

SCOTS

n' water .....



VOLUME XII NUMBER I

NOVEMBER - DECEMBER 1969



#### THE SMILES OF VICTORY

Dr. W. L. Abbott (left), Entertainment Chairman, of St. Andrews Bay Yacht Club, presents a plaque of appreciation to the 1969 North American Champion, Jack Laird. Crewmen John Morrow and Richard Bennett indicate their satisfaction with their Skipper and the overall result. The new champion hails from Panama City, Florida. He pulled out a first place over Paul Schreck of Lillian, Alabama in a closely contested series.



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SAILING ASSOCIATION

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A MESSAGE FROM THE COMMODORE

Scots n' Water has asked me as outgoing President to describe for the membership the major developments which took place during my two years as President of the FSSA. I would list the main accomplishments as follows:

1. Put the organization on a sound financial basis. To reverse a trend of losses, we raised the active membership dues, builders' boat number charges and sail makers' label fees, and reduced costs or introduced procedures to slow their rise. As a consequence, our bank balance has substantially increased.
2. Organized North America into 11 districts and initiated a program of active district and regional regattas from coast to coast.
3. Brought the North American championship to the South for the first time, thereby contributing to the class's rapid growth in that region.
4. Sponsored and succeeded in obtaining ratification of a comprehensive revision of the Constitution and By-Laws while continuing to maintain rigidly the one-design feature of Flying Scot sloops as originally designed by Gordon K. Douglass.
5. Helped resolve a dealer controversy for the benefit of all.
6. Drafted a sailing manual, a compendium of "Scots n' Water" articles, which is expected to be published within the next couple of months.
7. Sponsored publication of a measurer's guide.
8. Helped promote the boat and the Association in all sections of the country. We now are the 10th largest one-design class among boats 15' long and over and growing steadily.
9. Obtained outstanding "new blood" to become district governors and officers, corresponding secretary and editor of "Scots n' Water".

One measure of the overall success of our administration is the fact that the Flying Scot's resale value seems to be at an all time high. Average asking price of used boats advertised in Sept. 1967 "Scots n' Water" was \$2038 including trailer. In the Sept. - Oct. 1969 issue, the average, including trailer, was \$2658, an increase of 30%.

Among unfinished business left over for Ernie Godshalk's new administration are plans to have our books audited for fiscal 1969 and each year hereafter, seek tax exempt status for the Association (until and unless the Congress changes the tax laws adversely!), publish a regatta manual, and consider obtaining Association control of plugs, offsets and moulds.

I very much enjoyed being President of our great class and particularly the companionship and competition with what I consider to be as fine a group of people as I have ever met. I pledge to my successor, Ernie Godshalk and his associates full cooperation in their efforts to make the Flying Scot class the best in yachting circles.

J. Fred Weintz, Jr.



## President's Letter

A new FSSA year began on November 1st and your new officers hope we will be able to match the accomplishments of the Weintz administration. We are fortunate that Fred continues with us as Commodore and that we will retain the benefits of his two years' experience as President. His tact, diplomacy, resourcefulness and good humor are essentials of the job, which don't come as naturally to everyone. We are equally grateful to other retiring officers who have served us well -- Tom Meaney, Commodore; Derrick Lonsdale, Secretary; H. G. Henderson, Treasurer; Nate Dreyer, Second Vice President; and Charlie Silsbee, Third Vice President.

### Measurement Matters

Chuck Edgar, of course, will carry on as Measurer. We certainly can't train a new one of those every year. We are all enthusiastic supporters of the one-design philosophy, with small deviations here and there as to exactly what that one-design shall be. The Governing Board will attempt to resolve at its January meeting, for once and (maybe) for all, the current debates about outhauls, Cunningham holes and deck-sweeper jibs. If you have any views on these matters which have not yet been forcefully presented by someone else please communicate them to Chuck Edgar.

### Membership Cards and Registration Certificates

Our Corresponding Secretary, Ann Stokes, has asked me to tell you that she knows she has not achieved 100% membership satisfaction on issuing 1969 membership cards and returning Registration Certificates to Flying Scot purchasers -- in fact, I suspect she knew that even before receipt of a number of gentle reminders. She is sorry that this condition has existed and she expects to have it corrected very shortly. I have discussed it with her and I do agree it has been an unusual year. After she undertook the job she felt that the Association had grown to a point requiring a more elaborate record keeping system than was used previously. She took over the Addressograph work previously done by the printer and thereby acquired the duties of making new address plates, maintaining the inventory of plates properly tabbed so that mailings can be made to any or all of various classifications of addressees, and addressing and mailing all matter sent out. She also transferred individual membership records to McBee cards, each of which had to be notched on the margins with various essential items of information. She was deeply involved in amendments to the Constitution, Specifications and Bylaws, which were finally accomplished in August, and in the conduct of the North American Championship at Fairhope. Finally, a family matter took her away from home for over a month. While these things were going on -- and all except the latter were of great value to the Association -- the daily routine fell behind. A number of Fleets never received 1969 membership cards and she is months in



arrears in mailing out Registration Certificates. We will not attempt to issue the cards at this late date, unless someone specifically requests one to maintain a sequence of souvenirs, but Ann will work away at the backlog of Registration Certificates. She will also be involved in mailing out the Sailing Manual, and shortly will have to contend with an incoming tide of 1970 dues and with preparation of the 1969-70 Yearbook due to be mailed out by April 1, 1970. Miracles cannot be expected, but Ann is very thorough and conscientious and I am confident that a state of administrative currency will be achieved.

### Fleet Reports and Annual Meetings

All Fleets are required by the Bylaws to hold an Annual Meeting not later than December 1 of each year and to file the results of the election with the Association within two weeks. If it has not been done in your Fleet please arrange to handle it at once. We want the new Yearbook to designate 1970 officers so that it will be more useful during next year's sailing season. We have mailed a roster form to each Fleet Secretary and solicit its early return so that we can proceed in an orderly way with the basic work necessary to put together the new Yearbook, which is a considerable task.

### Dues

Beginning with this new fiscal year we have established a new dues collection system and a new membership classification. While the changeover may be somewhat confusing it need not be so if Fleet officers are attentive to the changes.

The revised Bylaws provide that Fleet Secretaries shall collect national dues (as well as local dues) and forward the national dues to the Corresponding Secretary. She has asked that they be consolidated and remitted by one Fleet check at monthly intervals. All members not affiliated with a Fleet will continue to send their dues directly to the Corresponding Secretary. She, in return, will issue and return official membership cards, either to the Fleet Secretary for distribution or to the unattached member.

Membership classifications and dues schedule follow:

### Membership Classifications

The old classifications of Senior and Junior Co-owners and Unattached Members have been eliminated. One who was formerly a Junior Co-owner will henceforth be an Associate Member. His dues will be \$2.00 as before, and he may skipper a boat in sanctioned events. This was the major change, although there are others. The new classifications follow:

Active Member -- dues \$10.00 (\$9.50 if paid before February 15th) -- is

- (i) a Scot owner,
- (ii) a bona fide part-owner (that is, one with an actual and significant financial interest in the boat and shown as a part-owner on the Registration Certificate), or
- (iii) a person designated by a yacht club in the case of club owned boats [see below].

Associate Member -- dues \$2.00 -- 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,
- (ii) a member of the immediate family of an Active Member,
- (iii) a bona fide part-owner or member of his immediate family if another part-owner is an Active Member, or
- (iv) a person designated by a yacht club in the case of club owned boats [see below].

Sustaining Member -- dues \$4.00 -- is

Any non-owner having an interest in the class.

Only an Active Member may vote and hold office. Typically, the boat owner is an Active Member and others who sail on the boat are Associate Members. There must be an Active Member as to each boat before anyone else may become an Associate Member as to that boat. Both Active and Associate Members may skipper in sanctioned events.

All clear?? I hope that Fleet officers especially will save this information about dues collection and membership classifications for easy reference.

#### Club Owned Boats

With one important exception noted below, Fleets of club owned boats must meet the same requirements as privately owned boats. A club owned boat may be entered in a sanctioned event if



(a) an Active Membership has been paid with respect to the boat, (b) the skipper is one who has been designated by the club to be either an Active or Associate Member of the Association, and (c) requirements for qualification are met on the same basis as for privately owned boats (for example, dues paid by July 1, only one boat to be entered in the North American for each three as to which an Active Membership has been paid, etc.).

The exception applicable to a club owned boat is that an Active Membership may be paid as to the boat without designating a skipper. A skipper will be eligible to sail the boat in a sanctioned event if he is designated in writing by the club prior to the closing date for entries in the event.

#### Date On Sails

The revised specifications provide that "sailmakers shall indelibly stamp on each Flying Scot sail at the tack the month and year in which it is delivered to the buyer." Our Measurer will notify sailmakers to that effect. In the meantime, do not be concerned that your sail will be disqualified if it does not bear such a date. We view it as our obligation to induce compliance by sailmakers.

#### Class Promotion

From time to time the question has arisen as to how to promote the class -- how to get more boat owners, more Fleets, more FSSA members, more participation in the North American, etc. If you have any ideas on this subject I would appreciate your sending them to me. In fact, that is true as to ideas on any subject relating to FSSA. My address is in the box on page 2 of each issue of SCOTS n' water.

Having already unreasonably taxed your patience and (I hope) your attention, may I close with best wishes for a Merry Christmas, Happy New Year, and a great sailing season in 1970.

ERNIE GODSHALK

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#### GOVERNING BOARD TO MEET JANUARY 29, 1970

The FSSA Governing Board will meet at the Harvard Club in New York City at 6:30 Thursday evening, January 29, 1970. Details will be sent to the Board by letter.

#### SECOND CLASS MAIL?

Scots n' Water has applied to the Post Office Department for second class mailing privilege. If permission is granted, we may look forward to faster service in bringing Scots n' Water to our readers.



## BLOOMER WINS FLEET #7 FALL INVITATIONAL SERIES

On the first three Sundays in October, Fleet #7 at Riverside, Connecticut, sponsored its first Fall Invitational Series. The idea was to extend the season for week end racing which for many fleets in the northeast ends in September. Ten visiting boats, representing five Fleets, joined the local Fleet and at least 20 boats were on the line in each of the three races. Each race was followed by a "critique", a Fleet #7 institution of long standing, which combines liquid refreshment with a discussion of the race led by the day's winner. The visitors enjoyed the uncommon format of the Series, and Fleet #7 has announced that it will be repeated in 1970.

The first two races were sailed in mild, summer-like weather, marked by mild, summer-like Long Island Sound breezes. On the first day, a 7 mile Gold Cup-Type course was set in a dying southeaster. The tide was flooding (setting west) and this gave the first boats to round the windward mark a big jump on those still struggling up-tide against the dying breeze. A few boats never made it around that mark. Franklin Bloomer, of the host fleet, who rounded first, won the race, which had to be shortened to 4.8 miles to finish within the time limit. Dave Griffin, also of Riverside, finished second.

The second race was also sailed in a dying southeaster, but with the tide ebbing. All boats got to the first mark without trouble, but the next leg was against a strong tide. Everyone ran out of wind at a point about 50 yards from the next mark, and the entire Fleet came together with the result that the race was virtually begun all over again at that point. Jim Worth, an unaffiliated skipper from Norwalk, Connecticut, rounded first to win by a big margin as the Gold Cup-Type course was again shortened, this time from 5.5 to 2.5 miles. Walt Gunderson, from Candlewood Lake Fleet, was second.

The final race was sailed in brisk fall weather with a brisk, fall Long Island Sound southwest breeze at 10-15 knots with higher gusts. The course, a 4.5 mile triangle, featured a beautiful planing reach in calm water. Bloomer won the race with Ralph Manee of Shore Acres, New Jersey, second.

Bloomer emerged as the overall winner with Jerry Sachnoff of Fleet 72, second. Third place was taken by Bob Vance, newly-elected FSSA Governor, of the Greater New York District.

## BROWN IS FIRST AT JACKSON, MISS.

B. Temple Brown, Southern Yacht Club, New Orleans, nosed out Fred Tears of Dallas by one point, to win first place in the Hospitality Regatta sponsored by the Jackson, Mississippi Yacht Club on October 18 and 19.

Site of the Regatta was Pearl River Reservoir, a four year old 35,000 acre body of water. Wind conditions -- races were drifters. But 26 Scots from six States participated in the Regatta which totaled 192 boats.

Others in the top five were:  
third, Nathaniel Curtis, New Orleans, La.;  
fourth, Manning Grinnan, Dallas, Tex.;  
fifth, F. Davis, Panama City, Fla.

Fleet #45. Captain, Jim Reeves extends an early, but hearty, invitation to all Scot skippers for the 1970 Regatta. He promises good air and NO Camille.

## PUBLICATION MONTHS TO CHANGE

The large number of late summer regattas argues in favor of a September issue of Scots n' Water. Starting in March 1970 we will publish monthly through September. Then we will combine October-November, December-January, and February-March. Our next issue will be January-February with a copy deadline of January 15.



## VINCE TAKES A TRIP

Several weeks ago, Bill Houston, Scot dealer of Austin, Texas, and I combined just enough business with lots of pleasure in touring most of Italy, Switzerland, parts of Germany, France and most of England. We started with the Tempest Internationals held in Riva, Italy on magnificent Lake Garde in the Italian Alps. The setting for this Regatta was the most beautiful I have ever seen. The modern Yacht Club with its well protected basin lies in an inlet surrounded on 3 sides by 8,000 foot granite peaks rising from a deep 45 mile glacial lake amid tropical foliage. The climate is comparable to Northern Florida and palm trees abound. Every day the breeze blows down the lake at 20-25 mph until noon, then calms for one hour and at 1:00 p.m. exactly reverses itself and blows 20 to 25 mph in the opposite direction. From the ruins of a Roman fortification, reached only by a nerve wracking 3,000 ft. chair lift, we could look directly down on the entire race course. Hospitality at all the European Yacht Clubs was excellent, particularly at Riva and at the Wirsenstienberger Yacht Club in Frederichshofen, Germany on Lake Constance. Here we found a weekend Regatta of 460 boats in 10 classes all of which were physically carried up a 45°, 60 foot ramp by hand (except for the 30 or so Dragons, Solings and Tempests). This condition exists everywhere in Europe and is a major reason for their small light boats. European cars are small. There are no hoists, ramps are very steep, roads are very narrow and in England tides are quite high. At Hayling Island Yacht Club on the Southeast coast of England there are over 1000 small center-boarders each of which is launched down a steep beach by hand on a trailer. Even Dragons and large keel boats are launched this way and everyone, even in Summer wears a wet suit for that cold walk into the Solent. A drum winch drags boats and trailers back up the beach. We talked to many builders and sailors and learned that 60% of all centerboard boats are home made or built from kits. Sailing

is far more popular as a sport and gets much better press coverage than in the U. S. A. Many more women participate as skippers than do in this Country. There are practically no boat dealers for small sailboats, most people buy direct from the manufacturer. Family daysailing is not as popular as in this Country, and the trapeze is very common. Catamarans are very scarce, possibly because of trailering problems and lack of room at crowded anchorages. The average European sailor knows little about the U. S. sailing situation and our type of boats, but finally we did find a fellow in Portsmouth (who was promoting the new one man trapeze boat Contender) who was familiar with the Flying Scot. His comment? "Bloody awful big".

Vince DiMaio

## FLEET CAPTAINS RESPOND--THANKS!

Questionnaires were mailed to all Fleet Captains seeking suggestions for future Scots n' Water issues. Your editor is grateful for the way in which the Fleet Captains are responding, and for the quality of their comments and suggestions.

We will welcome any ideas sent in from members of FSSA at anytime. Send them along, please.

## NEW FEATURE TO START

Effective with the January-February issue of Scots n' Water, expert Scot skippers will be asked to reveal their ken. Each month, Scots n' Water will pose a question or sailing situation, and invite several successful skippers to tell our readers their "secrets". Suggestions for questions, situations and contributors will be welcomed by your editor.

"Homme libre toujours tu chériras la mer."  
(Beaudelaire)

The love of the sea is a form of liberty.  
Quote from Fleet 36



## REGATTAS

Dec. 27-28      Sugar Bowl Regatta,  
New Orleans, La.

(1970)

Feb. 11-12      Mardi Gras Regatta,  
New Orleans, La.

Mar. 13-14-15      Mid-Winter Regatta  
Royal Palm Yacht Club  
Fort Meyers, Fla.  
FSSA Sanctioned

July 25-26      Capitol District Regatta  
Deep Creek Lake, Md.

### FSSA MID-WINTER DINNER

DATE:              Friday, January 30, 1970

WARNING GUN:      Today

PREP. GUN:        5:30 p.m. - Happy Hour

STARTING GUN:     6:30 p.m. - Dinner

STARTING LINE:    The Brass Rail  
Fifth Avenue & 43rd St.  
New York City

COURSE:            Dinner and Discussion

ENTRY FEE:        Being negotiated. It  
will be reasonable.  
Also, all who declare  
themselves by Jan. 26  
will be taxed \$1.00 less  
than those who show up  
unannounced. Send your  
request for reservation  
to:

Mr. Bearns Smith  
44 Wesskum Wood  
Road  
Riverside, Conn.  
06878

We look forward to an evening of good fellowship. We expect to have an outstanding and well known Sailor as our guest. If you are going to be in the New York area, plan to come, and send your reservation to Bearns Smith.

NOVEMBER-DECEMBER 1969



### JUNIOR SAILS FOR YOUNGSTERS

New "junior" Flying Scot sails (131 sq. ft.) ideal for youngsters who are learning; great as "storm" sails for those who hate to roller-reef. The SCOT is balanced with them the same as with regulation sails and is very easily sailed by 10-11 year-olds. Same sheet leads used. Kids love having their "very own" sails and quickly gain sailing ability with great confidence because the SCOT becomes even more stable with them. Main and jib, 4 oz. Bainbridge Dacron, \$175 plus postage. Add \$1.50 for each number if wanted. No FS insignia yet, but we're working on it. John C. Jones, III  
56 Hawes St., Brookline, Mass. 02146



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## FLEET 12 TO HAVE WINTER MEETINGS

Fleet 12, Edgewater Yacht Club, Cleveland, has scheduled monthly meetings during the winter months. Meeting agenda will include discussion on the science of sailing and racing rules.

Warner Williams F/S 577 won the Fleet's Sunday series. Ken Perkins F/S 511 was second.

While I agree with Sandy on his stand about experts (Scots N' Water - September - October), I feel perhaps the most important reason for his stand is only hinted at, and that is in his last sentence, "Where would yachting be without the leadership of the top sailors?"

This is our first year of Scot racing, and we measured our success not against the Scots we beat, but against the Scots out front. To cut out experts would eliminate all standards of performance. We would all become experts like the rifleman who drew the target around the bullet hole.

Rolf Krotseng,  
Secretary

## SCOT VS. LIGHTNING

Everyone seems to be getting into the act and expressing their opinion of holding the line with the Flying Scot Class, or changing it into another Lightning and permitting various changes. I mention Lightning because it is the same size boat, and offers the same advantages. It, too, is a good family day sailor, good degree of stability, and is designed well enough to make it fun to race and responsive to proper sail trim and helmsmanship.

Here the similarity ends, because you can install almost anything you have ever heard of in the way of "go-fast" gadgets. Everyone of these gadgets increases the

speed of the boat so that a proper Lightning in racing trim has another \$1000.00 invested in equipment, and therefore will sail away from a Scot without even trying. The trouble seems to be that the \$1000.00 is there all right, but the boat does not leave the Scot.

The last regatta that we sailed in this year started a 27 boat Lightning fleet five minutes ahead of the Scots, and we finished in the top of the Lightning fleet in every race. Stripped of all the expensive items, we were able to look quite decent.

All of this presentation of fact and fancy regarding what would happen if we permitted turn buckles, or if we permitted winches to handle the outhaul, or if we allowed lateral adjustment of the jib sheet leads, leaves me unexcited. Every member of the Scot Clan, would in all fairness, be allowed to suggest and agitate for a change in the Scot rig or hull construction that would make a better boat in his opinion. What a complete fiasco of conflicting ideas this would create. Let us leave the Scot and her rig entirely alone, and get on with racing her and trying to improve our ability.

Warner S. Williams,  
577  
Fleet #12  
Edgewater Yacht Club

## SANDY VISITS FLEET 63

In mid-October Sandy Douglass spent a Saturday and Sunday with the members of Fleet 63 at Havre de Grace, Maryland. A blackboard lecture and "On-the-water" training gave all fleet members an opportunity to increase their knowledge and sharpen their techniques.

The Fleet had an active fall program and expects a good increase in membership by Spring. Robert E. Davis has been elected Fleet Captain.

Jack Fassnacht,  
Secretary



## FLEET 25 WANTS SUGGESTIONS ON JUNIOR SAILING

Flying Scot Fleet 25 of Milwaukee completed the summer Saturday race series in mid September. Al Lillie (#413) captured first place, Ed Kirkham (#373) was second and Charles Kranz (#464) held third. The turnover of old boats continues and we have welcomed three additional keen new Scot Skippers since Labor Day.

Several of our new skippers have young children and would appreciate comments and hints from other Scot families on how to break youngsters into the sport of sailing.

Brenda H. Cosentine,  
Correspondent

## JERRY GETS FIRED UP

I guess I have to really get fired up to get a letter off to the Scot n' Water. But the August issue was a catylist and several of the articles there fired me up:

1. To those fellows who feel that Sandy is a pro, they are right - he is a pro; that is, he has learned to sail his boat better than almost all the others. So of course we should outlaw him and anytime someone else gets too good, why we just keep outlawing them too, until all we have left in our class is one big group of mediocre sailors - now isn't that a way to kill a class - ? If the class morale suffers from have "great" sailors in our boat then we don't deserve distinction of being ranked with the "Big Boys". If we don't have "pros" like Sandy, Vince and Frank Bloomer to show us where it's at, we shouldn't go out to the starting line, we should be day sailing only. So fellows, you just have to try a little harder and read a little more and practice a hellova lot more. Even Elvstrom gets shot down once in awhile.

2. Now on to Bloomer's article. As for the step being higher, all he had to do was shave off 1/4" at the base of the mast, (easily done with a sureform file) and if a boat builder sends through a boat with shrouds not even, send them back. I am sure they'll fix it fast and at no additional cost. Cunningham holes are great, cheap, and easy to use, it saves us the cost of a flat suit of sails when the wind picks up. To outlaw them would be a disservice to the class, (we have so few go-fasts on the Scot) and this one also doubles as a safty factor - (the flatter the sail, the less healing moment!). Save the Cunningham!!!

3. The best for last: Strechy luffs seem to be in, but I don't see how not having the toggle makes it! We have over tightened the toggle lots of times when the wind picks up to hold the luff straight, I think that an under deck arrangement to prevent the toggle going too high is a simple tube slipped over the wire below deck to serve as a limiter and let it go at that. Now if we want to stretch or release, the shrouds are still always equal and you can stretch the luff or not, but still have the toggle.

Jerry Sachnoff, Capt.  
Fleet #72

## FLEET 34 ENDS SEASON WITH TEAM RACE

Gerard and Marjorie Fogarty arranged and hosted the third annual Fleet 34 "Pekel" (Scotch for pickle?) Race, sailed on Clear Lake, Indiana on Sunday, September 14.

Twelve boats were divided into two teams. An interesting innovation required a life preserver cushion to be passed among the team members sometime between the start and finish. The Blue Team won, with Robert Moore, 1969 Fleet Champion, scoring his usual first place.



## CAVEAT EMPTOR

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Tasker main and jib - flat cut for heavy airs  
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**MISC. GEAR:** Danforth anchor and 100 ft. line; outboard motor mount, lifting bridle, tent type cockpit cover.

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Jack Howlett  
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Hudson Heights  
Quebec, Canada Tel: (514)236-4013

FS 1297

Customflex  
Light blue with white deck  
Main - Jib - Spinnaker  
Trailer  
All in good condition  
Price \$2600.

Gene W. Canfield  
% Utica Typesetting Co.  
Utica, New York

Office Phone: 315-735-9526  
Home Phone: 315-737-8090

FS 1354 WILLING WILLIE

Customflex - Hard Sails - Cotton Sheets  
Mainsheet camcleat - Jibeater  
Outboard Bracket - 3 hp Motor  
Tent and Cockpit covers - Danforth  
Anchor  
Compass - Lifting Bridle - Stainless  
crank  
Yellow topside - white deck - green  
bottom

Ready to travel on new Tilt Trailer  
Willingly priced at \$2250 - will deliver  
within reasonable radius of New York.

Martin Granit  
57 Viola Drive  
Glen Cove, New York 11542  
Phone 516-671-7674

FS 528

Customflex built  
Boston Main, jib and spinnaker  
Cockpit cover  
Outboard brackets and 3 hp Sea Gull  
Main sheet cleat  
Tandem trailer  
Price - \$2400

Skip Heimbecker  
515 Bellevue  
Lake Orion, Michigan 48035  
Phone 693-2711

FS 491

White with red boot top - oyster gray  
deck. Excellent condition - Boston  
Main, jib and Spinnaker - completely  
equipped - also lifting rig - outboard  
bracket and cockpit cover. Built by  
Douglass  
Price \$1700

Located at Wawasee Yacht Club, Syracuse,  
Indiana.

Call: J. H. Plasket  
1437 Dell Cove Drive  
Fort Wayne, Indiana  
Phone 219-432-3325



### SAILS SAILS SAILS

Main, jib and spinnaker  
New Spring, '69 by Greiner  
\$295 takes all three

C. J. Rippel  
9700 Sunbury Road  
Westerville, Ohio 43081  
614-237-4247 Office  
614-882-6180 Home

Hard jib, 4 oz. dynamint.

This is a truly beautiful sail and superior in performance. Used only for about 5 races. I am selling it because I have bought a cruising boat. \$65.00

Harland L. Beers, O.D.  
3107 Bobolink Lane  
Kalamazoo, Michigan  
(616) 381-4962

### CAVEAT EMPTOR ADS PRICE CHANGE

Your editor believes Scots n' Water should be made available, at a reasonable price, to those FSSA members who wish to sell their boats, sails, and accessories. Currently however, we are accepting some ads at a loss. Effective with the Jan.-Feb. issue of Scots n' Water these advertisements will be priced as follows:

Minimum price \$5.00. This will include ten lines with a maximum of 34 characters and spaces per line. A charge of fifty cents will be made for each additional line.

Your editor will appreciate advertising copy to be typed on a separate piece of paper and the lay-out shown as the seller would like to have it appear.

### WANTED TO BUY

The Royal Palm Yacht Club  
Fort Myers, Florida, is  
interested in buying a used Scot.  
Contact: John Walter  
157 S. W. 54th Street  
Cape Coral, Florida 33940

### FLEET 41 FALL SERIES GOES TO MARTINEAU

Eugene Martineau, with seven firsts in twelve races, won first place in Fleet 41's fall series on Crystal Lake, Michigan. Two races were held each Sunday from September 7 through October 12. Best eight of twelve races were scored. Series ended with a "Dock-out" party, with Club members doing the heavy work. Others in the top five were: second, Hamilton; third, Tellschow; fourth, Ferns; and fifth, Smith.



The Rev. Howard Welch of Foley (Ala.) Lutheran Church doesn't sail a Flying Scot but he did play the bagpipes for the flag raising at the Flying Scot North American Championships at Fairhope, Ala., Yacht Club.



## EDITORIAL

Ten years ago, in the December issue of *Boats n' Water*, Jack Beierwaltes, President of FSSA at that time, wrote "---Helping to build a Flying Scot class is lot more than just protecting the investment in our boats. It's fun, it's exciting. It means new friends, new stimulating experiences---"

When Jack wrote this, the highest assigned boat number was 151. Today, we are on our way to 1700. This growth didn't just happen. The designer, builders, dealers, FSSA officers and members have all played a part.

The FSSA was organized to promote Flying Scot class racing under uniform rules, and to maintain rigidly the one design feature of the Flying Scot sloop. It is the Association's policy to keep the cost and upkeep of Flying Scots within modest means, and at the same time, insist on high standards of performance and seaworthiness. The Association strives to, and does, promote a one design class in which racing shall be to determine the skill of skipper and crew by ensuring competition in boats of essentially identical design.

The Association will continue to meet these objectives and remain a strong force by maintaining a roster composed of a high percentage of the Flying Scot class. The fleet is the basic territorial unit. Each Flying Scot Fleet Secretary has the responsibility to collect the annual Association dues, and to extend to new Scot owners an invitation to join the Association. We can help the Fleet Secretaries by our enthusiastic support of the Association. Then we will, as Jack Beierwaltes suggested ten years ago, make new friends, have fun, excitement and stimulating experiences. At the same time, we will be protecting a total class investment of well over four million dollars - and that's worth protecting.

Membership in FSSA is a good investment. Let's respond promptly to the call for payment of dues.

NOVEMBER-DECEMBER 1969

## THE PERFECT CREW

The perfect crew is a combination of many things -

He (or she) should have the IQ of a genius, the strength of a weight lifter, the agility of a monkey, the balance of a seal, the arms of an octopus, the eyes of an eagle, the weight of a gnat in light air and the weight of an ox when it blows.

## HELP WANTED

The 1970 Year Book is scheduled for distribution in early 1970. The information in it can only be as current as that received from the individual members and Fleets. Lists of 1970 Fleet Officers and membership lists should be sent to Ann Stokes before the end of 1969.

## COMMITTEE APPOINTMENTS

The following Committee appointments are made for the new FSSA year beginning November 1, 1969:

### EXECUTIVE COMMITTEE

Ernest L. Godshalk, Chairman  
J. Fred Weintz, Jr.  
Gordon K. Douglass  
Charles W. Edgar  
Bearn Smith

### BUDGET COMMITTEE

Ernest L. Godshalk, Chairman  
Bearn Smith

### PUBLICITY COMMITTEE

Robert B. Hanna

### AUDITING COMMITTEE

J. Fred Weintz, Jr.



# FSSA ANNUAL DUES

PAYABLE IN JANUARY EACH YEAR

ALL F/S FLEET MEMBERS' FSSA DUES SHALL BE COLLECTED & FORWARDED BY THE FLEETS.

NON-FLEET MEMBERS PLEASE MAKE CHECK PAYABLE TO FSSA and MAIL TO:

## FSSA CORRESPONDING SECRETARY

Ann Stokes  
396 Hawthorn Lane  
Winnetka, Illinois 60093

FSSA MEMBERSHIP OPEN TO INDIVIDUALS ON THE FOLLOWING BASIS:

ACTIVE MEMBER.....\$10.00  
(F/S owner, F/S part-owner, or designated club member of YC owning F/S)

ASSOCIATE MEMBER ..... 2.00  
(Non-owner who has been for at least 3 months part of the regular crew of a specific F/S whose owner is an Active Member; part-owner if another part-owner is an Active Member; wife, husband, son, or daughter of an Active Member; or designated club member of YC having Active Members for all F/Ss owned.)

SUSTAINING MEMBER..... 4.00  
(All other non-owners of F/Ss)  
DISCOUNT until February 15th..... .50  
(Previous Active Members only)

\*\*\*\*\*

AVAILABLE from FSSA Corresponding Secretary;  
PLEASE SEND CHECK PAYABLE TO FSSA WITH ORDER:

F/S Pocket Patches, each.....\$2.00  
F/S Sail Labels, each..... 3.00  
HIGHLIGHTS OF SCOTS N' WATER, 2.00  
(Reprints of Articles 1959-69)

BULK RATE  
U. S. POSTAGE  
PAID  
Permit No. 2  
Eremont, In

Mr. Robert K. Jefferies  
P.O. Box 58432  
Houston, Texas 77058

ADDRESS CORRECTION REQUESTED  
FORWARDING & RETURN POSTAGE GUARANTEED

## MIDWESTERN DISTRICT

Governor: JACK M. WALKER, M.D.  
R.R. 1, Box 163A  
Yorktown, Indiana 47396  
317-759-5729

- 3-WILMETTE, ILLINOIS-Lake Michigan
- 9-STURGIS, MICHIGAN-Klinger Lake
- 25-MILWAUKEE, WISCONSIN-Lake Michigan
- 29-MUNCIE, INDIANA-Prairie Creek Reservoir
- 30-CARBONDALE, ILLINOIS-Crab Orchard Lake
- 34-RAY, INDIANA-Clear Lake
- 44-EPHRAIM, WISCONSIN-Eagle Harbor, Green Bay
- 47-EGG HARBOR, WISCONSIN-Green Bay
- 54-FREMONT, INDIANA-Lake George
- 60-CHICAGO, ILLINOIS-Lake Michigan
- 64-MENOMINEE, MICH.-MARINETTE, WIS.-Green Bay
- 68-MADISON, WISCONSIN-Lake Monona
- 70-VIKING, MINNESOTA-Cotton Lake

## PRAIRIE DISTRICT

Governor: H. PRESTON PATE  
2502 Illinois Street  
Joplin, Missouri 64801  
417-623-8630

- 39-PORT GROVE, OKLA.-Grand Lake of the Cherokees
- 50-OKLAHOMA CITY, OKLA.-Lake Hefner
- 55-WICHITA, KANSAS-Cheney Reservoir
- 59-TULSA, OKLA.-Mokawik Reservoir & Keystone Lake

## TEXAS DISTRICT

Governor: FRED TEARS  
8626 Inwood Road  
Dallas, Texas 75209  
214-352-0225

- 23-DALLAS, TEXAS-White Rock Lake
- 32-HOUSTON, TEXAS-Galveston Bay
- 49-HOUSTON, TEXAS-Houston YC-Galveston Bay
- 51-SEABROOK, TEXAS-Galveston Bay
- 62-LAKE THOMAS, TEXAS-Lake Thomas
- 66-PORT ARTHUR, TEXAS-Lake Sabine
- 67-SAN ANTONIO, TEXAS-Canyon Lake
- 69-AUSTIN, TEXAS-Lake Travis

## PACIFIC DISTRICT

Governor: JACKSON T. WITHERSPOON  
1255 Hamilton Avenue  
Palo Alto, California 94301  
415-321-4497

- 40-INVERNESS, CALIFORNIA-Tomales Bay

## FLYING SCOT SAILING ASSOCIATION

### DISTRICTS



### FLEETS

## MICHIGAN-ONTARIO DISTRICT

Governor: ROBERT A. COWLES  
29423 Walker Drive  
Warren, Michigan 48092  
313-755-3539

- 8-DETROIT, MICH.-EDISON BC-Lake St. Clair
- 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

## OHIO DISTRICT

Governor: RALPH E. SNELSON, D.D.S.  
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: WILLIAM E. SUDDATH, JR.  
4047 Boxwood Circle  
Jackson, Mississippi 39211  
601-366-5427

- 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: THE REV. SETH W. NEWTON  
122 Pine Street  
Florence, Massachusetts 01060  
413-584-4745

- 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: ROBERT F. VANCE  
1 Lincoln Avenue  
Old Greenwich, Connecticut 06870  
203-637-3264

- 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.-Bogue Sound