



SCOTS

n' water

fleets

- | | | |
|-------------------------------------|----------------------------------|---------------------------------------|
| 1 - COWAN LAKE, OHIO | 24 - CANDLEWOOD, LAKE, CONN. | 47 - EGG HARBOR, WISC. |
| 2 - COLUMBUS, OHIO | 25 - MILWAUKEE, WISC. | 48 - CHARLOTTE, N. C. |
| 3 - WILMETTE, ILL. | 26 - TOLEDO, OHIO | 49 - LAKE GRANITE SHOALS, TEXAS |
| 4 - MANSFIELD, OHIO | 27 - RALEIGH, N. C. | 50 - OKLAHOMA CITY, OKLAHOMA |
| 5 - BURLINGTON, VT. | 28 - SHEEPSHEAD BAY, N. Y. | 51 - SEABROOK, TEXAS |
| 6 - OAKLAND, MD. | 29 - MUNCIE, IND. | 52 - LAKE ORION, MICH. |
| 7 - RIVERSIDE, CONN. | 30 - CARBONDALE, ILL. | 53 - LAKE CAYUGA, N. Y. |
| 8 - DETROIT, MICH. (EDISON) | 31 - SHORE ACRES, N. J. | 54 - LAKE GEORGE, INDIANA |
| 9 - STURGIS, MICH. | 32 - GALVESTON BAY, TEXAS | 55 - WICHITA, KANSAS |
| 10 - MANHASSET BAY, N. Y. | 33 - LONDON, ONTARIO | 56 - FT. MYERS, FLORIDA |
| 11 - ROCKPORT, MASS. | 34 - RAY, INDIANA | 57 - HARWICHPORT, MASS. |
| 12 - CLEVELAND, OHIO (EDGEWATER YC) | 35 - CHAUTAUQUA, N. Y. | 58 - BOSTON, MASS. |
| 13 - CHATTANOOGA, TENN. | 36 - MONTREAL, QUEBEC | 59 - TULSA, OKLAHOMA |
| 14 - SPRINGFIELD, OHIO (KISER LAKE) | 37 - WESTERVILLE, OHIO | 60 - BURNHAM PARK, CHICAGO, ILL. |
| 15 - GULL LAKE (KALAMAZOO) MICH. | 38 - MOBILE, ALA. | 61 - NORTH FALMOUTH, MASS. |
| 16 - DETROIT, MICH. (DYC) | 39 - PORT GROVE, OKLA. | 62 - LAKE THOMAS, TEXAS |
| 17 - GROSSE POINTE, MICH. | 40 - INVERNESS, CALIF. | 63 - HAVRE DE GRACE, MD. |
| 18 - DETROIT, MICH. (DBC) | 41 - CRYSTAL LAKE, MICH. | 64 - MENOMINEE, MICH.-MARINETTE, WIS. |
| 19 - BERLIN LAKE, OHIO | 42 - WASHINGTON, D. C. | 65 - DELLROY, OHIO (ATWOOD LAKE) |
| 20 - PORTAGE LAKE, MICH. | 43 - SOUTHPORT, CONN. | 66 - PORT ARTHUR, TEXAS |
| 21 - | 44 - EPHRAIM, WISC. | 67 - SAN ANTONIO, TEXAS |
| 22 - SPRAY BEACH, N. J. | 45 - JACKSON, MISS. | 68 - MADISON, WISCONSIN |
| 23 - WHITE ROCK LAKE, DALLAS, TEX. | 46 - HEMPSTEAD BAY, L. I., N. Y. | |

FLYING SCOT MID-WINTER DINNER MEETING - Feb. 16, 1968.

This will be held at the Barbizon Plaza in New York City, the same as in previous years. We plan to gather at 6:00 P. M. for cocktails, followed by dinner and the short business meeting. Please contact J. Fred Weintz, Jr., c/o Goldman, Sachs & Co., 55 Broad St., New York, N. Y. 10004, Tele. A/C 212 - 676-8373 for reservations, and further details if needed.

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EFFECTIVE JANUARY 1, 1968

In order to be up to date and follow through with the current inflationary times that appear to be the modern trend set by the present administration in Washington, on January 1, 1968 the FSSA annual dues were increased to \$10, boat number royalties to \$7.50 per boat number and sail labels to \$3. The dues for other classes of membership, such as associate, sustaining and co-owners remain the same as before.

PATCHES

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The good looking official F/S patches are still available for jackets or caps, at \$2.00 each. Send your order and check to Bill Garrett, FSSA Treas., 3508 Lexington Ave., Dallas, Texas 75205.

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VINCENT DI MAIO, B.S., has again brought forth from his extensive Naval Architectural background another of his highly technical articles for the enlightenment of FSSA readers. (Please toin the page).

VINCE'S VIEWS

During the height of the Phoenician Empire, when nectar-running caused great water traffic around the Pillars of Hercules in the Aegean Sea, a series of right-of-way rules were developed and enforced by the then active Phoenician Coast Guard. You may have seen pictures of them with their tufted iron hats and spears, which were really not spears, but poorly designed spinnaker poles. Their iron hats were used as protection against jibing, but were quite noisy during their operation, which resulted in calling them "boom bangs", later changed to "boom vangs", a name we sailors now easily recognize as the handle for holding the tiller pipe. Because of the high loss rate of booms, they eventually were eliminated and replaced by loose-footed sails. Hence the term "foot loose as a Phoenician main", or "loose as a gooseneck".

The original right-of-way rules, modified many times, have become sufficiently confused to make them good for sailboat racing, and in recent years have been adopted by the NAYRU. By the way of clarification, we would like to review a section for you with our authoritative interpretation.

PART I - Definitions

CLEW - a Japanese name for the people who man the boat.

CLOSE WINDED - an embarrassing situation with a mixed crew.

COMING ABOUT - a vague term used to decide when the crew will show up.

FULL AND BY - a parting salutation after the trophy banquet.

IN IRONS - a good skipper's threat to his crew.

JIBE - a yacht begins to jibe at the moment when, with the wind aft, the foot of her mainsail crosses her centerline, and completes the jibe when the mainsail has filled on the other tack. A Skipper's Jibe begins by hailing his competitor with remarks like "Lout", "Bullyragger", "A Pox On You" and "Get Your ---- Boom Outa My Boat". It ends when he asks his crew "We really aren't disqualified, are we?"

LEEWARD AND WINDWARD - the leeward side of a yacht is that on which she is, or if luffing head to wind, was carrying her mainsail. The opposite side is windward, and can best be determined by observing to which side the skipper expectorates. If to windward, assume he's a new skipper.

ON A TACK - a painful award to the last place finisher of a race.

STARBOARD - the port side of the boat when it has just turned turtle.

YACHTSMAN - a fellow who pours a lot of money into a hole in the water.

(NOTE:--Vince warns that he may continue this in the next issue).

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NEW FLYING SCOT FLEETS - GREETINGS!

Edward Yerger III, 118 Geneseo Rd. is Fleet Captain of San Antonio, Texas F/S Fl. 67 sailing on Canyon Lake. Fred Riley, Jr., M.D., 3718 Hundred Oaks Dr. is Correspondent. Other Charter Members, all from San Antonio, are Robert B. Killian, Paul R. Langelier, Dolph T. Wells and James W. Finney (who have named their boat DOLFINN), R. L. Patrick Edwards, M.D., Floyd McGown and Marion R. McClanahan, Jr.

Charter for Madison, Wisconsin F/S Fleet 68 is to be issued shortly. The following Charter Members will sail on Lake Monona - John Zimdars, Correspondent, 4101 Iroquois Dr., Charles Albrecht, John Getgood, Dr. Arnold Marx, and Dr. A. A. Alexander, all of Madison.

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FT. MYERS REGATTA

At least twenty boats are expected for the THIRD ANNUAL FLYING SCOT MID-WINTER REGATTA to be held at Ft. Myers, Florida's Royal Palm Yacht Club March 1-3, 1968 according to publicity director, Paul McRoy. Al Howard is general chairman and may be contacted at 1919 Ricardo Ave., Apt. 12, Ft. Myers, Fla. 33901. His assistant (for reservations, etc.) is John H. Walters, 157 SW 59th St., Cape Coral, Ft. Myers, Fla. -Tele. LI2-4089. Mrs. Jack Cochrane is also active in making regatta arrangements. Both the Holiday Inn and the Travel Lodge are located on the river. Registration and warm-up are scheduled for Friday, March 1st, 3 races on Saturday and 2 on Sunday, a small registration fee, trophies for the first 5 places - skipper and crew, plus the permanent traveling Jack Cochrane Trophy and the trophy made by Jack that remains at the Royal Palm Y. C. where, incidentally, the cocktail party will be held. Those with extra spare time can take in the Edison Pageant of Light at Fort Myers on February 17-18, and some vacationers are considering the Out Island Inn at GeorgeTown, Bahamas as part of their Ft. Myers winter vacation. We suggest that you contact either of the above gentlemen at Ft. Myers, or Fran Cochrane at 1101 Aqua Lane, Ft. Myers, for further details.

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FLYING SCOT NORTH AMERICAN CHAMPIONSHIPS REGATTA

Fleet 7 is already hard at work planning for the 1968 Regatta to be held at the Riverside Yacht Club from August 25 through the 31st, at Riverside, Connecticut. Sunday, Monday and Tuesday will be registration, measuring and launching; Tuesday night the annual FSSA meeting and Wednesday starts the official racing. Bob Vance, the Regatta Chairman, extends a cordial invitation to all of you to come to Connecticut in August. However, he reminds everyone that in order to be eligible, FSSA dues must be paid up and each fleet may send one boat for every three in their fleet. Fleet 7 will be able to offer a number of boats for charter to those who are unable to bring their own boats. The race committee will be setting up Gold Cup courses and are prepared to handle 70 boats. Mrs. Richard "Rusty" Lewis is handling the publicity and is supplying much more data and pictures for subsequent issues of Scots N' Water. Fred Tears writes in from Dallas that they are already working on the idea of a trainload of Scots and crews departing Dallas next August for Riverside. The idea is to load 16 Scots on a single car attached to a regular passenger train which will be carrying the crews for a potentially enjoyable trip to Connecticut and back without the burden of trailering 4,000 miles.

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OUT ISLAND INN, GEORGE TOWN, GREAT EXUMA, BAHAMAS

With the new Flying Scots now at the Inn, and which were referred to in the last issue, Jack Bartlett informs us that the very desirable rental rates for the Scots are \$12 per day and \$7 per half day. He also mentions that, as of January 1st, there will be direct transportation from Miami on a scheduled basis. Meals (Breakfast and Dinner) are included in the rates given in the last S&W. Lunch is also available, but is a meal that folks may well wish to have packed for a special day, etc.

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ROBERT F. SEITZ, 2803 Knollwood, Hazel Crest, Illinois 60429, is considering buying a used Scot. Anyone in the general area having a boat for sale, or knowing of one, kindly contact Mr. Seitz.

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PROBLEMS! PROBLEMS!

The "Where Are We Heading?" article in the Nov-Dec. '67 issue has touched off replies from about 0.3% of the Scot owners, copies of all letters received being sent on to Sandy.

The general tone of the letters seems to be apprehension that the Class is about to be completely dominated by one person. However, a very lengthy telephone conversation with FSSA President Fred Weintz dispels such fears. Fred states that the Governing Board, which is representative, will continue to function as established by the Constitution, with its rulings binding and final, and not to worry.

The following extracts from letters received are from widely separated areas.

David N. Little, F/S#355, Massachusetts, asks "whether we are willing to let Sandy do our development for us. I say no. Experimentation on minor items is healthy for a class. The standard arrangement is the ultimate for Sandy, but is not the ultimate for me. It is impossible to have a true one design. Why not enforce the rules we have instead of worrying about that nebulous spirit of the rules?"

From Stuart P. Dowling, D. V. M., F/S #756, Alabama - "After a dose of Vince DiMaio and a double dose of Sandy Douglass on gadgets, I feel compelled to speak out as an individual Scot owner. The Scot is touted as a family boat. My wife has an inflammatory joint condition of her hands and after about two months of jib sheet holding, Douglass style, she could not use her hands. We also have two races each year, course 26 miles, and I have cam cleats for my own convenience. Sailing to me is for fun, not an endurance test. I'll take cam cleats anytime. Vince should discontinue sale of his mast hinge pin since this makes stepping the mast too easy."

The letter from Ernest W. Legree, F/S#727, Ohio fills five typewritten pages - "This means total and absolute builder domination of the FSSA. The Scot has too many faults, many of which could easily be corrected by the builder at practically no cost, and it is high time to do so. All the owner is doing (when making gadget additions) is installing the fittings that best suit his physical capacities and inclinations within the limits specified by the class rules. I found the original arrangement of the main sheet extremely inconvenient; in part, I lack the physical stamina to manually hold the main sheet on a hard beat to windward. It is misleading and unrealistic to freeze fittings, to G. K. Douglass' personal preferences, while allowing as many suits of sails cut to different drafts as the owner chooses. I have spent less than \$50 for extra gadgets on my Scot, Cam cleats are the perfect solution". Other suggested improvements by Mr. Legree include a stiffer rudder blade that will not bend, rearrangement of drain holes and water collecting hollow in bow, etc., etc..

(continued on page 5)

Dr. Richard Wistar, F/S#224, California. "A lot of us, I suspect, agree in principle with Sandy's sentiments, but we are hesitant to give him a free hand. He is so inflexible on this subject that I wouldn't be surprised to see tell-tales banned. We do want to keep the Scot simple, clean and one-design, but there should be some room for experiments. For instance, many of us consider the way he rigs his main sheets not only clumsy but dangerous. If the ruling body were large enough to be representative and not be dominated by one person, the suggestion is probably a good one."

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FASTEST SCOT IN THE SOUTH

The First Southern Regional Championship for Flying Scots was held at the Shreveport Yacht Club, Cross Lake, Shreveport, La. on November 11-12, 1967, with F/S Districts 7 and 8 participating. District Governor Fred Tears' detailed report mentions the graciousness of the Club in offering their complete facilities for this championship, although not a single member of the club owns a Flying Scot. The Regatta was run by John McKee, Commodore of the Shreveport YC, who handled the entire regatta with professional competence - well laid out courses, starts and finishes were expeditiously handled and protest meetings were short and to the point. Harris Garrett, with Rick Tears as crew, and probably about the best spinnaker man in the Southwest, won the Regatta. Dallas Fleet 23 kept a firm grip on most of the top places, although Ben Banahan of Jackson, Miss. Fleet 45 did a fine job to take second. Other finishers, in order, were Grinnan, Drum, Swafford, Henderson, Ed Batte, Crawford, Fred Tears, Ellis, John Batte, Jensen, Ott, Suddath, Colthart, Bill Garrett and Purviance.



FASTEST SCOT IN THE SOUTH - WINNER



OTHER FAST SCOTS
(TEARING UP THE COURSE - AT 2 MPH)

- - - S-&-W - - -

FSSA PRAIRIE DISTRICT

Through the efforts of Clyde Haas, #39 Fleet Captain, and others, F/S Fleets 39-50-55-59 have been officially designated, at present, as comprising the new District 11, according to a letter from the FSSA Executive Committee. Carlton Chapman is the District Governor. The District is north of the Texas border and extends from the Mississippi River on the east to the desert region on the west.

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We would like to receive technical and other interesting articles from top Flying Scot skippers, and we would expect some mighty readable ones from other Scot sailors and skippers who aren't in the "top" group. And please remember photos too! (Ed.)

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FROM OUR CORRESPONDENTS IN GUAM

George and Irmgard Schildroth, living in Agana during George's civilian engineering assignment, send their many Scot friends best wishes for the Holidays and for 1968. They hope to get into Scot sailing again some day. Too much coral rock and high seas in Guam for pleasure sailing. A little boy, whose father is a pilot, introduced himself as "Flying Scot Rice", the family having the only Flying Scot on the island. Another of Irmgard's find sailing articles would be gladly accepted if local material is available.

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OUR FSSA PRESIDENT, FRED WEINTZ, JR., has sent questionnaires to all Fleets, asking for the names of the Captain & Correspondent, number of boats in the fleet, which District they are in, who the District Governor is, and any other comments they might wish to add, including possibly inactivity on the part of some fleets. Those who have not yet replied, will kindly do so as promptly as possible. (26 answers have come in).

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TROPHIES - From time to time we receive requests for a source of Flying Scot replicas - 3-dimensional, half models, and in various sizes. The only one that we have on hand is The Little Shipyard, Floyd, Virginia, Attn. Mr. H. W. Otterstedt. If any Scot sailors know of other locations where such trophies or plaques are available, please drop a note to Scots N' Water. (Ed.)

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**Like most
Out Island resorts,
we're right on
the water.
End of similarity.**

Our beach is the most beautiful in the Bahamas. And Elizabeth Harbour (famed for the Out Island Regatta), the most beautiful natural harbour in the world. (Sailing? Reef exploring? Unbelievable.)

We have our own fleet of Flying Scots, dinghies, and Sunfish. And our own fleet of power boats. We have one of the finest gourmet restaurants in the Bahamas. A beautiful swimming pool. Tennis. Brand new air-conditioned rooms. The best bone-fishing, shelling, and deep-sea fishing anywhere. (Yes, anywhere.)

And we have a brand new brochure that tells all about Great Exuma, our new resort, and about the pure joy of just getting here. (Even the flight from Nassau, or from Miami, is something to rave about.)

See your travel agent. Or our representatives, Leonard Hicks, Inc. Or write us via Airmail, 15c to the Bahamas.



out island inn
GEORGE TOWN, GREAT EXUMA, BAHAMAS

CAVEAT EMPTOR -
(Subject to prior sale)

F/S 685 - Customflex
built in 1966. Boston
main and jib, Gator
trailer, light blue
hull with white deck,
cockpit cover. \$2300.

Owner - Wm. R. Brakora
3420 Mack Road
Saginaw, Mich.

(A/C. 517 752-6579)

BOAT SHOWS

Flying Scot exhibitors would welcome the assistance of any and all Scotters who would like to put in a little time on the exhibits. The talk of an enthusiastic owner is much more persuasive than the chatter of a salesman, and they can do the Class a lot of good, as well as helping and enjoying the experience. Tickets and passes are available for those who wish to help. Drop a line to Scots N' Water or to Sandy Douglass. The dates for the New York Show are February 10-18, 1968.

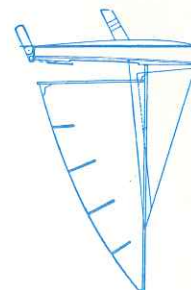
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NEWS FROM THE FLEETS

Westerville, Ohio Fl. 37 hopes to raise sufficient money to buy trophies for Carl Rippel and family - they won first in the Spring and both Summer Series; Ted Huling came up with two seconds and a third. Don Church won the Snow Flurries at Port Clinton in October. 1968 officers are Fleet Capt. Don Church, Measurer Jack Huling, Race Com. Rep. Carl Rippel and Fleet Corres. Jon Borough*****Bill Dean reports that the newly elected Cleveland Fl. 12 officers for 1968 are Ernest Legree, Captain, Bill Dean, Sec. and Eric Lane, Treas. Winter activities include rules and sailing tip sessions.*****Fleet 34's petition to adopt the "Toe-Board" (See Vol. IX, No. 12) has been turned down.*****Patrick J. Barry is the new Commodore at the very active Edison Boat Club, Detroit, so Harold "Skip" Jennett is taking over Pat's former duties as F/S Fl. 8, Correspondent. Novice Chairman Gerry Peplowski graduated 37 Flying Scot Skippers recently, one of the largest classes since the EBD adopted Scots ten years ago. Fl. 8 Regatta Competition won the coveted Krolick trophy from F/S Fleets 16 and 18 and the Novice Team defeated their Fl. 16 and 18 counterparts for the 9th straight year. Top novices for 1967 were Gary Mulawa and Judy Halman. Fleet Captain John Keller won the EBC's Men Championship for the year.*****Newly elected Joan Sheldon as Fleet Secretary, F/S Fl. 41, Crystal Lake, Mich. reports that Jack Redman is the 1968 Captain and our old friend Sam Tellschow is Measurer. Sam won the Fall Series, with Joe Kopchick second, just before the snows set in.*****Mobile, Alabama Fl. 38, as reported by Stuart Dowling, has a new owner for F/S #20, Sam Bugg, Jr. It is a ten passenger Scot, Sandy, instead of eight, as Sam, his wife and all eight children sail together. At the Fairhope Fall Regatta, Bill Suddath was first. Thompson of Pensacola, in a new boat and the first time out, took second and John Batte, Bill's Jackson, Miss. neighbor, was third. Stuart also thinks that eventually a new Scot fleet might be organized at Tuscaloosa, Alabama.*****From Fl. 45, it is interesting to note that Ed Batte won both the Jackson, Miss. Hospitality Regatta and the District Championship this past fall with his 13-year old daughter and 10-year old son as crew, whipping the "pro's" with just plain good sailing.*****Wilmette, Illinois Fl. 3 held the annual meeting in November, electing Geo. Stokes 1968 Fleet Captain, John Gelderman, Sec. - Treas. and Henry White, Measurer. George, who was Treas. for 1967, presented a novel financial report, explaining that the figures were the result of "square root and the log of something or other". Accepted. Henry won the 1967 F/S championship at Wilmette, Fl. Capt. Jack Beierwaltes was second and Ernie Godshalk third. With 27 boats, the 1968 season might start off with "A" and "B" separate fleet divisions, the latter not using a spinnaker and with a slightly shorter course. This could be of interest to other classes competing with the "B" group.*****Orville White, in his December News Letter from Fl. 36 at Montreal, calls

(continued on page 8)

Official Publication of the
Flying Scot Sailing Ass'n.
RETURN REQUESTED



Joan D. Jefferies D
7719 Chadwick Rd.
Waco, Tex. 76710



MRS. HELEN M. RIPPET
Corresponding Sec. FSSA
9700 Sunbury Road
Westerville, Ohio 43081

- 10 -

- 848 John Beckman, 610 Forest Ave., LaPorte, Tex. (L. F. MacNeil).
1045 Dr. Alfred L. Hurst, 217 Randolph Ave., Milton, Mass. (J. Jones).
1111 Hal Power, 92 Saddle Rock Rd., Valley Stream, N. Y. (Don Bailey).
1118 Hillis Eskridge, 4640 S. Columbia, Tulsa, Okla. (Joe Becker).
* We understand that Wesley Harris sold #504 to John Novotny, 8 Eymard St., Pittsburgh, Pa; now owns 1237.

NEW FSSA ACTIVE MEMBERS

- 4 Wm. C. Ashby, 907 Briarwood Dr., Carbondale, Ill.
20 Samuel R. Bugg, Jr., 5959 S. Shenandoah, Mobile, Ala. Sails PATTI SUE with F. 38 out of Fairhope Yacht Club.
262 John F. Weiksnar, M. D., 705 Westchester Rd., Grosse Pte., Mich. Boat name - FIREBIRD.
306 Henry E. LeMeur, 19 Fourth Ave., Warren, Pa. 16365. Sails GURU with Chautauqua, N. Y. Fl. 35.
353 Jack M. Goldman, 903 Oakland, Mt. Vernon, Ill.
358 Frank C. Shoemaker, 361 Walnut Lane, Princeton, N. J. 08540. With Shore Acres, N. J. Fl. 31.
446 Homer L. Ferguson, 11 Lorraine Ave., Westmount, Quebec.
492 Robert B. Killian, 640 Elizabeth Rd., San Antonio, Tex. Bob is a Charter Member of new Canyon Lake Fl. 67.

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THERE ARE MORE new members that we just don't have room to print in this issue. They will be in the next issue.