



SCOTS



n' water .....



VOLUME XI, NUMBER 9

SEPTEMBER-OCTOBER 1969

NEW SCOTS N' WATER EDITOR

Charlie Silsbee has been editing SCOTS N' WATER since 1965, also in 1960, and has a wide circle of friends and acquaintances throughout the membership. He started sailing a Flying Scot in 1959 and he has had a long and intense interest in the class. Charlie has now retired from his business and also wishes to be free of the responsibilities of editorship of our publication. Accordingly, he has resigned as Third Vice-President and as Editor, SCOTS N' WATER. This is his last issue. He has performed a wonderful service for the organization. We thank him, we will miss him and we wish him well.

We have been fortunate in securing as our new Editor, Robert B. Hanna, 198 Clear Lake Drive, Ray, Indiana 46737 (Phone 219-495-7175). The Governing Board has appointed him Third Vice President to fill the vacancy resulting from Charlie Silsbee's retirement. While Bob will hold the titles in the Association, his responsibilities as Editor will be shared with his wife and sailing crew, Libby. Bob has been serving during 1969 as District Governor of the Midwestern District, and he and his wife are active and enthusiastic sailors of "Scotty", Flying Scot #396. They sail with Fleet #34 on Clear Lake at Ray, Indiana. Both have had considerable experience as writers and editors.

The next issue of SCOTS N' WATER will be another double issue, for November-December. Deadline for material to be included will be November 15th. Fleet correspondents should please note this date and send all materials hereafter to the Hanna's at the above address.

J. Fred Weintz, Jr.  
President



## REGATTAS

### FLYING SCOT SAILING ASSOCIATION

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#### FSSA ANNUAL DUES

ACTIVE MEMBER (Owner;  
Part Owner; or designated  
Club Member) - \$10.00

ASSOCIATE MEMBER (Reg-  
ular Crew; Part Owner if  
another Part Owner is an  
Active Member; Wife,  
Husband, Son or Daughter  
of Owner or Part Owner;  
or Designated Club Mem-  
ber) - \$2.00

SUSTAINING MEMBER - -  
\$4.00

DISCOUNT for ACTIVE MEM-  
BER who pays dues be-  
fore January 15th - \$.50

\*\*\*\*\*  
F/S Pocket Patches, each  
-- \$2.00

F/S Sail Labels, each  
-- \$3.00

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FSSA CORRESPONDING SEC-  
RETARY Ann (Mrs. George W.)  
Stokes - 396 Hawthorn Lane  
Winnetka, Illinois 60093

- Oct. 17-19 --- Hospitality Regatta, Jackson,  
Mississippi (Jackson Yacht Club)
- Nov. 8-9 --- CSSA Frostbite Regatta, Shangri-La  
Lodge, Grand Lake Oklahoma
- Dec. 27-28 --- Sugar Bowl Regatta, New Orleans, La.
- Feb. 11-12 --- Mardi Gras Regatta, New Orleans, La.  
(1970)

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Congratulations and good luck to the Hanna's in taking over Scots N' Water. Also, I wish to thank my many Scot friends, Association Officials and also those with whom I have become so well acquainted only through correspondence for the fine cooperation and consideration I have received during my tenure as editor.

I shall now have more time to concentrate on the kite which, for some silly reason, a few of my top boosters seem to think I should go and fly.

Best wishes to the Flying Scot, the FSSA and to Scots N' Water for many, many years to come.

-----Charles Silsbee

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A couple of errors crept into the August issue of Scots N' Water. In our last minute rush, we left out the word "wind" under the picture on the first page. The caption should have read "WIND AT 23 KNOTS".

We also said that Host Fleet 59 presented a well organized series for the Prairie District Regatta, middle of page 4. This should have read "Host Fleet 39".

Our apologies!

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Did you know that "POSH" which has come to mean luxurious surroundings is actually nautical? It is from the term "Port-side Out, Starboard Home". Because of the intense heat in the heyday of the British Empire, wealthy merchants on business trips from England to India made accommodations on the shady side of ocean liners. The instructions to travel agents, using the first letters of the four-word message, were "POSH".



## HURRICANE CAMILLE

No words can describe the picture and time can never erase the damage. Generations will have to pay the price. First hand information is that a wall of water about 60 feet high led the fury of 200 mile-an-hour gales. This settled down to 30 foot tides and hurricanes within the storm itself - as evidenced by the fact that homes were hop scotched, one being wiped out and the other left standing. One person found himself upside down in an automobile hanging from a telephone pole - car and all. The people knew the hurricane was coming, but such high waters had not been a part of their hurricane history. The Biloxi Yacht Club, the Gulfport Yacht Club and the Pass Christian Yacht Club were completely demolished and no evidence that they ever existed remains. The Bay Waveland Yacht Club met the same fate. It is reported that these clubs suffered total loss of boats as well as of all their club house and harbor facilities, an almost overwhelming task of recovery. At the Mobile Y.C. the clubhouse is damaged beyond repair and must be completely rebuilt. Fairhope Yacht Club, site of the FSSA North Americans in early August, was fortunate, having only to clean out the mud and muck from the club house after the foot and a half of water left, the result of 90 mph off-shore winds.

In the stress of emotional depression and the tragic property loss as a result of Camille, and after deep soul-searching by the Gulf Yachting Association, it was unanimously decided that the 50th sailing of the GYA Lipton Challenge Trophy Series at the New Orleans Yacht Club would be held. Commodore Van Antwerp of the GYA states that they were all indeed touched by the wonderful spirit of the people present from the Mobile, Biloxi, Gulfport, Pass Christian and Bay-Waveland Clubs, all of whom lost their club houses and many of whom lost everything in Camille. Pass Christian had their brand-new Scot, just delivered, safely stowed in the Commodore's back yard where a tree fell and completely wrecked it. Top hot-shot boats from St. Andrews, Panama City and from Gulfport were not quite equal to the Pensacola Yacht Club entry which won the Lipton Regatta late in August.

J. Fred Weintz, Jr., FSSA President, wishes the FSSA membership to know that, in the name of the Association, he has offered our help if the Commodore of the Gulf Yachting Association requests it in connection with recovery from the devastation. Just what form our help would take is left open. In the meantime, he encourages contributions to the Red Cross appeal for the Hurricane Camille area.

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## **Hospitality Regatta**

**OCTOBER 17-19, 1969**

JACKSON YACHT CLUB

BOX 4772, JACKSON, MISSISSIPPI 39216





## JACK LAIRD IS NEW NORTH AMERICAN CHAMPION

Our new friends in the Gulf Yachting Association provided us with a fine Regatta and in turn walked off with the top honors. Jack Laird, of Panama City, Florida, sailing a St. Andrews Bay Yacht Club boat, edged out a half-point victory over Paul Schreck, another Gulf Coast local from Lillian, Alabama, for first place in the over-all standings. Laird finished first in four of the five races in which he sailed, which is a spectacular performance. Third overall was Sandy Douglass, our well-known designer, with Franklin Bloomer, of Riverside, Connecticut, defending champion, finishing fourth. Dirk Lundquist, of Pensacola, Florida, was fifth.

Host of the Regatta was the Fairhope Yacht Club, and the races were sailed on Mobile Bay, a fine body of water for the event. The host club had insisted that the races be held early in August because of the danger of hurricanes later in the month, and their judgment was certainly confirmed when Camille came through the following week with disastrous consequences to everyone and everything in its path. The weather was beautiful during the Regatta -- sunny but not too hot, winds light to moderate, but almost always enough for good competitive sailing.

The outcome of the series was a real cliff-hanger, if the analogy is in any way appropriate to sailboat racing. Schreck led in the overall standings going into the last race. He had placed 1, 5, 2 and 1, for a total of 8-1/2 points. Laird has 1, 1, 1 and 8, for 11 points. Douglass was still a threat with 2, 2, 8 and 2, for 14 points. Bloomer was in fourth position with 3, 3, 3 and 9, for 18 points.

Wind conditions prior to the start of the last race were constantly changing. Joe Graham, race committee chairman, moved the starting line six times and postponed the race for an hour and a half before being satisfied that he would have a square line and a fair start. On the last leg the fleet was caught in fluky air and boat speed fell to a snail's pace. Laird, Al Story and Schreck ghosted across the finish line in that order with only three feet separating the first and third boats. But Laird was first and therefore the victor by a half-point margin. Douglass finished sixth and Bloomer seventh in this final race, and they too crossed the finish line only seconds behind the winner. This was Laird's first North American Championship in the Flying Scot class. We look forward to having him with us to defend his title at Milwaukee in 1970.

Ted Glass, of Mt. Vernon, Illinois, won the Challenger's Division. William Weatherly, of Gulfport, Mississippi, scored an equal number of points but Glass was awarded the trophy because he defeated Weatherly in two of the three races in which both competed.

We are very grateful to our friends of Fairhope Yacht Club for all courtesies and comforts provided and for their skillful handling of the Regatta. While it is difficult to single out any one for special commendation without doing a disservice to others by omission, we nevertheless feel it appropriate to mention especially the outstanding contributions made by Paul Bruckmann, Regatta Chairman, and Joe Graham, Race Committee Chairman. Al Story, Stuart Dowling and Russ Fetter also share considerable credit for the success of the Regatta.



1969 FLYING SCOT NORTH AMERICAN CHAMPIONSHIP  
FAIRHOPE, ALABAMA - AUGUST 3-8  
CHAMPIONSHIP DIVISION

<u>Place</u>	<u>Boat #</u>	<u>Skipper</u>	<u>Home Town</u>	<u>Finishes</u>	<u>Points</u>
1	66	Laird, Jack	Panama City, Fla.	1-1-1-8-1	11
2	11	Schreck, Paul	Lillian, Alabama	1-5-2-1-3	11-1/2
3	1350	Douglass, Sandy	Oakland, Maryland	2-2-8-2-6	20
4	218	Bloomer, Franklin	Riverside, Conn.	3-3-3-9-7	25
5	1478	Lundquist, Dirk	Pensacola, Fla.	6-1-9-6-4	25-3/4
6	553	Tears, Fred	Dallas, Texas	9-4-1-7-8	28-3/4
7	1027	Berry, Jim	Dallas, Texas	2-4-3-16-9	34
8	376	Foster, Kent	Cincinnati, Ohio	3-2-DSQ-3-12	41
9	808	Garrett, Harris	Dallas, Texas	5-3-5-17-11	41
10	984	Swafford, Herb	Dallas, Texas	4-8-6-12-17	47
11	1402	Elam, Dick	Chapel Hill, N.C.	6-8-5-14-14	47
12	1300	Henderson, H. G.	Houston, Texas	4-5-9-18-15	51
13	60	Darby, Idus	Panama City, Fla.	10-DSQ-4-4-13	52
14	383	Godshalk, Ernie	Glenview, Ill.	11-10-15-11-5	52
15	1221	Ellis, Joe	Houston, Texas	17-7-4-5-DNF	58
16	922	Redman, Stephen	Midland, Mich.	5-9-6-15-DNF	60
17	1266	Story, Al	Mobile, Alabama	9-10-17-DNF-2	63
18	1433	Fiebelkorn, Phil	Mary Esther, Fla.	13-11-11-10-18	63
19	19	Cowles, Bob	Warren, Mich.	7-12-7-13-DNF	64
20	80	Cleveland, Wheatley	Mobile, Alabama	8-7-14-WD-10	64
21	565	Drum, William	Dallas, Texas	17-9-2-21-16	65
22	7	Lonsdale, Derrick	Cleveland, Ohio	10-6-12-DNF-20	73
23	1093	Suddath, Bill	Jackson, Miss.	15-12-8-20-19	74
24	1608	Abrams, Joe	Little Rock, Ark.	12-14-10-19-DNF	80

CHALLENGER'S DIVISION

1	208	Glass, Ted	Mt. Vernon, Ill.	13-14-12-1-9	48-3/4
2	50	Weatherly, Bill	Gulfport, Miss.	14-15-14-5-1	48-3/4
3	681	Zimmie, Bill	N. Olmstead, Ohio	16-DSQ-7-2-4	51
4	51	Leggett, Bill	Gulfport, Miss.	19-6-15-6-5	51
5	1019	McShan, John	McShan, Alabama	14-18-11-3-8	54
6	622	Batte, Ed	Jackson, Miss.	8-17-DSQ-7-2	56
7	1204	McRoy, Paul	Carbondale, Ill.	7-17-13-9-10	56
8	1412	Batte, John	Jackson, Miss.	19-11-10-13-3	56
9	1329	Hott, Don	Keyser, West Va.	12-15-16-10-7	60
10	1205	Thislewaite, Ed	South Bend, Ind.	16-16-13-8-13	66
11	222	Weintz, Fred	Riverside, Conn.	11-13-19-DSQ-6	67
12	617	Crapo, Fred	Muncie, Indiana	20-13-16-14-11	74
13	837	Spillman, Tom	Dallas, Texas	18-16-17-12-12	75
14	801	Singletary, Bill	Durham, N.C.	15-19-18-11-14	77
15	426	Bruckmann, Paul	Mobile, Alabama	18-DSQ-DNF-4-DNF	83
16	986	Whitley, Ed	Dallas, Texas	21-18-18-15-15	87
17	780	Jensen, Walt	Houston, Texas	20-19-20-16-DNF	93





One of Jack Laird's four first-place finishes with which he won the 1969 Flying Scot North Americans in St. Andrews Bay Yacht Club Boat No. 66 is typified by this photo --- two thirds of the crew to leeward to get some heel on the craft in light airs.

## REPORT OF FSSA ANNUAL MEETING

The Annual Meeting of the Association was held on August 7, 1969, at Fairhope Yacht Club, Fairhope, Alabama. President J. Fred Weintz, Jr. presided and a quorum was present. Principal matters of business conducted were the following:

### Election of Executive Officers

The following persons were elected to hold office for the period November 1, 1969 through October 31, 1970:

President	- Ernest L. Godshalk, Glenview, Ill.
First Vice President	- John C. Batte, Jr., Jackson, Miss.
Second Vice President	- Fred M. Crapo, Muncie, Ind.
*Third Vice President	- Charles S. Silsbee, Winnetka, Ill.
*Secretary	- Charles A. Winans, Needham, Mass.
Treasurer	- Bearns Smith, Riverside, Conn.
Chief Measurer	- Charles W. Edgar, Greenwich, Conn.

\*Since the meeting both Mr. Winans and Mr. Silsbee have resigned. Chuck Winans has been transferred to London by his employer. The Board of Governors has appointed Paul Bruckmann of Mobile, Alabama, to serve as Secretary during the next year. Paul was Regatta Chairman of the North American Championships this year and came to our attention because of the outstanding work he did in that job.

The resignation of Charlie Silsbee and the appointment of Bob Hanna to replace him are explained on the cover page of this issue.

As provided in the Constitution, our current President, J. Fred Weintz, Jr., will serve as Commodore during the next year.

### 1970 North American Championships

It was announced that the 1970 NAC Regatta will be held at Milwaukee, Wisconsin. Bill Claypool was present on behalf of Milwaukee Yacht Club and described the new club house and excellent facilities available for the event. Sailing is excellent on Lake Michigan and winds are generally reliable. Keep Milwaukee in August in mind when making next year's vacation plans.

### Mid-Winter Regatta

John Hanson, of Fort Myers, Florida, described plans for the Mid-Winter Regatta to be held in Fort Myers and requested sanction of the Governing Board for the event, tentatively scheduled for the weekend of either March 14 or March 21, 1970. This is an excellent regatta and a nice winter break for Yankee Scot sailors.



## Amendments to Constitution and Specifications

An amended Constitution was adopted as proposed by Fleet #7 and previously mailed to the membership. It will be reprinted in full in the next Yearbook. Constitutions of local fleets should be reviewed and amended to conform. A considerable number of language and other changes affecting procedure, etc., were minor and not of general interest. The following changes are important enough, however, to merit your specific attention:

(1) Membership Classifications (Art. IX). An attempt was made to simplify the classes of membership. In the past we had Active Members (further subdivided into Senior Co-owners and Junior Co-owners), Unattached Members, Associate Members and Sustaining Members. The classes have now been reduced to three -- Active, Associate and Sustaining. This is an important change which affects local fleet administration and dues collection, and it is suggested that you read it carefully. In summary, the classifications are defined as follows:

(a) An Active Member is (i) an owner, or (ii) a bona fide part owner, or (iii) in the case of a boat owned by a yacht club, a member of the club designated for Active membership. Only active members may vote and hold office.

(b) An Associate Member is (i) one who has been for at least three months a regular crew member of a specific Flying Scot as to which some person is an Active Member, of (ii) a member of the immediate family of an Active Member, or (iii) a bona fide part owner or member of his immediate family, provided that another part owner of the boat is an Active Member, or (iv) in the case of a boat owned by a yacht club, a member of the club designated for Associate membership. Members of the immediate family are defined as husband, wife, sons and daughters. (Note especially that persons who were formerly Junior Co-owner Active Members will in the future be Associate Members.) An Associate Member cannot vote or hold office but can skipper in a sanctioned event. (Formerly the Constitution said an Associate could not skipper; the Bylaws said he could.)

(c) A Sustaining Member is anyone having an interest in the Class. He may not vote, hold office, or skipper in a sanctioned event.

(2) Treasurer is authorized to invest funds and required to prepare financial statements. (Art. X, Par. 1(e) )

(3) Restriction eliminated that a vacancy in the Governing Board must be filled "from its membership." (Art. X, Par. 3)



(4) Provision for office of Commodore. This amendment had been made previously but was omitted from the Constitution as printed in the Yearbook. (Art. X, Par. 5)

(5) Duties of District Governor defined. (Art. XI, Par. 1 (a) )

(6) Gordon K. Douglass to be a permanent member of the Governing Board. This amendment also had been made previously and inadvertently omitted from the Yearbook. (Art. XII, Par. 1)

(7) Commodore added as member of Executive Committee. (Art. XII, Par. 2)

(8) Amendments to the Specifications adopted at a meeting of the Association are to be published in SCOTS N' WATER. (Art. XIII, Par. 1)

(9) Auditing Committee may employ a C.P.A., and shall publish report of audit after close of fiscal year in SCOTS N' WATER. (Art. XIII, Par. 8)

(10) One member of the Nominating Committee shall be elected by the membership at the Annual Meeting. (Art. XIII, Par. 9)

(11) One-third (reduced from one-half) of fleets shall constitute a quorum. (Art. XVII, Par. 1)

(12) Change in vote of Governing Board required to amend Bylaws. (Art. XX, Par. 1)

Amendments to the Specifications were also adopted as proposed by Fleet #7, and previously mailed to the membership. These were as follows:

Art. S-I - Intent -- Intent restated in terms of no "significant" change in hull, rudder, centerboard and spars from original Douglass design.

Art. S-II - Hull and Appurtenances -- Par. 1 -- Requirement added that hull must be constructed "from a mold made from the official plug" designed by Douglass.

Art. S-III - Spars, Rigging and Fittings -- Par. 8 -- Word "leach" changed to "clew."

Art. S-IV - Sails -- Par. 3 -- No more than one mainsail, one jib and one spinnaker (rather than "one suit of sails") may be added in any one year. Also added that sailmaker shall stamp date of delivery at tack of each new sail.

Art. S-V - Racing Restrictions -- Par. 2 -- Clarification that wearable jacket need not be Coast Guard approved if a Coast Guard approved life preserver is carried for each person.



## REPORT OF GOVERNING BOARD MEETINGS

The Governing Board held three meetings in July and August, one in Chicago and two during the NAC Regatta in Fairhope, Alabama. Principal matters of business were the following:

### Measurement Decisions

(a) Faired trailing edge of centerboard -- A centerboard with a faired trailing edge is illegal. However, such centerboard will be considered legal for use in sanctioned events if the owner can establish that it was faired between January 1, 1968 and May 1, 1969 in reliance upon the ruling of a prior Chief Measurer.

(b) Cunningham hole - foot tension -- Use of a Cunningham hole to adjust tension on the foot (note: not the luff) of the mainsail is illegal.

(c) Cunningham hole - luff tension -- Fleet 35 has proposed an amendment to the Specifications to make use of the Cunningham hole to adjust luff tension illegal. [The Cunningham hole was ruled legal by the Chief Measurer in 1965.] The current Chief Measurer and the Measurement Committee believe use of the Cunningham hole is now encouraging sailmakers to make larger mainsails than was originally intended by the designer, and they recommended approval of the proposal to the Governing Board. The Governing Board deferred decision until its next meeting. If it approves the proposal the question will be submitted to the general membership for decision at the next Annual Meeting. In the meantime, use of the Cunningham hole to adjust luff tension of the mainsail remains legal.

(d) Outhaul -- Fleet 12 has proposed an amendment to the Specifications to provide that outhaul adjustment to vary foot tension of the mainsail and Cunningham hole adjustment to vary luff tension may be accomplished by any means which does not interfere with roller reefing, except that a winch for the outhaul may not be used. The Chief Measurer and Measurement Committee believe the proposal is too open-ended in that it is impossible to predict the ingenuity of Scot sailors. They believe the proposal therefore is not consistent with a strict one-design policy, and they recommended rejection. The Governing Board deferred decision until its next meeting.

(e) Jib measurement procedure -- There have been isolated instances of the creation of a "deck-sweeper" jib by the device of shortening the luff at the foot, thereby lowering the clew by an equal amount. Such a jib falls within the measuring triangle shown on the official plan. Sandy Douglass feels the smaller but lower jib is undesirable in that it reduces visibility and detracts from the appearance of the boat. He proposed adoption of a jib measuring procedure in which the jib would be measured with the tack all the



way down to the measuring point. The Measurement Committee endorsed the proposal, but after doing so decided it was too exacting in that a number of otherwise legal and normally cut jibs would fall slightly outside the triangle at the clew. The Chief Measurer is reconsidering alternate proposals, and action by the Governing Board was deferred until the next meeting.

#### Yearbook Publication

It was agreed that a change should be made in timing of the publication. The next Yearbook will be the 1969-70 Yearbook and will be mailed not later than April 1, 1970. It will include information through December 1969, and therefore will include all 1969 members and 1970 Fleet officers. This should make it a more useful book during the 1970 sailing season. A similar schedule will be followed in subsequent years.

Fleets should schedule meetings for the election of new officers before the end of November and get in Fleet reports to the Corresponding Secretary early in December.

#### Finances

A complete Treasurer's Report will be published in SCOTS n' water after the close of the current fiscal year on October 31st. The Board authorized payment of \$200 a month salary to the Corresponding Secretary, and also authorized reimbursement for basic travel expenses of Board members and the Corresponding Secretary for attendance at 1969 Board meetings other than those held at the site of the North American Championships. It was felt that most Governing Board members would attend the NAC Regatta in any event and should do so at their own expense. This policy of reimbursement for basic travel expense is to be reviewed each year in the light of current financial status.

#### District and Regional Mailings

The Corresponding Secretary will on request supply addressed mailing envelopes for use by regatta committees in connection with district and regional regattas.

#### Third Annual Southern Championship

On request of the Texas District Governor, the Board sanctioned the Third Annual Southern Championship, date not yet fixed, to be hosted jointly by Fleet #23 and Fleet #45, the site probably to be Shreveport, Louisiana.



## Bylaw Amendments

The Governing Board adopted various amendments to the Bylaws to make them consistent with the Constitution and also to improve them in other respects. The amended Bylaws will be printed in full in the next Yearbook. Principal amendments are as follows:

(1) All references to membership classifications have been revised to conform to the classifications of Active, Associate and Sustaining members; references to the Secretary or Business Secretary have been generally amended to designate the "Corresponding Secretary"; the "National Championship" has been redesignated as the "North American Championship"; and the "National Race Committee" has been renamed the "International Race Committee."

(2) Dues remain as before (Active - \$10; Associate - \$2; Sustaining - \$4), but to encourage prompt payment an Active Member who pays his dues prior to February 15 may deduct a discount of 50¢. In order to compete in a sanctioned event a member must have paid his dues prior to such event, and in any case not later than July 1. Association dues will be paid in the future to the local Fleet Secretary, who will forward them to the Corresponding Secretary.

(3) Fleets consisting wholly or in part of club owned boats must meet the same requirements as apply to privately owned boats. A boat owned by a recognized yacht club may be entered in a sanctioned event provided (a) an Active Membership has been paid with respect to such boat, (b) it is skippered by a club member who has been designated by the club to be either an Active or Associate Member of the Association, and (c) all the requirements for qualification in the event are met on the same basis as for privately owned boats. The skipper for a particular boat need not be designated at the time dues are paid by the club provided that the name of the skipper shall be designated in writing by the club prior to the closing date for entries in the sanctioned event. If the club has not been granted a fleet charter or if its charter is not in good standing, then only one boat may be entered by the club in the North American Championship.

(4) The skipper in a sanctioned event shall be either an Active or Associate Member of the Association.

(5) Two spinnakers (as well as two mainsails and two jibs) may be measured and used in a sanctioned event, except that only one spinnaker may be carried during a race. (This change is intended to provide a spare spinnaker in case one is damaged, but not to result in everyone's having to own both a reaching and a running chute, as would be the case if more than one could be carried during a race.)

(6) Various conditions relating to the North American Championship have been restated to reflect recent practice: Olympic type course of six legs, low point scoring system, and description of modified Bordes system using four sections and two divisions for the first three races.



## FSSA REGATTA NOTES

LAKE OF THE WOODS INTERNATIONAL SAILING ASSOCIATION REGATTA - as reported



Art and Peggy Pingree

sailors as the Scot is admirably suited to this kind of racing. As John says - "Even in the bad storm we experienced, we were never in any trouble with the boat, and we came away with a new respect for, and confidence in, the F/S to handle well and to take care of its passengers." We hope that Art Pingree will write up for Scots N' Water his ingenious locker, roll-up bunk, and boom-tent systems that he used this year.

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STONE HORSE YACHT CLUB IN HARWICH PORT, MASSACHUSETTS was the scene for the 1969 Southern Massachusetts Yacht Racing Association Flying Scot Championship Regatta on July 26-27th. A record number of 25 Scots turned out for the event in reasonably steady 10-15 knot winds over the 3-race series. Overall winner was John King with a low point score of 5-3/4 points. Second place was awarded to Bill Garrett from Menauhant Yacht Club and Dallas, Texas. Third place went to Charles Duane, heading up a junior Cummings Cup crew from Vineyard Haven Yacht Club, in a boat from the host club. Coming in just out of the money in fourth place was defending champion, the 1963 F/S National Champion, Mrs. Harris Garrett, also of Menauhant YC and Dallas. As added competition to the Regatta, Jim Hunt, 1969 Mallory Cup winner and Men's National Champion, raced one race in his brother-in-law's Scot and walked away with a first place for the race. ----- Charles A. Winans

Northeast District Governor.

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THE HARVEST MOON REGATTA held at Atwood Lake, Dellroy, Ohio the week-end of September 6-7th drew 17 boats according to Sandy Douglass who crewed for Warner Williams of Cleveland's F/S Fleet 12. Following Warner's boat in first place were Derrick Lonsdale, M.D. second, also of Fleet 12, and Bill Kobel of Fleet 19, third, a Berlin Lake entry from Canfield, Ohio.



1969 HOOSIER HOT SCOT REGATTA - - - - - By Jack M. Walker, M.D.

Twenty-eight Scot Skippers from Ohio, Michigan, Illinois, and Indiana went to the starting line September 6th and 7th in the Hoosier Hot Scot Regatta at Muncie, Indiana.

Moderate south-westerly winds prevailed at Prairie Creek Lake Saturday afternoon for two races, with two-time Hot Scot winner Crec Stewart. walking off with the first race, and Kent Foster (8th in 1969 North Americans) winning the second. Foster mastered the shift winds of Sunday morning's race with another first, wrapped up the Regatta, received the winner's trophy, and became custodian of the Jack Cochrane Memorial Trophy for the coming year. Familiar names to the winners list in this annual event took home the remaining trophies: Ralph Snelson, representing fleet 19 was second, Vince DeMayo, fleet 26, third, Tom Ehman, fleet 20 was fourth, and Crec Stewart of fleet 37 was fifth.



It is interesting to note that among the contestants were the Ohio District FSSA Governor, the Mid-West District Governor, the 1969 Champions from each of those districts, and the incoming President of the Flying Scot Sailing Association. Also note that ten Scot fleets were represented, and each of the first five places went to a different fleet. Good racing and good sailing fellowship were enjoyed by all in attendance, and Fleet 29 invites y' all to next years Hoosier Hot Scot Regatta, first week end After Labor Day, September 12th and 13th, 1970.

Photo shows Bob MacKenzie, Regatta Chairman, presenting trophies to Kent Foster, Cincinnati, Ohio.

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THE PACIFIC DISTRICT FLYING SCOT CHAMPIONSHIP REGATTA was held August 2-3 on Tomales Bay, Inverness, California with F/S Fleet #40 and the Inverness Yacht Club as hosts. Non-Scot owners Rick Lyttle, Bud Roth and George Dodge were very much responsible for the fine arrangements and the smooth running of the series. The eight entries starting the series of five races sailed under clear skies and 15-25 knot winds, using a modified Olympic six leg course. The weather and courses combined to provide some of the most exciting competitive planing reaches seen on Tomales Bay in recent years. Steve Toschi, sailing George Atkins' boat, took top honors, followed by Bob Wells in second place, Tom Brock third (even with two dismastings), Jack Witherspoon fourth and Sharon Morgan fifth.

----- Jack Witherspoon,  
District Governor.



## FSSA REGATTA NOTES (Continued)

THE 1969 NORTHEASTERN REGIONAL FLYING SCOT REGATTA was held August 15-16th at Stone Horse Yacht Club, Harwich Port, Massachusetts with 44 Scots participating in what is believed to be the largest gathering of Flying Scots for any one Regatta in 1969. Boats from 12 fleets were represented, ranging from Burlington, Vermont to Washington, D.C., including eighteen boats from the local Harwich Port fleet #57.

Frank Bloomer, 1968 North American Champion from Riverside, Connecticut Fleet #7 took top honors with a low total of 7-1/2 points, followed by Ralph Manee, Shore Acres, New Jersey with 21-1/2 points. Local sailor, John King, was third with 31 points. Prizes were also awarded to 4th and 5th places, the respective recipients being Cobe Marston, Fleet #42, Washington, D.C. with 36 points and Dick O'Donnell, Spray Beach, New Jersey Fleet #22 right on Cobe's heels with 36-3/4 points. Though finishing out of the prize money, Stone Horse Yacht Club's own Ann Nordblom performed admirably with a 6th place. The wind was reasonably steady, no rain, swimming was good and all 5 races were sailed within the two-day period. Social events began Thursday afternoon and included the Banquet Friday evening attended by 125 persons, including retiring FSSA President, Fred Weintz. Incidentally, Chuck Winans relates that he crewed for Fred on Sunday following the regatta - in 35 mile winds with gusts higher, proving to Fred that people do sail Scots in such weather, let alone race. Then when the 9 boats used their spinnakers, well . . . . . As chairman, Chuck Winans and his wife, Abigail wish to thank all the many people who made the regatta a success.

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SEPARATE PRO'S AND AMATEURS AT OUR F/S REGATTAS? I do not believe we can possibly help Class morale by separating us from our good sailors. ALSO, regarding Franklin Bloomer's philosophy, I believe Frank is giving too much credit to turnbuckles and stretchy jib luffs and not enough to seamanship. I'd back Sandy and Vince against a Cunningham hole any day. (These comments refer to the articles on pages 2 and 5-6 of the August, 1969 Scots N' Water.) -----Clarence Gross, F/S #389, Grayling, Mich.

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Publicity for the HOSPITALITY REGATTA sponsored by the Jackson (Mississippi) Yacht Club, October 17-19, 1969 is being handled by Miss Jane Honeycutt, 809 N. State Street, Apt. 609, Jackson, Mississippi 39201, under the direction of Ford Petty, Regatta Chairman. At this popular regatta last year there were 37 Scots and this year close to 50 are expected. The local committee feels that competition will be as keen as at the recent F/S North Americans, with many top contenders being present, including the 1969 Flying Scot Champion Jack Laird. Any questions, information or help desired by Flying Scot sailors should be directed to John Batte, 1010 East Northside Drive, Jackson, Mississippi 39201 - (601-366-0335).

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## NEWS FROM THE FSSA FLEETS

THE "DEEP SIX" SEPTEMBER 1969 NEWSLETTER of F/S Fleet #6, Deep Creek Lake, Maryland tells us that there are now 60 Flying Scots on Deep Creek Lake, from Eric Ammann's #11 through Dick Peake's #1618. Fleet Captain Ed Bishop reports that during the 1969 sailing season there was participation in five major sailing events and the division into "A" and "B" (the newer sailors, generally) groups worked out well. The July 4th Firecracker Regatta had gusts over 60 mph; Sandy Douglass beat out 25 other Scots to win both the Capitol District and the Maryland State F/S Championships the July 26-27 week-end. Pete Nicholson's name popped up regularly in the season results in either first or second place and Ed Gibbs did a good job in keeping the fleet roster up to date.

\*\*\*\*\*

THE MOST RECENT ISSUE OF "THE JIB SHEET", official publication of the Crystal Sailing Club, Crystal Lake, Michigan, which we receive as regular as clockwork, shows Duane Smith as the top Scot sailor for August as well as to announce that Eugene Martineau, F/S #980, is the newly elected club Commodore and Jack Redman, F/S #922, Vice Commodore. Sam Tellschow won the Labor Day Regatta and is leading in the September F/S Series. (Fl. 41).

\*\*\*\*\*

EPHRAIM, WISCONSIN F/S FLEET #44 could be called a Junior Fleet, with teen agers running the show in great shape and having full approval of the older generation. Newly elected F/S Fleet Captain for the next year is 17-Year old Robert Davis III from Lake Bluff, Illinois. Christie Kelley from Champaign, Illinois, who summers at Ephraim with her family, is the new secretary. Fritz Hanselman from Hartford, Connecticut, whose father is the Commodore of the Ephraim Yacht Club, won the 1969 Green Bay "Scot of the Year" award.

It is actually a ten-week summer fleet, with 12 to 15 boats active. The 1969 EYC Annual Regatta is a major event, this year, on July 26th, drawing 44 boats, 30 of which were Scots. The Club is both a sailing and social community center with extensive activities for juniors and sailing instruction for members. Even the Club publication, the Eagle's Cry, is put out by the Juniors. EYC dads and mothers are mighty pleased with the manner that the juniors have taken over and are running a mighty smooth organization.

\*\*\*\*\*

EDISON BOAT CLUB, Detroit - F/S Fleet #8 - hopes to be in their new club house early in 1970. The present season was a bit lean for the EBC, with too many trophies this year going to competition, including the Annual Detroit River Yachting Associations's Annual Novice River Championship being won by the Detroit Yacht Club. Next year we are determined to do better.

---- Richard Shattuck, Fl. 8 Correspondent.

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WE HEAR FROM UPPER CHESAPEAKE F/S FLEET #63, HAVRE DE GRACE, MARYLAND. Captain is Cynthia Rea, who with husband Col. Everett Rea, Aberdeen Proving Ground, Maryland, purchased F/S #875 a year ago and have been learning to sail from scratch which now includes racing. A meeting in late August at the Upper Chesapeake Yacht Club initiated plans for an active Fleet #63, including sailing, racing and social activities. It was agreed that another meeting in October would be held, a questionnaire being mailed out to bring the 21 local Scots together regularly and an overall aim established to encourage an exchange of ideas among Scot owners, to charge no dues and to increase the all around pleasures of sailing Scots on the Upper Chesapeake this fall and in the future. Long on enthusiasm and short on knowledge, the Rea's contacted District Governor Ed Gibbs who supplies much good advice, plus fanning of local interest through Scots N' Water and starting a Fleet #63 Newsletter to help Scot sailing activities in the Upper Chesapeake area.

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LAKE MacBRIDE, Midway between Iowa City and Cedar Rapids, finds Doc Wells placing regularly in the weekly spins around the cans and with Jim Morrison, now a local Scot owner, there are now four Flying Scots on the lake according to John Knott, with more expected next year. John and Mrs. Knott leave in October for a year in New Orleans where he will be a visiting Professor at the LSU Medical School. They are planning to sail in the area - most of the year. You can't do that in Iowa or Minnesota.

\*\*\*\*\*

A SMALL SUIT OF SAILS FOR THE SCOT WHICH IS PARTICULARLY ADAPTABLE FOR USE BY YOUNGSTERS HAS BEEN DEVELOPED BY JOHN JONES, A FLYING SCOT DEALER IN EASTERN NEW ENGLAND. He writes: "A small sail enables the Scot to be used by children as young as 10 years of age who are learning to sail. The sheets are very much easier to hold and the boat is considerably more stable. This gives great confidence to the youngster." John also points out that some skippers who do not like to reef their mainsail, have used this small sail in very strong winds. He writes that it has been thoroughly tested and balances very well on the Scot. The total sail area is 131 sq. ft. Made of 4 oz. Dacron, John is offering a suit at \$175.00 plus postage. His address is John C. Jones III, 56 Hawes Street, Brookline, Mass. 02146, should anyone be interested in taking advantage of the 1969 prices.

\*\*\*\*\*

CHARLES JUHNKE, Naperville, Illinois, wrote in recently - "My Scot is the best boat I've ever had my hands on. Really great!!!" Earlier this year, on one of his regular American Airlines trips to the west coast, during layover, he spotted F/S #6, decided it was what he wanted, having sailed several classes, drove back to the coast and picked it up. This summer he and his family have been enjoying their "new" Scot on Lake Elizabeth in southern Wisconsin where the Juhnke's have their summer home. These Scots just don't grow old!

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## SHOULD THE EXPERT COMPETE AGAINST THE NON-EXPERT?

This is a subject which comes up frequently for discussion. In fact, it was brought up early in the history of the Scot, and also in that of the Thistle. I recall that the man who complained had finished near the tail end of the fleet in the Nationals, and the amusing part of it was, to me at least, that if I had not been there he would have finished 18th instead of 19th.

The inexperienced skipper seems to feel that anyone who beats him, who happens to be connected with designing, building or selling anything connected with the sport of sailing, is a "pro"; and that his ability comes from an unfair advantage derived from his connection. Admittedly, there are a few such individuals. There also are "amateurs" who spend a great deal more time and money, who devote their lives to racing, and are in my opinion, far more professional than most of us "pros" who have to work for a living.

I think the point which is overlooked is that the complainers put the cart before the horse. Most of the outstanding "pro" skippers were championship calibre before they decided to go into the business, and their skill is the cause, and not the result, of their being in the sailing business.

Have I, in particular, an unfair advantage resulting from my having designed the Flying Scot and from building her? In my opinion, the man who cannot know as much as I do about sailing the Scot in a season has no right to consider himself a good sailor. It seems to me that Jack Laird and Paul Schreck showed this rather conclusively at Fairhope! I sail a strictly stock boat, one which lacks the "goodies" which some of my competitors are convinced make their boat faster than mine. I sail and race less than do most of my competitors and never have had what they would consider to be a practiced crew. My one advantage is skill derived from years of experience. Are we to disqualify a skipper because he is good? Where would yachting be without the leadership of the top sailors?

---Sandy Douglass (9/5/69)

### FLYING SCOT BUILDERS

---

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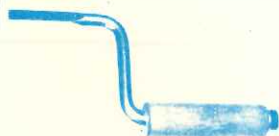
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### LATE NEWS

Fleet 42 was host to 20 Scots for the 35th Annual President's Cup Regatta in Washington, D.C. on September 13-14th. In light to medium breezes, Sandy Douglass, #1350 (2½ points) swept to first place in all three races. This included sailing through almost all the Lightning fleet in all three races, in spite of their five minute earlier start. Sandy finally divulged his secret for winning: - quote "Just be sure to be in front at the start and stay there for the rest of the race!"

Ralph Manee was second, Ed Sharp third and the balance of the first ten places were in this order - Joe Galliher, Don Hott, Don Beelar, Ed Gibbs, Archer Taylor, Lt. Comdr. Caldwell and Willie Robertson.

- - - Ed Sharp  
Capt., Fl. 42.

### 1970 NORTH AMERICANS

Bill Claypool has graciously accepted the nomination and position as Regatta Chairman for this major event to be held in Milwaukee.

Bill did a great job with the 1965 Regatta, also held in Milwaukee, and we can all look forward to another fine Regatta in 1970.



## CAVEAT EMPTOR

(Subject to prior sale)

### FLYING SCOT #155

Completely reconditioned, painted and a new-boat warranty in 1967 by Customflex; sailed very little and no racing since. White deck, light blue-green topsides. All gear - life jackets, compass, oars, main and jib sheet cam cleats, etc. Main, jib and spinnaker. Pamco trailer new in 1967. Outboard bracket and new British 4 H.P. Seagull Century motor with long shaft. Purchase the boat this fall, give the hull a quick spray paint coat and have it in A-1 shape for the 1970 sailing season. \$2050.

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### WHAT IS TO BE THE FLYING SCOT PHILOSOPHY?

Ye Editor, Charles Silsbee, has asked me to comment on the article by Frank Bloomer in the August issue of SCOTS N' WATER with its proposals for change. It may be that he feels as I do, that this basic issue is the foundation on which the Class is built and that we should give it our gravest consideration. Those owners who have not been in the sailing game a long time, who have not had a chance to observe the development of one-design classes over many years, may find it difficult to comprehend why it is that I put so much stress on not permitting small changes and "developments" in the Flying Scot. The fact seems to be that either you is or you aint one-design. A class either holds the line and resists change, or it drifts by degrees from its original character more and more into becoming an extreme racing machine.

I can find no better way to preface this discussion than by quoting from Frank Bloomer's article: "The Flying Scot class has rightly prided itself on its strict adherence to the one-design concept. This has been an important factor in the class' remarkable growth. Adherence to one-design specifications ----- ensures that racing shall be to determine the skill of skipper and crew ----- in boats of essentially identical design."

I agree heartily. Based on a sound formula the Flying Scot has had a remarkable growth; and I am not aware that we have problems of any consequence which would prevent a continuation of this for many years, other than certain problems which are being created by a small number of well-meaning individuals who want to make certain changes and "improvements" in the Scot. A few individuals are pressing for changes to suit their own individual preferences, a few are trying to circumvent our rules to their own advantage.

In my contacts I find that most Flying Scot owners bought the Scot because she is one - design in conception and simple in rig. It is my distinct impression that a very large majority want to keep her this way, and that the pressure for change comes from a small but vocal minority. The great danger is that you who read this, the majority, face the prospect of losing by default the one-designness you value because in your contentment you are passive and do not make your sentiments known. The final result is up to you, to you as individuals and to you as fleets.

Frank Bloomer has written an excellent aritcle from the point of view of the "serious racing skipper" he mentions in his first paragraph. The "serious racing skipper" is interested in developing his boat to the nth degree, in equipping the boat with the latest in gadgets and goodies. There is nothing wrong with this in general. The question is, do we want the Flying Scot to turn into a sophisticated racing machine?

There are two basic and conflicting philosophies about one-design racing. One is to develop the boat so as to make that boat faster than other boats in the class. The other is to take the boat as she is, with all having the same advantages or disadvantages, and by sailing skill rather than special equipment to get around the course faster. It seems to me, that in one-design racing isn't there the same relative difference if all the boats have a certain gadget of if none has it?



Here, I think, is where we find the greatest confusion in thinking. The Ernest Legree type thinks that if only he had those nice goodies which he drools over in the Land's End catalogue, he could compete with the leaders. This is specious reasoning. The expert gets there sooner because he has the skill. With this skill he will use the gadgets if they are there - and if they work he will have them - and he will use them to better advantage than the non-expert possibly can, with the result that the non-expert will be even farther behind. Gadgets never are a substitute for skill.

We have a good boat, a comfortable boat, a clean boat, a challenging boat. The Flying Scot has shown remarkable growth based on a clean design and "strict adherence to the one-design concept." Then why do we need to change? Are we to jeopardize all of this just to appeal to the "serious racing skipper"? As she is, the Flying Scot is unique as a clean one-design. Does anyone say there is something wrong with her present rigging which needs correction?

Frank Bloomer wants turnbuckles. If I had thought they were worth the extra trouble and cost I would have put them on the Scot to begin with. I have raked my mast forward, I have raked it aft. I have moved it far more than the little Frank talks about, and have not been able to see that it made one bit of difference. If it made a difference, Laird, Schreck and Douglass would have had them too, and I doubt that the results at Fairhope would have been one bit different. Frank wants an adjustable jib and a Cunningham hole. Laird, Schreck and Douglass would have had them, too. However! And here is where there may be great danger in making a change: the Flying Scot rigging was designed to use the toggle bar, and the forestay is not intended to carry the load alone. If we were to do away with the toggle we probably would have to use heavier stays and turnbuckles. Then, also, we would have to have a stronger jib halyard - which the winch would not accommodate - and too, we would have to add a tackle of some sort to adjust the luff tension.

Are such fears imaginary? Not entirely. I cautioned against "development" in the Thistle Class. During its first ten years the Thistle had almost no mast trouble. Since then the Thistle has added one go-fast after another, has developed into a racing machine; and last year in one race of their Nationals they broke at least 18 masts! Who, ten years ago could have convinced them that a few changes could lead to the necessity to design a new mast for the entire class?

The point I am trying to put across is that each little change may seem trifling in itself. But if the Class departs from its philosophy of strict one-design, one small change leads to another and another - and soon the class will have lost its original character. No person can foresee what may develop from a minor change, can foresee what direction the development may take. Example: one of our flag officers tried a new mainsail with Cunningham hole at Fairhope. He reported that when he strapped down the Cunningham line his mast bowed alarmingly, to the point where the main halyard return came out of the groove and, acting as a bow string, bent the mast even more! Could it be that the simple little Cunningham hole grommet could lead to broken masts?



## FLYING SCOT PHILOSOPHY? -- Continued

Frank Bloomer wants turnbuckles, adjustable jibs and Cunningham holes. That is three changes. What about those who want unrestricted clew outhauls, hiking straps, bendy mast, trapezes, etc.? These are just a beginning. Are the majority to knuckle under to the whim of the few?

In closing, I would like to quote from Jack Knights' column on page 53 of the August issue of ONE-DESIGN & OFFSHORE YACHTSMAN. Jack Knights is the present British Finn champion as well as the designer of the Fireball. In commenting on the British Soling Championships, he wrote, in part, "Naturally, these once simple boats are growing in complexity but I wonder if they wouldn't go just as fast kept simple." To which I would add "and be, for most owners, a greater pleasure to sail."

---Gordon K. Douglass  
Oakland, Md. 9/5/69

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SHARED TIME RE- "INVENTION OF THE AGE" - Sandy Douglass (S&W Vol. XI, No. 6), is hereby given to Sandy's Eastern New England area dealer, John C. Jones, III, who says that: "I do not entirely agree with Sandy's 'one remaining problem' in raising the mast from the tabernacle onto the mast step. It seems to me the big problem is to control the butt of the mast so it will not pivot forward or aft of the step as it is being raised to the step. It has been my experience in assisting many, many new Scot owners in rigging their boats the first time that they tend to lose control of the foot. I think the emphasis should be upon control of the butt, and, that as the mast is raised from the tabernacle there should always be tension on the jib halyard. Normally when people bend over to lift the mast, they lean forward. If they do so while facing forward, their tendency is to push the mast forward thus taking off the tension from the jib halyard. Thus the butt tends to be pivoted aft and control is lost. For this reason I recommend that the person lifting the mast do so while standing on the deck facing aft. To repeat, I think the most important emphasis on raising the mast should be on leaning it aft against the jib halyard and controlling the butt as it is raised up onto the step. These remarks are predicated upon the assumption that the side shrouds are secured and the jib halyard is secured to the eye of the bowplate."

---- John C. Jones III



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40-INVERNESS, CALIFORNIA-Tomales Bay

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Governor: ROBERT A. COWLES  
29423 Walker Drive  
Warren, Michigan 48092  
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15-KALAMAZOO, MICHIGAN-Gull Lake  
16-DETROIT, MICH.-DETROIT YC-Lake St. Clair  
18-DETROIT, MICH.-DETROIT BC-Lake St. Clair  
20-PINCKNEY, MICHIGAN-Portage Lake  
33-LONDON, ONTARIO, CANADA-Fanshawe Lake  
41-CRYSTAL LAKE, MICHIGAN-Crystal Lake  
52-LAKE ORION, MICHIGAN-Lake Orion

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8454 Deer Creek Lane N.E.  
Warren, Ohio 44484  
216-856-3000

1-WILMINGTON, OHIO-Cowan Lake  
2-COLUMBUS, OHIO-O'Shaughnessy Reservoir  
4-MANSFIELD, OHIO-Clear Fork Lake  
12-CLEVELAND, OHIO-EDGEWATER YC-Lake Erie  
14-SPRINGFIELD, OHIO-Kiser Lake  
19-CANFIELD, OHIO-Berlin Lake  
26-TOLEDO, OHIO-Maumee River  
35-CHAUTAUQUA, NEW YORK-Chautauqua Lake  
37-WESTERVILLE, OHIO-Hoover Reservoir  
53-LAKE CAYUGA, NEW YORK-Lake Cayuga  
65-DELLROY, OHIO-Atwood Lake

GULF DISTRICT

Governor: JOHN C. BATTE, JR.  
3933 Azalea Drive  
Jackson, Miss. 39206  
601-366-3708  
38-MOBILE, ALABAMA-Mobile Bay  
45-JACKSON, MISS.-Ross Barnett Reservoir  
56-FORT MYERS, FLORIDA-Caloosahatchee River  
75-PANAMA CITY, FLORIDA-St. Andrews Bay  
79-GULFPORT, MISS.-GYC-Mississippi Sound

NORTHEAST DISTRICT

Governor: CHARLES A. WINANS  
154 Warren Street  
Needham, Mass. 02192  
617-444-6034

5-BURLINGTON, VERMONT-Mallet's Bay  
11-ROCKPORT, MASS.-Sandy Bay  
36-MONTREAL, QUEBEC, CANADA-Lake St. Louis  
57-HARWICH PORT, MASS.-Nantucket Sound  
58-BOSTON, MASS.-Boston Harbor  
61-NORTH FALMOUTH, MASS.-Buzzards Bay  
76-MENAUHANT, MASS.-Vineyard Sound  
77-SHARON, MASS.-Lake Massagoag

GREATER NEW YORK DISTRICT

Governor: WALTER L. LOWRY  
Plumtrees Road  
Bethel, Conn. 06801  
203-743-6836

7-RIVERSIDE, CONN.-Long Island Sound  
22-SPRAY BEACH, N.J.-Little Egg Harbor  
24-BROOKFIELD, CONN.-Candlewood Lake  
28-SHEEPSHEAD BAY, N.Y.-Rockaway Inlet, L.I.  
31-SHORE ACRES, N.J.-Upper Barnegat Bay  
46-HEMPSTEAD, N.Y.-Middle Bay, L.I.  
72-MASSAPEQUA, N.Y.-Great South Bay  
73-PERTH AMBOY, N.J.-RARITAN YC-Raritan Bay  
74-NYACK, NEW YORK - Hudson River

CAPITOL DISTRICT

Governor: EDWARD H. D. GIBBS  
666 Osage Road  
Pittsburgh, Penna. 15243  
412-561-1209

6-OAKLAND, MARYLAND-Deep Creek Lake  
42-WASHINGTON, D.C.-Potomac River  
63-HAVRE DE GRACE, MD.-Upper Chesapeake

CAROLINAS DISTRICT

Governor: WILLIAM A. MYATT  
1514 St. Mary's Street  
Raleigh, N. C. 27608  
919-834-7046  
27-HENDERSON, N. C.-Kerr Lake Reservoir  
48-CHARLOTTE, N. C.-Lake Norman  
71-ROANOKE, VIRGINIA-Smith Mountain Lake  
78-MOREHEAD CITY, N. C.-Neuse River