

SCOTS

n' water

Office Copy

Vol. VIII, 9
July, 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
(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. | 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 CAYGA, N. Y. |
| | 35 - CHAUTAUQUA, N. Y. | 54 - LAKE GEORGE, INDIANA |
| | 36 - MONTREAL, QUEBEC | 55 - WICHITA, KANSAS |
| | | 56 - FT. MYERS, FLORIDA |

FLYING SCOT REGATTA DATA - 1966

- FSSA NATIONALS - Cleveland - week of August 14th. (See April issue of SCOTS N' WATER for details).
- MID-WEST 5TH DISTRICT REGATTA - Carbondale, Ill. - July 8-10. (Details are in June 1966 issue).
- NORTH EAST DISTRICT REGATTA - Candlewood Lake, Conn. - August 5-7. (See June issue for details).
- MIRAMAR YACHT CLUB SECOND ANNUAL F/S REGATTA - Sheepshead Bay, Brooklyn, N.Y. (John Foley is in charge). Jul. 16-17.
- TRIDENT YACHT CLUB REGATTA - Gananoque, Ont. Canada - August 6-7. (Data in May and June issues).
- FIRST ANNUAL FLYING SCOT CHAMPIONSHIP REGATTA - Pointe Claire Yacht Club, July 16-17 - Montreal, Que.
- HOSPITALITY REGATTA - Jackson, Mississippi Yacht Club - Oct. 22-23.
S-&-W
- EPHRAIM (WISC.) YACHT CLUB 60TH ANNUAL REGATTA - August 6-7. (Details elsewhere in this issue).

What a month! No new F/S fleets, no new FSSA members, no new boat numbers assigned, no boat transfers, no boats for sale, etc. - at least nothing that has reached SCOTS N' WATER. So, we may be bulging in August.

S-&-W

From a recent ad: "For sale, 36-foot cruiser. A beauty - equipped with two bailing pumps. May be seen by appointment. Bring diving helmet." Now, aren't you glad that you sail a styrofoamed SCOT? Don't you wish everyone did?

S-&-W

MORE ABOUT HIKING STRAPS -

From the Schildroth's, 89 W. North St., Manchester, N.H. 03104, F/S #244:

"We would (each!) like to add our two cents worth against hiking straps. We love the Flying Scot the way she is designed, and we don't like the thought of adding hiking contraptions that would require us to have the 'swingability' of circus performers. We agree with Sandy that hiking straps are not in character with this class. After all, the SCOT is not one of those flimsy racing machines where straps are a necessity, calculated to keep her upright. We hope other F/S owners will also voice their opinions --- let's see what the majority really want! For better sailing, (without straps)"

- George and Irmgard Schildroth.

Lew Howe, 304 Riverside Avenue, Riverside, Conn., a former FSSA officer and one of the earliest SCOT owners (still sails F/S #28 with Fleet #7) has these comments:

"I think that the FSSA should come to a firm decision on hiking straps at the forthcoming annual meeting and I strongly urge that the FSSA reject any rule changes which would permit the use of hiking straps, now or in the future. My reasons are as follows:

1. The Flying Scot is a family boat - let's keep it that way. Most wives and children are not gymnasts or acrobats. Hence, hiking straps can not make it more of a family boat.
2. The Flying Scot is a safe boat - let's keep it that way. I am not convinced that the addition of hiking straps will enhance the safety of skipper and crew. The further outboard a crew member goes the better are his chances of falling overboard. Without hiking straps he can safely go so far, and with hiking straps he can safely go further, but in either case he will extend himself as far as possible so that any miscue will result in a dunking. In the interest of safety, Dr. Tom Meaney cites the case of an experienced skipper going overboard '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.' Just where would you install a hiking strap to take care of that particular situation?
3. The Flying Scot is a comfortable boat - let's keep it that way. It has a large well designed cockpit, uncluttered with gear and accessories. Installation of hiking straps on the floor or seats will, in my opinion, detract from both the comfort and appearance of the boat.
4. The Flying Scot provides good racing competition for the average sailing family. Exceptional physical qualifications are not needed to win races with the equipment now provided. After ten years shall we now change the equipment so that the more athletic crews can have an advantage over the average less physically gifted crews? I am sure the designer did not have this thought in mind or he would have included hiking straps, as he did on his earlier boats. Surely over 900 Flying Scots would not be sailing today if the original design was deficient in this respect.

I can only conclude that the best interest of the Flying Scot sailing Association will not be served by permitting the use of hiking straps."

J. Binkley Connor, White Plains, N.Y. and Candlewood Shores, Conn. - Marine Sales and Yacht Brokerage, adds, speaking for himself, his son and his family and the many friends and clients to whom he has sold Flying Scots:

Keep the F/S One Design - Make no changes in authorized equipment - We are against hiking straps - Keep her a family boat - Let the F/S minority switch to another class if they wish - But, do not make the majority of F/S owners seek another class because the F/S no longer remains a safe and comfortable family boat.

(continued)

HIKING STRAPS - continued

Carlton Chapman, speaking for himself and five other owners in the Oklahoma area, has this to say:

"It was in 1958 I received the first Flying Scot brochure from Sandy Douglass and what I knew about sailboats at that time could be put in one sentence. However, the man promised me that the Scot was strictly One-Design and that every effort would be made to keep it that way. Also he said that a strong organization was to be formed, with its purpose to make the Flying Scot that was a one-design boat stay a one-design boat. I thought that these were 'mighty good sayings' so I decided to find out what a 'one-design' boat meant. I looked at various classes, and even in my ignorance of sail craft, I spotted differences in rigging, etc. of boats that were supposed to be 'one-design', so I began to wonder if perhaps this one-design concept of sailboats was only someone's dream but could never be a reality.

In 1965, three boats and eight years later I became the proud owner of F/S #721, my first SCOT. I wonder if it could be that eight years after my first contact with Sandy, when he promised me that the F/S was strictly one-design and every effort would be made to keep it that way, and after seeing in these past eight years some early SCOTS which look just like the 1965 model I own, could it be that the man really meant what he was saying? And could it be that in these same eight years and over nine hundred boats later, that nine hundred owners believed him when he said that the F/S was strictly one-design and that every effort would be made to keep it that way? Or could it be that suddenly nine hundred owners have decided they made a mistake because it is no longer a family type boat, but is a racing machine, and not even a good one unless hiking straps are added? Could it be that we are ready to breed it to a Flying Dutchman and demand the flying trapeze for even greater kicks? Let us think it over before we allow any more experimenting.

We, in Fleet #50, sail our boats in wind conditions like no other area I know, even in excess of 35 knots, and no one in our fleet has ever fallen overboard. I am speaking for every member of our fleet when I advise that we cannot accept the need for hiking straps and we wish to go on record as a firm NO VOTE. We have a good boat - let's leave it that way."

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The Egyptian Cup Regatta, mentioned elsewhere in this issue, was sailed in prevaillingly strong winds, with occasional gusts over 30 mph, which proved to be a real test of boats and sailors. There were 85 boats entered, in eight classes. Over 15 boats capsized, and many of these were equipped with hiking straps. There were eleven Flying Scots, none with hiking straps. We had no capsizes, lost no-one overboard, and one of our boats was awarded the Egyptian Cup for the outstanding performance of the regatta. In fact, the only boat I know of which lost a man overboard was a boat which was equipped with hiking straps! --- Sandy Douglass (6/23/66)

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This ends the comments on hiking straps, with the hope that the final decision will be made at the 1966 Annual FSSA Meeting, and with every member having an opportunity to express his opinion --- by referendum!

S-&-W

Note: This issue is in the hands of the printer on June 27th. Will some of the readers please let the editor know the dates it reaches you, with our bulk mailing policy. It is about \$60.00 cheaper than first class mail.

S-&-W

SANDY SAYS: OUT of the RED and INTO the BLACK on the PLANING LEGS

Your editor writes that he has received a request for an article on the technique of planing. In the same mail comes the comment from another owner that such articles are most welcome to him because, being a new owner, he has not had the opportunity to read what has been published in the past issues of SCOTS N'WATER. All of which means that the time is nigh when the FSSA should collect these various articles and publish them in the form of a Hand Book for the Flying Scot, to be made available to all owners, new and old.

The subject of planing is especially timely, coming as it does close on the heels of the recent Egyptian Cup Regatta at Crab Orchard Lake, Illinois, where, I am happy to say, the Flying Scot was awarded the Egyptian Cup for the outstanding performance of the regatta. This time, (shades of St. Petersburg!) with plenty of wind, we had some marvelous planing! Sailing brand-new #963, teamed with new-old owners Wyn and Bob Hirsch, we made some of our best gains on the reaches. What do I do to make the boat go faster?

There are a number of elements involved in making a sailboat plane, and perhaps the most important of these is the fact that the boat must be held just about flat in the water. A boat will not plane on her side. She must be kept flat if she is to lift. The bow should be helped to rise, and this is done by moving the crew weight aft. Remember, the boat must not be allowed to heel.

The second point to be understood is that both jib and mainsail should be out as far as possible. This is for the reason that you thereby gain more forward drive and have less heeling force. The wind exerts a force on the sails. The direction of the moment of this force remains almost constant in its angle to the sail. Therefore, the farther out the sail is, the more forward drive it gives in proportion to the heeling force. As a result, whereas the sails exert more heeling force than drive when they are close-hauled, when they are eased 'way out, with the boom close to the main shroud, the force is entirely forward, with no heeling moment. With these two thoughts in mind, our aim then is to keep the boat flat, using the forward drive of the sails to best advantage. How?

Let us assume we are sailing on a beam reach in a gusty wind in the range of 10 to 18 miles per hour. In the 10 mph lulls we will not plane, (and can hold the boat reasonably flat with our weight out on deck), because with normal crew weight we need a 13 to 14 mph wind to start to plane.

Now an 18-mile gust hits us! If we do nothing, the boat will heel to spill the wind, the helm will increase, the boat will slow down. As an alternative, we can ease the main or feather up to prevent heeling, but will go little faster.

The third alternative is to bear away suddenly, simultaneously letting out both jib and main as needed. The jib should be kept drawing, but as free as possible, with a tremble in the luff. A free jib lifts, while an over-trimmed jib tends to bury the bow. The main, on the other hand, must be eased off enough to keep the boat from heeling! In an extreme gust you may momentarily be sailing only on the battens, but still will go faster than you will if you heel.

How much you bear away depends on the severity of the gust. It may be ten degrees or twenty, no more than is necessary but enough to level the boat and get her going. You "shake the boat loose" by pushing and pulling on the till-

er several times. As she lifts and starts to go, you start to sheet in - the apparent wind moves forward with your increasing speed - and when possible, gradually come back to your original course, steering higher in the lulls and sheeting in, to increase the apparent wind, bearing off and easing off in the gusts. In this way you may be able to maintain your plane from gust to gust. I should not need to mention that you also ride the waves if possible.

Perhaps the most important point, not appreciated by many, is that the boat must not be allowed to heel when the gust hits. Many skippers will let the boat heel before they start to ease the mainsail, and then they try to recover from the blow. Learn to let the sheet run before the boat heels. As the gust hits, bear off and let the sheet run. Quite naturally you will overdo it at first. Remember that every second counts; and the worst sin is to let the boat heel!

Good planing requires activity. You may need to let the main sheet run out 2 feet, 4 feet or 10 feet, depending on the force of the wind. Almost immediately you must sheet back in. -Out again! In again! It takes two hands to do it. That is why I think the sheet should come to you from the end of the boom and not from mid-boom. This is not a lazy man's job. Try it! It works!

Yours for better sailing -
Sandy Douglass (June 23, 1966)

J-B-W

ADDITIONAL DATA ABOUT THE REGATTAS MENTIONED ON PAGE ONE:

Volney C. Wilson, Chairman of the Ephraim (Wisconsin) Yacht Club's 60th Annual Regatta, and Fleet 44 Correspondent, mentions that, as in the past few years, there will be a special race series for Flying Scots and the Scots will be eligible for the handicap Vail Cup Race at the August 6-7 Regatta. If more details are desired, he asks that he be contacted at the home address, One Indian Kill Road, Scotia, N.Y. 12302. Volney really does some fancy commuting, doesn't he! F/S Fleet #44 also invites all Flying Scot owners to join in races every Saturday through July and August in this ideal Eagle Harbor racing area in resort Door County. A weekend, or a week or two, at Ephraim can become a pleasant sailing experience.

John Batte has sent us the brochure on the Hospitality Regatta to be sponsored by the Jackson (Mississippi) Yacht Club on Saturday and Sunday, October 22-23, 1966, mentioning that "It's not too early to start planning to attend" this even on Ross Barnett Reservoir, 30 square miles of unparalleled sailing waters. In addition to the sizeable SCOT fleet at Jackson, there will be nine other classes participating, plus a handicap group. Other features covered in the brochure - newly completed clubhouse, excellent launching and mooring facilities, tune-up races, on Friday - October 21st, souvenirs for visiting skippers, trophies for each class, informal party and banquet, experienced race committee and top press coverage. For further information, contact Harvey Mitchell, Hospitality Regatta Chairman, 1225 Buckley Drive, Jackson, Mississippi, telephone 366-3375. In mid-June, John Batte was in Chicago for the semi-annual furniture show, his 41st trip, and as usual stopped in to pay his respects. This time, he came out to Wilmette for a day and sailed with #3 F/S Fleet Captain Ernie Godshalk and wife Gertrude and seemed to like the local Lake Michigan set-up. Earlier in June John and his family picked up a second at the Egyptian Cup Regatta at Carbondale, Illinois. John is most enthused about the Hospitality Regatta and wants all SCOT sailors possible to come down to Jackson and sample their hospitality. He also mentioned that October is a wonderful month for local sailing.

(Regatta News Continued)

For the F/S Northeast Districts, individual regatta notices have been sent to all by Walt Lowry, Captain and Bob Tomlinson, Secretary of Fleet #24. Location is Bootleggers Island, Candlewood Lake, Brookfield, Connecticut, with launching from Tucker's Marine Landing, White Turkey Road from noon to 8PM on August 4th and the deadline set for Friday, August 5th at 8:30 AM. Skipper's Meeting - 9:30 AM Friday, August 5th, first race - 10:00 AM, second race immediately following first race, third race - 3:00 PM. And on Saturday the fourth race will be at 9:30 AM and the fifth race will follow. Make-up on Sunday, August 6th, if necessary. Banquet is at 7:00 PM Saturday at the Candlewood Marina. Further information is obtainable from Mr. J. R. Tomlinson, Candlewood Yacht Club, P.O. Box 222, Brookfield, Conn.

Orville White wishes us to add a special invitation to the Ontario and Vermont F/S sailors to attend the First Annual Flying Scot Championship Regatta on July 16-17 at Montreal - and to come early and stay late. There are excellent facilities at the Pointe Claire Yacht Club - launching, storage, dining room, bar, etc. Orville says that this regatta is somewhat a trial run for the 1967 Nationals and will depart a bit from normal procedure by combining the racing qualities of the boat with family day sailing characteristics. Launching, measuring, etc. will be on Friday afternoon and evening, July 15th, races on Saturday, with make-up (if necessary) Sunday morning. Picnic party Sunday afternoon for everyone, six miles distant via Flying Scots, not a race. Pointe Claire is a small city on the west end of the Island of Montreal; club is at the southern most point on Cartier Avenue. Oh yes! Keeper trophies will be of the new plaque type designed by Dr. Ford Stevens, with the new Canadian F/S emblem incorporated in them.

Also in Canada, on August 6-7, at the Trident Yacht Club Regatta, Gananoque, Ont., if you have any questions, drop a line to Mr. Jerry Springer, Chairman Sailing Committee, 1082 Johnson Street, Kingston, Ontario, Canada.

S-&-W

This article is entitled "Flying Scots #139 and #315 - anybody seen them since? and is from Irmgard Schildroth under date of June 20, 1966:

"Last weekend we went to see the start of the Newport Bermuda race. We took a charter boat to Brenton Light, and when George said 'look, here goese a Flying Scot', I thought that he was pulling my leg. But there were two SCOTS in the area - numbers 139 and 315 picking their ways under sail through the motorized spectator fleet. The last we saw of them as our charter boat headed back, they were still sailing in the direction of the Onion Patch..... anybody seen them since?"

S-&-W

The Carbondale, Illinois SOUTHERN ILLINOISAN, in their June 6, 1966 issue, refers to a fellow from Maryland, scotch headgear and all, an international sailor, a five-time winner of the Thistle national championship, four-time Flying Scot national winner, four-time winner of the international sailing canoe championship and many other national honors as a competitive sailor who not only walked off with the first place among the Flying Scot boats at the Egyptian Cup Regatta at Carbondale on June 5th, but also copped the overall Regatta Trophy, with over 80 boats in the eight classes and miscellaneous group competing. The large picture, along with the article, tells the story - it was none other than the Bard of Godoboco, Gordon K. Douglass, Esq. His crew consisted of the Bob Hirsch's from Cape Girardeau, Missouri who took delivery of the new SCOT that Sandy had trailed from Oakland, Maryland. In the SCOT class, John Batte from Jackson, Mississippi took second and a young

fellow by the name of Jack Cochrane of Ft. Myers, Florida who summers in Indiana since his retirement, posted a hot third. (John says that Jack sails like a teen-ager). Shifty gusts, according to the newspaper article accounted for 15 boats overturned out of the 25 that capsized in this very successful regatta.

S-&-W

Flying Scot Fleet #7, with 33 boats, from Aeolus through Wizard, lists three series of seven races each for the 1966 season. In addition to the standard prizes, they show additional ones for (1) the most number of points without winning any of the regular prizes, (2) the most improved and (3) each individual season qualifier. They do not mention any prize for Lew Howe this year for underwater sailing.

S-&-W

Joan Crawford (Mrs. W. E.), secretary-treasurer of Deep Creek Lake, Maryland F/S Fleet #6, reports through a recent issue of "Deep Six" that they have 25 SCOTS on the lake, Ed Gibbs is Fleet Captain, Joan also is Fleet Correspondent and that this first issue of "Deep Six" is an irregular, disorganized and non-profit "rag" designed to promote good fellowship and good sailing among the local SCOTers. Looks like a lively racing season and a nice little publication. The universal goal is "Beat Sandy", and although it doesn't happen often, the local members say it's better than ice cream and cake. Please keep your paper coming this way, Joan.

S-&-W

Steele Griswold, who has been F/S Chief Measurer for only a couple of months, is finding that there is a strong tendency to deviate from the one-design principles in little bits and pieces. Although careful study and consideration is being given to each suggestion submitted, he hopes to maintain rigidly and without deviation the one-design features of the Class.

S-&-W

Bill Claypool, our FSSA Top Administrator, in his Executive Committee Newsletter received in June, among a number of items, mentioned the need to encourage new fleets whenever we are able, and about which he has written to a number of individuals. Bill also refers to Bob Smith's new illustrated rules book which he hopes to have available at the F/S Nationals in Cleveland as a SCOT project (to sell at \$1.95 each). It is also of special interest to receive the newly designed F/S patch (by Bob Smith) at the earliest possible date, and which, so far, isn't being too rapidly developed.

S-&-W

Orvill White's June newsletter from F/S Montreal Fleet #36 has a bit of the Southern touch, starting out "Hello You All" and continues with comments about their first major local regatta of the season, with over 200 boats in 13 classes participating. The SCOTS, sailing in Handicap "A", took the first three places, with Ken Norris' #702 skippered by Campbell Davis taking first, Don Brown and family in #693 second, and Orville's #394 with Alf Cockburn crewing taking third place. An interesting facet of these races was that the new Cobra sailed in the same group with the Scots. It came in first each race, not always by very much though, and ended up fourth in corrected time. The Cobra here is the original two-man keel boat that paced the Tempest for honors at the trials last fall.

S-&-W

Cowan Lake, Ohio, F/S Fleet #1 Secretary Marilyn Sharp (Mrs. William H.) advises that Bill is Fleet Captain and she became Secretary due to the fact that they invited Fleet #1 to their home for the local meeting and adds that the moral follows - don't entertain any Flying Scots. Marilyn states that they have especially enjoyed the technical articles in S&W, particularly what to do when you capsize which they tried out - without warning in late May, with Bill getting wet, but she only had water up to her knees and was indeed happy to not even having a curl in her hair out of place.

S-&-W

CHARLES S. SILSBEE, Editor

Scots N' Water

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