions.

S-&-W

NEW BOAT NUMBERS ASSIGNED

John E. Murray, 55 Massachusetts Ave., Brockton, Mass. - #186  
George M. Horton, 74 Moorland Ave., Cranston, Rhode Island - #798  
Detroit Yacht Club, Belle Isle, Detroit, Michigan - #799  
Camp De Witt, Wolfeboro, New Hampshire - #869  
Robert J. Burns, 80 S. Forest Road, Williamsville, New York - #870  
M. W. Huston, 651 Azalea Drive, Rockville, Maryland - #872  
Bernard Krevitz, 910 Park Avenue, New York, N.Y. - #873  
Paul A. Bowbeer, 5855-26th St., Arlington, Va. - #874 (Ex-#41 owner)  
Jon W. Borough, 311 Prospect St., Westfield, N.J. - #877 (Ex-Sustainer)  
F. Bradley Peyton, 1 Wood Lane, Farmington, Charlottesville, Va. - #878  
Dr. John F. Lewis, 1345 Ashland Ave., Wilmette, Illinois - #879  
Richard K. Helmold, Helmold Motor Co., Apex, North Carolina - #880  
Walter L. Lowry, Plumtrees Road, Bethel, Connecticut - #881  
Mrs. Elsie Bolton, 3434 Churchill Road, Raleigh, North Carolina - #882  
Donald Krishfield, 308 Page Street, Stoughton, Massachusetts - #902  
Charles Rettie, Field Road, Riverside, Connecticut - #906 (Ex-#27 & #273)  
David Durst, Old Roaring Brook Road, Mt. Kisco, New York - #908  
Kenneth Alterkruse, RFD #2, Fremont, Indiana - #912

BOAT TRANSFERS

#95A - Scott P. Ewing, Jr., 11621 Green Oaks, Houston, Texas 77024.  
Former co-owner - D. L. Luffel; C. L. Prokop still a co-owner.  
#295 - Harlan H. Donnell, 194 East St., Sharon, Mass. Former owner was  
H. L. Browns, M.D., Fleet #3, who now owns #834  
#387 - Joseph G. Colton, 17 Hall Drive, Clark, N.J.  
#677 - Dr. Max P. Rogers, 1112 Wynnewood, Highpoint, N.C. Former owner-  
Camp Seagull  
#719 - William H. Burden, Jr., 3111 Pennsylvania, Joplin, Mo. Former owner -  
Jack Seaver  
#801 - William V. Singletary, M.D., 306 S. Gregson St., Durham, N.C. -  
Former owner - Camp Seagull

NEW ACTIVE MEMBERS - FSSA

Gerald Sachnoff, 105 Maple Drive, Roosevelt, L.I., N. Y. 11575. Sails THE  
ROTTEN KIDS with Fleet #46, Hempstead Bay Sailing Club - (#67)  
Ralph H. Donovan, 2845 Dalton Drive, Ann Arbor, Mich. 48104. An ex-sustain-  
ing member, sails SUN DANCE with Portage Lake Fleet #20 (#178)  
Orville W. Odle, 3110 Riverside Ave., Muncie, Indiana. Sails DBLE 00 with  
Fleet #9, Muncie Sailing Club (#288)  
Arthur D. Littlepage, 22 Montclair Drive, Ellicott City, Maryland. Sails in  
the Chesapeake area. (#309)  
Joseph G. Colton, 17 Hall Drive, Clark, N.J. (#387)  
Neil Raskin, 590 Flatbush Ave., Brooklyn, N.Y. Sails ANDREADORABLE, Fl. 28  
(#520)  
Herbert S. Bernstein, DVM, 15567 Broadway, Maple Heights, Ohio 44137. Sails  
#538 on Lake Erie near Mentor  
Ronald F. Miner, 9120 Murray Court, Wichita, Kansas. Sails #568 out of the  
Ninnescah Yacht Club on Cheney Reservoir  
James E. Uebben, 9617 Forestridge Drive, Dallas, Texas. JELLCO, Ft. 23 (#636)  
Warner E. Stillings, 108 Smithefield Drive, Endicott, N.Y. 13764. As noted  
elsewhere, Warner sails on Lake Cayuga, near Aurora; Binghamton BC  
William H. Burden, Jr., 3111 Pennsylvania, Joplin, Mo., (#719)-Port Grove  
Fl #39  
Robert R. Kitchen, 335 N. Hampton, Wichita, Kansas. Formerly an Associate  
Member, sails "K-1" (#779) on Cheney Reservoir  
Thomas F. Nyth, 2316 Vestal Pkwy. East, Vestal, N.Y. Sails SHEARWATER  
(#840) on Lake Cayuga as mentioned earlier  
Jon W. Borough, 311 Prospect St., Westfield, N.J. BLUEBIRD (#877), Fleet #31

CAVEAT EMPTOR

(All boats subject to prior sale)

- FOR SALE - Customflex, built 1962, gray topsides and white deck, winches with handles, Gator trailer, three suits of sails, regular and light weight spinnakers. Won the local Districts and has been #1 boat in F/S Fleet #3 (over thirty boats) for four straight years. Price will be adjusted if all gear is not desired. \$2200.00. John Lane, 99 Robsart, Kenilworth, Illinois, Area Code 312, AL 1-6627.
- #289
- FOR SALE - Customflex built, complete with Boston sails, cockpit cover, outboard bracket and Little Dude trailer, Condition excellent, stored indoors. Lack of family interest in sailing is the only reason this boat is available. Price until June 1st only \$2195.00. J. F. Coleman, M.D., 10786 Peninsula Drive, Traverse City, Michigan 49684, Telephone A.C. 616 - 946-7798.
- #348
- FOR SALE - Blue hull, white deck and boot top, Boston sails, blue and white jib, no spinnaker, cockpit cover, outboard bracket, racing compass and accessories including life jackets, paddle, boat hook, etc. Gator trailer. Ready to sail. Will be glad to correspond with anyone regarding a reasonable offer. J. D. Young, 31320 Churchill Drive, Birmingham, Michigan.
- #545
- FOR SALE - Sea Green topsides, Copper Bronze bottom, White deck and boot top. Complete with dacron main and jib. Trailer - \$1850.00, f.o.b. Sturgis, Michigan. Call or write Fred W. McBride, 3910 Cassopolis Street, Elkhart, Ind., A.C. 616 - 651-6641.
- #155
- FOR SALE - White hull and deck, new blue boot top, anti-fouling bottom paint; Boston zippered main, two jibs, and red, white and blue spinnaker; 3 HP outboard and bracket; ten cam action cleats; double boom vang; compass; running lights; 8 lb. Danforth anchor with rope; cover; lifting bridle; Gator trailer with tongue wheel; other extras. All equipment first class and in excellent condition. \$2,575.00. R. M. Palmer, 20099 W. Ballantyne Ct., Grosse Pointe Woods, Michigan 48236. A.C. 313 - TU 1-1179.
- #321
- FOR SALE - Lofland built, orange hull, white deck, Murphy & Nye main and jib, outboard bracket, lifting bridle, custom built tilting trailer. Excellent condition, dry sailed only and winter stored inside. \$2250.00. Peter E. Chase, 345 Leitch Ave., La Grange, Illinois. Tel. FL 2-0522.
- #526
- FOR SALE - In almost new condition. Douglass built, in showboat colors - orange hull, pale yellow deck, with green boot-top. Boston main and jib excellent. Never used spinnaker in matching hull colors. All spinnaker gear, new low silhouette cockpit cover, compass, paddle, fenders, etc. Seldom sailed - it is truly a "show boat" at \$2250.00 if picked prior to May 10. Sanders Kramer, 1245 Park Ave., New York, N. Y., Telephone AC 212 - AT 9-8725, Zip Code 10028.
- #501
- FOR SALE - Complete with Ulmer Dacrons, wing spinnaker and gear. Two anchors and lines, 4 life cushions, list indicator, paddle, outboard bracket, full size synthetic cockpit cover. Used in fresh water, practically new condition. Replacement over \$2900. Offered at \$2250. Trailer and outboard also available. J. B. Connor, 90 Bryant Ave., White Plains, N.Y. -OR- Wm. Mesinger, Castle Hill Road, Newton, Conn., A.C. 203 - 426-6078.

S-&-W

VEL, DER VIND VASN'T EFEN ENOUGH TO BLOW DOWN DER SHUTTER - With five beautiful perfect starts, Sandy and his crew, Vince and Eric, just couldn't keep their SCOT going as fast as the "light air" boats, and ended up with a 12th out of 16 boats in their division of the YACHTING'S ONE-OF-A-KIND REGATTA in Florida in March. For the entire week, the wind never exceeded 7mph for the five races. With 98 boats entered in all 5 divisions, the light air International 14 (Dr. Stewart Walker), Thistle and Highlander boats were 1-2-3 in the SCOT group. Better air next year, Sandy!

S-&-W

Please revise our March statement that there could be over 400 SCOT fleets by the year 2000. It probably should be "over 800", with the April rate of two new fleets a month. A new fleet charter has been issued to Fleet #52 at Lake Orion, Michigan, with Arthur R. Wright (#407), 219 S. Edgeworth, Royal Oak, Michigan acting as Fleet Captain and Correspondent, Charles F. Cole (#92) and Lee (Skip) Heimbecker (#528) members. ---- And do you remember back in November 1965, Ben Dole told us that he was moving to Ithaca, New York and couldn't see any reason why a SCOT fleet shouldn't be formed in that wonderful boating area? Well, here is what Ben has come up with already:---FLYING SCOT FLEET #53 has been chartered at Lake Cayuga, New York. Ben is Fleet Captain and sails MANANNAN with Peg. John Barlow is Fleet Correspondent; he and Jane sail LADY JANET and the remainder of the fleet include Warner and Patti Stillings (#667), Adam and Trudy Burch in ADAM'S RIB, Thomas and Carolyn Nytech sailing SHEARWATER and Nick and Lee Kucherov in #862. We wish all members of both new fleets (all of them are not new SCOT sailors) the best of luck in 1966 and hope that their fleets will grow and that all members who have not yet joined the FSSA will see fit to do so. HAPPY SAILING!

S-&-W

Anyone interested in knowing at least one reason for slow delivery of your SCOTS n'WATER issues, read "Crisis in the Post Office", pages 127-132 of the March 1966 Readers Digest.

S-&-W

John Woodill of Naples, Florida tells us that his F/S #772 has finally gotten a name. After his father tried to sail it against a very fast moving current, there was a lot of smoke floating around during that fight against the elements. Seeing as how the boat is blue, they named it "BLUE SMOKE", with the only smoke to be seen was that floating around from a hot temper.

S-&-W

Ron Straith, 4049 Allen Court, Bay City, Michigan 48706 and Robert T. Fischer, 417 W. Roscoe St., Chicago, Illinois 60657 have both recently indicated interest in used FLYING SCOTS.

S-&-W

How many will be able to attend the 1967 Flying Scot Mid-Winter Regatta at the Royal Palm Yacht Club, Ft. Myers, Florida next February? It is already in the works and Jack Cochrane, 1101 Aqua Lane, Fort Myers, Fla. 33901 (F/S #450) has approached the Board of the RPYC. They have agreed to add the SCOT regatta to their list, along with separate regattas for the Flying Dutchman, M-20 and others following the annual Edison Pageant Regatta. Tentatively, the SCOT regatta is set for February 24-26, 1967. A few weeks ago, the Paul McRoy's (#575) and the Ted Glasses (#208) from Southern Illinois' Fleet #30 were guests at the RPYC through the courtesy of past Commodore Jack Cochrane, and plans were started for the 1967 Regatta. This could also be followed up with cruises such as the McRoy's and Glasses experienced this winter - from Ft. Myers down the Caloosahatchee River, Pine Island Sound, etc. Also, the Bob Lindgren's from Wilmette joined in. More later. Interested?

S-&-W

VINCE DIMAIO CONTINUES HIS TREATISE ON "THE SELECTION AND CARE OF YOUR FLYING SCOT SAILS" FROM THE FEBRUARY ISSUE --- (The final installment will be coming up soon - Ed.)

At this point a zipper in the foot and luff can be used, although it will not be as efficient as a sail made to the zippered-up size. The reason for this is that the zipper decreases area only and moves the maximum draft aft. It does not maintain the airplane wing shape of the sail. In addition, the zippered flap of excess sail creates turbulence and drag. After rounding the weather mark and going off on a reach we shake out the zippered area and slack off on the foot and luff to move the pocket aft and to make the sail as full as possible for better efficiency at the higher angle of attack to the wind. At this point the sailor with the zipper sail has a big advantage over the sailor with the smaller flatter sails. On the off wind legs holding the boat down is no real problem so the larger, baggier sails are much to be preferred. If after rounding the weather mark the next leg is dead downwind and a spinnaker run, the advantage of a baggy sail is not nearly so great, since dead before the wind sail shape is not as critical and size alone is the biggest factor. In addition, the mainsail becomes secondary to the spinnaker on this run. It's obvious then that sail choice is influenced strongly by the course to be sailed as well as the wind velocity and crew weight. I should like to point out also that sailing tactics often can be governed by one's sails. For example, quite often a sailor with full sails tries to point up with a boat using flat sails and finds he just can't point as high or can't go as fast when he tries. He should therefore never try. He should foot off, never pinching his boat and drive harder even though to leeward and he'll travel farther but faster, usually crossing ahead. At the start, unless the weather end is strongly favored or the first leg is a reach, he should not try to start to weather of a boat that has flat sails and can pinch him up, forcing him to sail under conditions most unfavorable to his own sails. By the same token, if your closest competitor in a series has fuller sails and cannot point as high, a good tactic is to start to leeward of him with clear air, pinching him up and making him sail your race. Most races are won on the weather leg because of the great effect of wind shifts on sailing distance and not so much on boat speed. For example, even with a fast sail a bad tack can be disastrous. Have you noticed usually on reach or run legs boats seldom change positions? The reason for this is that most boats get up to hull speed (in normal fresh breezes) and at hull speed all Scots have the same speed, and sail shape and size do not have a big enough effect to make the boat plane. In other words, when a boat reaches hull speed it then takes a great deal more power or much more wind to make her go faster (plane). However if the wind is strong enough to almost plane, the boat with the most favorable sail shape for reaching will get up and plane first and can open a tremendous lead. Below hull speeds (in light air) sail shape on a reach is very critical since small changes in power produce big differences in speed. It is imperative therefore that the shape and trim be watched like a hawk even on what most sailors feel is the resting leg. A good boom vang adjustment is vital. Many sailors simply horse the vang down and forget it. The purpose of the vang is to hold down the boom on a reach or run when the mainsheet simply pulls the boom in and not down. It brings the upper and outer edge of the sail into a more fore and aft direction and maintains the sail at a more nearly uniform angle of attack to the wind for its full length. Overtrimming the vang bends the mast out of shape, flattens the sail on the foot some and curls the leach to windward creating drag and the danger of breaking the gooseneck. The vang tension should be adjusted so that the sail does not fall off to leeward at the top and that's all. The vang can be a boom bending device to flatten the sail on the weather leg,



but it is dangerous and is not as effective as the zipper. On reach legs the sail should be constantly watched and the mainsheet continually worked to just keep the sail from a luff as in going to weather. In light air it may be advantageous with a full main to tack downwind since this kind of sail reached well. This tactic has the added advantage of keeping close competitors astern from blanketing, and if they have flatter sails and follow your lead you may have a double advantage. The same general principles which apply to the mainsails also apply to jibs. There are several exceptions. Most jibs are mitered, not only because of the additional ability for added shaping through the greater number of seams but for a better distribution of the severe strain forces along the miter. Since the angle of the pull of the sheets is usually fairly close to the angle of the miter, less sail cloth distortion or weave slippage occurs. Jibs are shaped when they are built, the same way as mains but since they are loose footed the skipper has far less control over his ability to change their draft or draft location. A good jib downhaul is quite useful in shaping the jib. Since a Scot has no provision to adjust the jib fairleads inboard or outboard, I do not advocate the use of too full a jib with full mains since the natural tendency is to overtrim the jib when it luffs and this tends to backwind a full main badly. Most jibs are usually too flat however. I have seen dramatic differences in boat's ability to point when a fuller jib was substituted for a flat one.

S-&-W

Paul McRoy tells us that Fleet #30 members have had a busy winter planning the SCOT Fifth District Regatta to be held at Carbondale July 8-10. He has written to all the District fleets, except the newest one, which will be done. They are also setting up the Sixth Annual Egyptian Cup Regatta for June 3-5, SCOTS being one of the six or seven classes, with over 80 boats expected totally. Any interested SCOT sailors should write to Paul direct.

S-&-W

Jack Cochrane has also given us some dope on his summer home fleet #34 at Clear Lake, Ray, Indiana. They will have 12 SCOTS this year and two more likely; also two on Lake George only nine miles away. Jack expects to see his Ft. Myers, Florida winter headquarters start a SCOT fleet, maybe soon.

S-&-W

Nobody ever sends in any photos, but many have promised. We'll be patient.

S-&-W

Bob Weil, Chairman of the Erie Open Regatta, June 3-5 has written in, asking "How about a Flying Scot for our One-Of-A-Kind Class Regatta?" Sandy or Vince? Bob Weil's address is 709 California Drive, Erie, Pa. 16505.

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FLEET #36 --- Orville?

S-&-W

Fleet #45, Jackson, Mississippi holds monthly meetings, with Bob and Connie McCaa being welcomed as new members in March. First official race of the 1966 season ended with - 1st, John Batte, 2nd-Bill Suddath, 3rd-E. P. Rawson, 4th-W. K. Bell.  
- John Batte, Correspondent

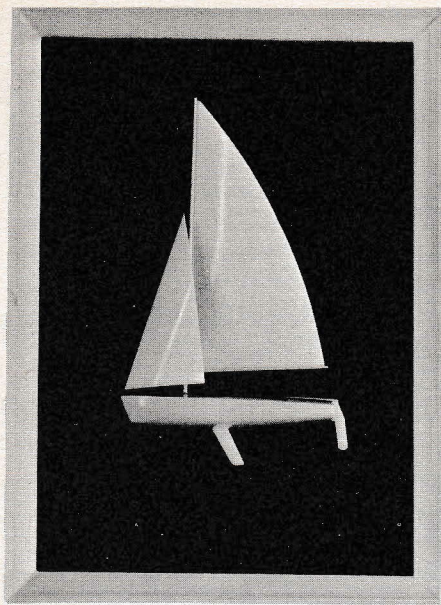
S-&-W

The Schildroth's have received several requests for more detailed information on bunk arrangement for cruising with a SCOT, resulting from Irmgard's story in January YACHTING. Suppose the 1966 season will see a number of SCOTS touring the high seas?

S-&-W

Pat Barry, Detroit Edison's Fleet #8 Correspondent, says that the Club is continuing yearly replacement of their SCOTS with gleaming new two-tone blue ones, thus keeping their fleet in top shape. Pat says to look out for their blue bombs with blue spinnakers at Put-in-Bay and at Edgewater in August. 1966 is the EBC's 52nd sailing season and their 9th year with Club Flying Scots.

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One of Johnny Jones'  
SCOT models

Johnny Jones (John C. Jones, III, 43 Leon Street, Boston, Mass. 02115) who is the SCOT dealer in the Boston area for both Sandy Douglass and for Vince DiMaio's Customflex, Inc., as well as handling their advertising (Jones Advertising Agency, Inc. - above address), has published two booklets for SCOT sailors and others during the past few years. "A Minimum Sailing Primer", at 50¢ for single copies, has reached a total of over 29,000 sold, and is bought in quantities by some manufacturers for distribution with their sailboats. "Rigging and Maintenance Suggestions for your beautiful Flying Scot" at \$1.50 each is a more recent booklet. Johnny is also exclusive representative for Flying Scot Models at \$10-\$20. Any interested SCOT sailors may contact Johnny at the above address for booklets or models and other details. You know, Johnny didn't ask us to run this paragraph about his business, but he is such a nice guy, and such a SCOT enthusiast, others should know what he has to offer. Currently, he is #794.

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Please excuse errors and confusion in this current issue. It is the Editor's first experience as "father of the bride" later in April. He was in pretty good shape until he heard that psychiatrist say that girls tend to marry men like their fathers. Now we know why mothers cry at weddings. See you in May and keep them there letters and news comin' folks.

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END

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