

SCOTS

n' water

Vol. X, No. 3

March, 1968

Chas. S. Silsbee, Editor

760 Foxdale, Winnetka, Ill. 60093

fleets

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|-------------------------------------|----------------------------------|---------------------------------------|
| 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. | |

FSSA MEMBERSHIP NOTES - AND AN ANALYSIS

In his letter sent to all members earlier this year, J. Fred Weintz, Jr., FSSA President, listed several benefits of being an Association member. These include protecting the one-design concept which also protects your investment, organizing District and National events, receiving up-to-date Scot information through Scots N'Water, receiving the Yearbook which lists owners, contains specifications, Constitution, officers, etc., and qualifying you to enter Association sanctioned regattas at all levels.

Fred has also come up with a most interesting analysis (without the use of a computer). He finds that 68% of Scot owners reside in 10 states, in this order: Mich., Ohio, N. Y., Tex., N. C., Ill., Wis., Conn., Mass. and a tie for 10th place between Ind. and Pa.

Also, 72% of the Scot non-members of the FSSA reside in 10 states - and in this order: Mich., Tex., N. Y., N. C., Ohio, Pa., Ill., Wis., Canada and Md. (Canadians, please excuse us for listing Canada as a state in this data - it makes it more convenient to group Scots in this manner). 68% of non-members not with fleets reside in these same 10 states, except add Indiana and delete Canada.

27% of FSSA members are not affiliated with fleets while 53% of non-members are not fleet affiliated. The percentage of FSSA members to total boat owners ranges from a high of 90.5% in Conn. to only 56.7% in N. C., among the major Scot states; Mass. has 89.3%, but Mich. only

(continued on page 2)

62.6% and Tex. only 60%. In the top states, 94.2% of Conn. boats belong to fleets while only 32.5% in Maryland are affiliated with fleets.

It is hoped that F/S Fleet Captains and others will make a concerted effort in 1968 to increase the overall FSSA membership, reach the man not affiliated with a fleet, and encourage formation of more fleets.

- - - S-&-W - - -

"VINCE'S VIEWS" IN THE LAST ISSUE HAVE BROUGHT OUT A NUMBER OF WRITTEN AND VERBAL COMMENTS FROM SEVERAL PHOENICIANS AND OTHERS! WE QUOTE A FEW -

"As soon as they let my arms out of this funny shirt and I regain my writing privileges, I'd like to write you commending Vince's last article.

Signed HAMBULL CARTHAGE III (2/13/68)

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"As a knowledgeable sailor and avid historian, my own research on Vince's last article in Scots N' Water discloses several minor errors. First, the Phoenician right of way rules were needed mostly for the Coast Guard themselves who often imbibed freely of the confiscated nectar in a ceremony called "one for the Pillars of Hercules". Evidence of this fine ancient ritual still lingers around many of our present Yacht Clubs in what we now observe as splicing the main brace" or "how'd he get sea legs without a boat? "

Secondly, the reference to their spears being poorly designed spinnaker poles is definitely wrong. They had to be boom crutches, since anyone knows that spinnakers weren't invented 'till some time later when Hector Barnaclus, the Toga designer and sailmaker, accidentally while under the influence of some hard nectar, hung a baggy mainsail off the forestay instead of the mast. From this episode originated the term "hanging one on" or "Hectors mainly in the bag".

Lastly, I was disappointed in his failure to mention that all whipping of galley slaves on triremes is illegal after the V minute gun. This rule, as you may know, was proposed by Octovius Circularies, better known as 8-Ball, who was Champion in this Class from 900 B. C. to 898 B. C.

Signed JULES FLAGMAR (2/9/68)

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"Can't we get Vince to do an article on Cleopatra's barging? "

Signed NEVA SCULL (2/12/68)

- - - S-&-W - - -

FSSA YEARBOOK INFORMATION

Helen Rippel brings to our attention the necessity of receiving up to date listings and addresses from the Correspondent of each F/S Fleet, along with the name of the Fleet Captain. All persons not affiliated with a fleet who have address changes, are new boat owners, transfers of boats ownership will also please send in the data as they wish it listed in the Yearbook. Correspondents and the others should send this information into Helen as soon as it is available. Your prompt cooperation wil' indeed be appreciated.

- - - S-&-W - - -

DISTRICT #5 REGATTA

F/S Fleet #34 will be host for the Mid-West District Regatta to be held at the Clear Lake Yacht Club, Clear Lake, Ray, Indiana on July 13-14, 1968. More publicity will follow according to Mrs. W. Joseph Vesey, Fl. #34 Sec., 7510 Roseann Parkway, Fort Wayne, Indiana 46804.

- - - S-&-W - - -

NORTH CAROLINA REGATTA

Flying Scot sailors are invited to attend the Annual Wonderful Washington Regatta sponsored by the Washington Yacht and Country Club and the Pamlico Sailing Club on June 8-9, 1968. There will be a beerbust and cookout for early registrants on Friday, June 7th. This is a CBYRA sanctioned regatta. For further information, those Flying Scot sailors who are interested in attending should write to Jimmie Glenn, Regatta Chairman, P. O. Box 112, Washington, North Carolina 27889.

- - - S-&-W - - -

Jack Lester
614 - 19th Avenue South
Fargo, North Dakota

Sunday, Feb. 18, 1967

Mr. Charles Silsbee
760 Foxdale
Winnetka, Ill.

Dear Charles,

I've been a slow corresponder because of lack of news to report. However...this has changed, dramatically. Sailing a Scot on Cotton lake has been lonely work. Last year at this time, we were one. Now we are five! With more coming. This week I will be writing to Helen Rippel for our fleet charter and of course we are tremendously excited with this years prospect.

In July of last year, Dr. Robert Ulmer (who will be fleet correspondent) bought Scot # 2 on our lake, #1182. In October we had a Flying Scot party at which we showed Sandy's film and gave out with our best sales story. Don Ford immediately bought #1183, to become our third boat. In January, Richard Hodgson, temporarily employed in Washington, D. C., bought F/S #995. Yesterday, Bill Gjerde sold his Flying Dutchman and ordered a new Scot bringing our fleet to five. All five are experienced sailors and are certain to attract other sailors on the lake to the fleet. We expect to number at least eight this year with even more to join in later years.

As a by-product there is a possibility of four other Scots for nearby lakes. These are not certain and of course will not help our fleet. But each of these could in turn become the nucleus for future fleet developments.

Three Scots sailed this year Lake of the Woods Regatta. We had a marvelous time. Our best finisher was my boat FLYING JENNY, tenth in a fleet of 76 boats including 7 E-Scows, 1 A-Scow and a good number of catamarans led by Dr. Marvin Roesler in a Shark, which won first over-all. The other two Scots were Dr. Victor Carnes out of Joplin Missouri and Dr. Ulmer, from Fargo.

We all enjoy Scots n'water and especially look forward to the technical articles which tell us how to sail our boats better. Most valuable of all articles to me, was the one you published last year by Sandy on planing. As we are all new to fleet racing, we would like to see an occasional paragraph of two simplifying and explaining the rules and regulations. We have the rule books of course, but they are written by lawyers and their meaning sometimes is cloudy. We could use basic english ways to apply the rules.

Congratulations on your work as editor....it keeps us in touch with the Scot World and will become even more important now that we are growing.

Best regards,
Jack Lester

GREAT NEWS FROM THE NORTH DAKOTA
AND ADJACENT MINNESOTA AREA

**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

1968 F/S NORTHEAST DISTRICTS - - - Will be sailed on Upper Barnegat Bay on August 1, 2, 3, 4 - Fleet #31 is host, with 5-race series on Friday and Saturday. Ralph Manee, Chairman, claims NO rocks, mountains, tides or currents, plenty of good safe racing water with winds usually averaging 18 to 30 MPH - planing taken for granted - COME SEE, COME SAIL! Eligible Scot sailors in all the NE District area are cordially invited to attend the Regatta - Shore Acres Yacht Club, Shore Acres, N. J. is the headquarters. Further detailed information will follow, and if you need more data in the meantime, write Ralph at 71 Jefferson Blvd., Staten Island, N. Y. 10312. Tele. 212 - 984-5516.

- - - S-&-W - - -

DISTRICT EIGHT (TEXAS) - OPEN REGATTA - - - The District Eight Championship Regatta will be held at the Corinthian Sailing Club on White Rock Lake, Dallas, Texas, April 20-21, 1968. The regatta is open to any Flying Scot. The highest ranking member of the FSSA from District Eight will get the title. The first race will start at 12:00 noon on Saturday, with the last race scheduled to be over about noon Sunday. Contact Fred Tears, 8626 Inwood Road, Dallas, Texas 75209, tele. 214 - FL2-7626 (Days - 214 - LA8-8882) for reservations and details.

Fred also mentions that Fleet 23 is using trapezes and "anything goes" rules in their winter series during Jan. -Feb. -Mar.

- - - S-&-W - - -

FSSA DISTRICT 7--John C. Batte, Jr., Jackson, Mississippi District Governor, announces that District 7 Championship Races will be held on May 25-26 at Lake Lanier Sailing Club, Lake Lanier, Georgia, which is just north of Atlanta. This gives a reasonably central location for this event which will be held in connection with the local Carling Regatta. With no Flying Scots at the Lake Lanier Sailing Club, District 7 is appreciative and indebted to the Club for agreeing to run the F/S series.

- - - S-&-W - - -



CAVEAT EMPTOR -
(Subject to prior sale)

F/S 534 - Douglass built,
Boston sails, including
spinnaker and gear. Light
blue hull with white deck.
\$1800.

Owner - Wm. B. Davidson, Jr.
158 Birch Road
Fairfield Conn. 06430
(A/C 203 259-7248-Home)
or -(A/C 212 695-2800-Office)

Reason for selling - purchased
a larger sailboat.

A REMINDER - To install a safety
line between the two mooring rings,
for use in case of capsize. (1/2"
nylon shown)



F/S Jacket or cap patches, 2-7/8" x 2-1/2", available at \$2 each, postpaid. Just write Bill Garrett, FSSA Treas., 3508 Lexington Ave., Dallas, Texas 75205.

- - - S-&-W - - -

JACKSON, MISSISSIPPI F/S Fleet 45 held a supper meeting at the Jackson YC on January 11th and elected the following officers: Edwin A. Batte, Fleet Captain, James Reeves, Assistant Fleet Captain, William E. Suddath, Jr., Sec.-Treas. and Fleet Correspondent and R. V. Tye, Race Committee Chairman. Bill Suddath's address is 4047 Boxwood Circle, Jackson, Mississippi 39211.

- - - S-&-W - - -



SANDY SAYS -

SOME COMMENTS ON THE NON-USE OF THE CENTERBOARD

A number of articles have been written about when to use the centerboard, but not much has been said about when not to use it. Most of us know that we should have it all the way down when we are close-hauled, about half way down on a beam reach, something like a quarter down when the wind is on the quarter. The overall rule is that the centerboard is at best an evil necessity because of its drag, and that it therefore, as a general rule, should be down only enough to keep the boat from sliding sideways. But there also are situations in which it is desirable, and even imperative, to have little or no board down. When is this? These are the occasions when, for one reason or another, we want the boat to slide away from the wind.

Let us suppose you are sailing on a beam reach in a heavy wind and sea, receiving repeated knockdowns which make it difficult to keep the boat on her feet. Here is a time when, by having the board up a little too much, the boat can give a little, can slide off a little in the gusts to reduce the pressure of the wind.

On a broad reach in a heavy wind and big following sea, a boat tries to round up, to broach. One owner wrote recently to question the advisability of shortening his rudder blade because, he wrote, under such conditions he nearly bent his tiller double in trying to keep the boat on her course, and needed all the blade area he had. In replying, I told him that too much centerboard - (and too much heeling angle?) - was making the boat try to round up, and that less board, along with easing his main sheet, would have reduced the forces on his rudder.

Under conditions such as these, lowering the centerboard does not give greater safety and stability. On the contrary, dropping the board increases the force on the helm and also tends to make the boat trip and roll over. For jibing the leeward mark, for example, the board should be well up - down just enough for control in steering - until the jibe has been completed and the boat is on the new tack.

On the other hand, I believe the board always should be down a little, the rollers back a few inches, to give directional control; and also, as a safety measure, to give something to grasp or stand on in the event of a capsize.

But there are times when the board should be all the way up, and not only when the boat is on her mooring. How many times have we seen a skipper trying to make the boat fall off, after he has been moored on the leeward side of a dock or pier, only to have the boat round up as soon as the sails fill? In a fresh breeze it is difficult to make the boat drop back astern. Backing the jib will help, but perhaps not enough. Here is where the centerboard should be raised all the way, because at such a time you want the boat to slide off. Once she has fallen off far enough, the board can be lowered as needed.

The other times involve mooring and anchoring. A moored boat with the board down tends to yaw and skate back and forth even without sails, and the action is much worse when the sails are hoisted. For this reason I never lower my centerboard until the very last thing, just before I drop the mooring; and I raise it the very first thing after picking up the mooring.

For the same reason, if you must anchor to ride out a squall, be sure to raise the board all the way to keep the boat from "sailing"; and also remove the rudder so the boat can swing freely with the gusts. It would be wise at the same time to stow both jib and mainsail below the deck to reduce windage. In this fashion, the boat will ride out the storm without vicious yawing.

- - - Ye ende - - -

-GKD

F/S #450

Fran Cochrane informs us that F/S #450 is now in John D. Cochrane III's name and will sail with Fleet 34 at Clear Lake, Indiana this summer. She expects to be there for the summer and John will come down from Ann Arbor to sail. This was one of Sandy's boats that did so well under both Sandy-and the late Jack Cochrane at Ft. Myers.

- - - S-&-W - - -

ABOUT OUR NEW S&W FORMAT

From John Busch, F/S #575, Youngstown, Ohio, - "Would like to let you know I like the form of the present S&W. If you keep this form with the wide left margin I can perforate it and keep them on file in a two-ring notebook". We have received a number of comments praising the less crowded look of these last few issues of Scots N' Water. Our new printer is Mid-Central Printing & Mailing, Inc., Wilmette, Illinois and Mrs. Katie Green supervises the S&W account. (Ed.).

- - - S-&-W - - -

ADVERTISING RATES - - - S&W CLOSING DATES

As stated in the September and October 1967 issues of S&W, the charge for an approximately 5 sq. in. advertisement to sell your Flying Scot or for a commercial insertion of this size, the charge is \$4.00 per issue. Please enclose your CAVEAT EMPTOR \$4.00 when you send in the description of your boat for sale.

We will attempt to close each issue of S&W the final week-end of the month prior to publication, and will be glad to receive your news well before the closing date - it helps not being so rushed at the end of the month. Send all S&W mail to the editor. We appreciate the steady flow of news coming our way and hope that those fleets we do not hear from will send us interesting local news during 1968. Thanks!

- - - S-&-W - - -

THE AMERICAN YOUTH HOSTELS, member of the Metropolitan Detroit Council and a Non-Profit organization offering, among a range of opportunities, both beginning and advanced sailing instruction, has asked Scots N' Water to mention John Biddle's presentation of his newest sailing film, "SAIL AMERICA FIRST". This will be held at the Ford Auditorium, Detroit, Michigan at 8:30 P. M. on April 19th and 20th. Donation is \$2.25. Tickets are available at AYH, 14335 W. McNichols, Detroit, & Boston's, Ford Auditorium, Grinnells, Hudson's, Ship's Wheel, Sporthaus and Thomas Hardware. An effort is made to interest, in particular, South-eastern Michigan, Southern Ontario and adjacent area sailors to attend this 90 minute action and humor filled color film.

- - - S-&-W - - -

FLYING SCOT MODIFICATIONS - OUR NATIONAL SECRETARY, HENRY WHITE, COMMENTS: -

"I see a little heat haze on the course and the mark is indistinct, after reading with interest the letters in Scots N' Water by Sandy Douglass and Vince DiMaio advocating that our boats should have no minor modifications except those allowed, even when these do not increase its speed, and Mr. Legree's contention that therein lies class ossification.

The FSSA Board of Governors must have a code or formula for 'One Design' - firstly, to direct their own thinking, and secondly, to obtain consent from dissenters.

There are two approaches to 'One-Design': - Structural Similarity (meaning nut-for-nut and bolt-for-bolt identity) and Dynamic Similarity (meaning that the forces acting on all boats are identical, so that no boat can have an unfair advantage). These forces are Air, Water and Inertia (or mass-acceleration) Forces and Moments.

Nothing else matters for speed, but we must also consider Safety and Seaworthiness, without which the Class would soon have a bad name.

Structural Similarity is a Sufficient but Not-Necessary requirement for 'One-Design' and might be thought unnecessarily restrictive by many, although easy to administer.

Dynamic Similarity is the Sufficient and Necessary requirement, but needs careful engineering considerations by the Chief Measurer.

The Constitution might well state that no changes be allowed which violate the principle of Dynamic Similarity and Seaworthiness, as determined by the Chief Measurer and engineers, and approved by the Board of Directors."

- - - S-&-W - - -

YACHTING MAGAZINE'S JUNIOR CONTEST - FLYING SCOT TEEN-AGERS
PLEASE NOTE

For the second year, the editors of YACHTING announce an article contest for junior sailors who have not yet reached their 18th birthdays. The top three articles from last year's contest appeared in the July (first place), September (second place) and November (third place) issues of YACHTING.

Articles should be approximately 1,000 - 1,500 words long and be concerned with some phase of your sailing experiences and activity. The subject matter can be varied, but the important thing is that it be well presented and be your own work, and that it be of interest to sailors your age.

All manuscripts should be typed and double-spaced and may include photographs or drawings. Each should be accompanied by your photograph and a letter with information on your age, school, sailing background, and class of boat you sail. All manuscripts become the property of Yachting Publishing Corp., and the editors retain the right to publish any manuscript, with payment made at their regular rates. The winners will be announced in the June, 1968 issue of YACHTING; first place will receive a handsome half-model of his or her one-design boat (or the one-design class of his choice), and the second and third places will receive gift certificates for nautical equipment. Submissions should be made by April 15th and addressed to Yachting Publishing Corp., Junior Yachting Contest, Editorial Dept., 50 W. 44th St., New York, N. Y. 10036.

- - - S-&-W - - -

FSSA EXECUTIVE COMMITTEE MEETING - HELD AT TOMMEANEY'S
HOME, CLEVELAND, OHIO ON JANUARY 25, 1968

Meeting called by Fred Weintz. Present - Weintz, Meaney, Douglass, Marston, H. White, Lowrey and Silsbee. Duration - 6 to 12 P.M., with delightful dinner served by Mary Meaney. Matters discussed - Membership, patches, District boundary lines, trophies, persons eligible to compete in sanctioned regattas, FSSA manuals (let's get going - so many asking for the proposed sailing manual), would like to have everyone with regatta ideas forward them in to Fred Weintz for development of a regatta manual, lengthy "Where Are We Heading?" discussion on the "one-design" concept, need for more regatta and F/S sailing pictures, make up packets of Scot data for new FSSA members and non-members. The Flying Scot is now 10th in number of Classes 15' and over, possibly higher, and in the major class category. This meeting was held in preparation for the New York Mid-Winter FSSA Meeting, and to give more time to discuss the many subjects of interest.

- - - S-&-W - - -

EXTRACTS FROM A RECENT LETTER RECEIVED FROM OUR NATIONAL
MEASURER

"Sandy's article about maintaining the Scot as built brings strong support from me, both as an owner and chief measurer - - - Almost one-half of the 60 boats registered at the 1968 North Americans failed to 'measure in' until corrections were made, all of which was accomplished before the first race - - - I am continually amazed at the ingenious ways people have in finding a way around a rule or specification - - - Imperative to maintain our One-Design principle, now with nearly 1300 boats especially,

so as not to obsolete the older boats and not to increase racing expense - - - My idea, substantiated by the Governing Board, is that unless our specifications specifically allow something, or unless it appears on our Official Plan, then it is probably illegal - - - Of petitions received from fleets from time to time for changes, my guess is that, after the Measurement Committee has studied the request, about one-half have been presented to the membership for ratification and the other half have been turned down by the Board - - - In sanctioned regattas, with boat numbers ranging throughout our total numbers, the newer boats have certainly not proven to be faster - - - We are probably growing faster than any of the other 'top-ten', which is certain to bring into our class more and more of the serious racing society, some of whom will bring ideas from other boats they have raced where rules are perhaps less strict than ours, making our job just a bit more difficult. I hope we can continue our present philosophies - - - This year, for the first time, we will print in the FSSA Yearbook 'Rulings of the Measurer' which should be of great benefit to new owners in particular; every new member, as he joins the FSSA should receive a copy - - - I am always pleased to answer any questions of any of our owners, and hope they will continue to send them to me. It is not our desire to stifle all ideas and progress, but rather to keep all boats competitive with one another, and to keep the cost of owning a Flying Scot within acceptable limits."

- - - STEELE T. GRISWOLD (2/19/68)

- - - S-&-W - - -

YOUR 1968 FSSA DUES SENT IN YET? Helen Rippel reports, as of February 15th, that over half of the dues received to date are from new active members paying their dues for the first time. Really, people are responding nicely this year.

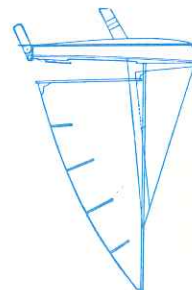
- - - S-&-W - - -

FOR NEW F/S FLEETS, PARTICULARLY. The older Scot fleets, like #3 in Wilmette, Illinois, and others who have been successful and continue very active, have a well established schedule. For example, Fl. #3 has lined up four meetings between now and the start of the sailing season, each with a definite program. If any of the newer Scot fleets would like to know how to proceed, we are sure that a letter to George Stokes, Fl. #3 Captain, or John Geldermann, Sec. -Treas. -Correspondent, would be welcome, or write to older Scot fleets located nearer to you.

- - - S-&-W - - -

FSSA MID-WINTER MEETING REPORT - - - Prior to the dinner at the Barbizon-Plaza Hotel in New York City on February 16th, the Governing Board of the Flying Scot Sailing association convened with Fred Weintz, Tom Meaney, Cobe Marston, Steele Griswold, Sandy Douglass and Walt Lowrey present. At the Board meeting, District Organization was discussed and will be outlined in a future issue of Scots N' Water. On Measurement, Carl Rippel's proposed outhaul was ruled out; Sandy's and other's recent comments on the "one-design concept" were discussed and it was decided that no changes in the present rules were required; Chief Measurer will provide more detailed information on the affixing of chevrons to the main sail. Regarding Sailing and Regatta Manuals, progress is slow. And about Publicity and Promotions, it was pointed out the desirability of providing more trophies. Sandy also reported that Peter Barlow, the well known yachting photographer, has agreed to cover the F/S North American Championships if he can be granted access to the race course. The Governing

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



Mr. Robert F. Vance
1 Lincoln Ave.
Old Greenwich, CT 06870

1122

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



-10-

Board instructs the Race Chairman to grant the desired access. Motion to adjourn and repair to the bar was carried unanimously and with despatch.

The after-dinner discussions among the guests included the desirability of weighing boats as part of the measurement; no limit to the number of Cunningham holes in the main; for the NE District Regatta, Holiday Inn at Lakewood, N. J. has allocated a block of rooms at reasonable rates-make reservations early; furnish your own mooring at Riverside for the North Americans, with an extra anchor for a semi-permanent mooring recommended - water is 5' to 15'; two new Scot owners attending the dinner asked detailed questions on sailing techniques and measurer's decisions, clearly bringing to the attention of the FSSA the absence of such information and the desirability of F/S sailing and regatta manuals at the earliest possible time; Steele Griswold pointed out that Measurer's Handbooks are available to all fleet measurers.

- Cobe Marston.

- - - S-&-W - - -

OAKLAND, MARYLAND PROSPECTS

It is reported that F/S Fleet 6's spirits for 1968 are high - - - they are planning many enjoyable week-ends at Deep Crock Lake during sailing season.

- - -S- &-W - - -