

SCOTS

n' water



VOLUME XII NUMBER 8

AUGUST 1970

REGATTAS

Aug. 7-8-9.....	Northeast Regional Championship Spray Beach, N.J.
Aug. 18-19-20-21.....	North American Championship Milwaukee, Wis. <i>milwaukee YC 414 271-8105</i>
Sept. 6-7.....	Seabreeze Regatta LaPorte, Texas
Sept. 12-13.....	Hoosier Hot Scot Regatta Muncie, Ind.
Sept. 19-20.....	President's Cup Washington, D.C.
Oct. 4-11-17.....	Fall Invitational Series Riverside, Conn.

Green Bay FS Boat of the Year

Aug. 8-9.....	Sturgeon Bay
Aug. 15-16.....	Ephraim
Aug. 22-23.....	Egg Harbor

ON TO MILWAUKEE

Bill Claypool reports plans are complete for the National Championship and his committee and Host Fleet 25, are waiting the arrival of the participants.

Bill reminds us:

1. Send in your reservations promptly.
2. Be sure to bring:
 - Lifting bridle
 - 50' of 3/8" tow line
 - 100' of anchor line
 - Paddle
 - Life jackets for those expecting to go on spectator boats.
3. Check specifications before leaving home to expedite measuring.
4. No baby sitters will be available - children under 12 may not be left on shore.
5. Prepare and use a good check list.
6. Drive carefully.

The history books tell us this about the last championship held in Milwaukee in 1965:

Number of boats entered	48
Number of states represented	11

Winner
Winds

Sandy Douglass

1st. Race	6 Knots S.E. - died, shifted and piped to 8 Knots.
2nd Race	Line squall caused postponement 5-8 Knots - Easterly
3rd Race	10-15 Knots N.E. - Swells and chop.
4th Race	6 Knots N.E.
5th Race	5-7 Knots S.E.

Requisitions have been placed for good winds and fair weather. You all come.

THE NEXT ISSUE

The September issue will carry the results of the National Championship and other results of regattas held in late July and August. Publication will be delayed until about September 15. Deadline for this issue will be September 1.

TREASURER'S REPORT

Bearns Smith reports the following Receipts and Expenses for November 1, 1969 through June 30, 1970 and our cash position:

Cash Balance November 1, 1969	\$ 6732
Membership Dues	8170
Other Income	3429
Total Cash and Income	\$ 18331
Costs and Expenses	8032
Cash Balance June 30, 1970	\$ 10299

ATTENTION - FLEET SECRETARIES

Your Editor would appreciate knowing what has gone on among the Fleets during the summer. What are your plans for the winter and next year?

"The man who takes the trouble to inspect the course . . . the day before has a tremendous advantage. If he adds to this knowledge of what the wind is likely to be doing at the time the race will be run—he's half-way there. In fact I'm inclined to agree with those who say that two-thirds of the work of winning a race is done before going afloat."

—Stewart Morris

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HOW THE EXPERTS DO IT

by Gordon K. Douglass

- 1965 - Nationals at Milwaukee Yacht Club. The Flying Scot registration was nearly up to 800, the FSSA was past a walk and starting to run. President Bill Claypool and his Milwaukee Fleet crew did an outstanding job in running off a Nationals which could hardly be criticized in any respect. I recall that the Race Committee was plagued at times with light and shifting winds which required several postponements in order to shift the starting line and that we had another postponement to permit a squall to pass through.
- 1970 - North Americans at Milwaukee Yacht Club. The Flying Scot now past 1,800 registrations and really running. Bill Claypool and the Milwaukee Fleet again in charge of the regatta. In the interim a handsome new club house has been built and shore conditions will be better than ever. Everything indicates another fine regatta.

Since 1965 the Class has more than doubled in the number of boats. The old-timers have improved their skills and we have added many top-flight skippers. With the Scot now the official boat of the Gulf Yachting Association clubs we have acquired - as we discovered at Fairhope and Fort Myers - some really tough competition from some of the best small-boat sailors in the country. Sails and techniques have been developed in recent years. It won't be easy to win!

Milwaukee is a large city of about a million noted - as Eric says - for its food and beer, among other things. The harbor is a shallow indentation in the coastline with a huge breakwater which stretches for a couple of miles, or so it seems, across the face of the city. The Milwaukee Yacht Club is located at the extreme northern end of the harbor.

In common with conditions at most large-city clubs, mooring space for small boats is almost non-existent and visiting boats will be dry-sailed. Two electric hoists and a commodious parking lot simplify launching and haul-out, but be sure to be equipped with a lifting bridle. Also, be sure to be equipped with a good, long towline for getting out to and returning from the race course. Parenthetically, let me add that when you are towed, attach your line to the bowplate. The Flying Scot mast, stepped on deck, is not a secure towing bitt as in the case with masts stepped through the deck. The mast step can be torn off. So attach the line to the bowplate. Then, when you pick up another boat - and you may end up with a string of ten or fifteen boats behind you - attach that boat's towline (passing it inside the shrouds) also to your bowplate, so that the pull is transferred directly to your towline. Do not attach the line to the mooring rings on the transom. These can be torn loose. And do not try to tow from your snubbing winches. These are not designed for such heavy loads and shocks.

To change my tack somewhat, although it still is germane to our subject, I recently have come across some writings which should be of great interest to all of our readers and not only to those Milwaukee-bound. All too often I wonder if I can be wrong in my thinking about our Flying Scot philosophy. Without a doubt, I am out of step with the times, out of step with the modern trend toward sophistication of equipment, toward adding gadgets and go-fasts, toward all-out efforts to make the boat go faster. What? No bendy spars, no main sheet traveller, barber-hauler, jib tack downhaul, outhaul winch, bendy boom, etc., etc.? No hiking straps or trapeze? What sort of boat is this, the Flying Scot?

The way I see it, there are plenty of boats available to the man who wants to gadgeteer. There are boats for the husky athlete who glories in wearing wet sweatshirts and busting his gut out over the side. That's fun too. I've done it. But there is only one Flying Scot, a medium high-performance boat, strictly one-design, in which (Const. Art. IV, Par. 3) "racing shall be to determine the skill of skipper and crew. As Paul Schreck wrote in the March S&W, "Because of the specs and limitations set by the class, the Scot is probably the best class in existence for a test of sheer ability and let's hope it stays that way."

I always feel happier when I find someone who agrees with me, and especially if it happens to be someone of importance in yachting circles. There are times I feel pretty lonely. What brought this on it the article in YACHTING for July, 1970, by Bob Derector, one of the leading contemporary designers, builders and skippers, in which he writes, "I'll tell you what is wrong with ocean racers today. They're no damn fun to sail anymore. You know, sailing doesn't have to be a battle. It really can be great fun." True, he was writing about ocean racing and goes on to say how the boats have become so extreme in design and rig that they are no longer fun to sail, but I think the same thing is happening to small boats. If you make a boat too technical, too expensive, too physically demanding, sailing ceases to be fun. To sail the Flying Scot you don't have to be young, or strong, or heavy, or wealthy, or a technician. She offers even competition to all, and she's fun to sail.

I have not had a chance to read the new Paul Elvstrom book, ELVSTROM SPEAKS, but there are two fascinating chapters from it in the May and June issues of ONE-DESIGN & OFFSHORE YACHTSMAN which should be read by all sailors. I have long admired Elvstrom (haven't we all?) as being the leading small-boat racing skipper of the world but had not realized just how much I admired him until I read the June installment, and discovered that his thinking follows mine in some respects. As the designer of the Scot I have been criticized from all sides for having designed the main sheet to be attached on the centerline. What? No traveller? "A traveller makes it so much easier to hold up the boat in a strong wind." "A light crew, with traveller, can compete against heavy crews." Etc. I have not thought so. The traveller has certain advantages. It also has disadvantages. Nothing is perfect, everything is a compromise. "In heavy weather you slide the traveller to leeward so that the sheet holds the boom down, making it easier to hold the boat up." That is the story, accepted by many as a truism. I have found it better to have the sheet held on center so that when you ease the sheet the boom rises, the head of the sail falls off first, thereby lowering the center of effort and making it easier to hold up the boat. (In any case, the heavier crew will have an advantage from greater weight to drive the boat, everything else being equal.) Here are two diametrically opposed theories. Which is correct? Or are they both?

Paul Elvstrom. Dedicated sailor, world and/or Olympic Champion in one class after another, clearly the world's greatest racing skipper, to whom no detail is unimportant if it will make his boat go faster - what is his opinion?

This is a most informative chapter on boat handling. He does not give categorical answers - there always are "ifs" in sailing - but he does write, "In a very light wind you can adjust the sail very finely when there is very little sea because the boat is not being knocked about. You can pull the boom down quite a long way so that the leech is very straight because you can keep an accurate course. But in a strong wind where the boat is being knocked about a lot it's an advantage to ease the sail to get rather more twist into it because then at least some of the sail will be working all the time.Therefore, if you are sailing the boat to windward with the traveller out you will have to have quite a tight leech in order to point and then a very small difference on the sheet will also make quite a big difference to killing the boat or to getting it moving. But if you are sailing in rough seas where you have got the boom in and up a bit (my emphasis) to give twist to the sail, then the exact tension is not quite so critical."

Come to Milwaukee! There's plenty of room for all on Lake Michigan, and you'll find it to be a rewarding experience. See you soon!

SAFETY

On July 5, 1969, during the Northern California Thistle Districts, on Monterey Bay a tragic accident, claiming the lives of three people befell the Thistle Class. A strong increase in wind velocity, after the start, and poor visibility were the major contributing factors. Seven boats capsized, rescue boats worked with extreme difficulty, a crew of three experienced heavy air sailors was lost, and several others came close to losing their lives.

Jerry Ficks of the Thistle Class, has written an excellent article on safety in The Bagpipe. We believe some of the points made by Jerry are worth the thoughtful consideration of Flying Scot sailors.

- | | |
|--------|---|
| First | Safety is not legislable but must become the personal concern of all participants - skippers - crew and race committee. |
| Second | The following responsibilities are those of the skipper: <ul style="list-style-type: none">a. <u>Preparing the boat for survival conditions.</u>
Strong winds and heavy seas put tremendous pressure on rudders and rigging. The skipper owes it to his crew to make certain the boat will hold together under extreme conditions. All safety gear should be secured in the boat. Adequate boilers, anchor and tow line should be available.b. <u>Preparing a plan for survival conditions.</u>
The skipper should make a thorough analysis of the conditions which might be encountered. The crews rescued from Monterey Bay were amazed at how quickly they lost their strength in the 50° water. The location and potential wind velocity must be considered. A race which takes one off shore requires a different approach than one sailed five yards from the Yacht Club. Sail bags or high visibility jackets will help in rescue operations.c. <u>Recognize the limitations of boat - crew - and skipper.</u>
It is the part of wisdom to know when you are in trouble and get out. |
| Third | The Race Committee should: <ul style="list-style-type: none">a. Have knowledge of any potentially serious weather conditions.b. Make their decisions based on the potentially worst conditions inherent in any marginal racing situation. |

- c. Consider the quality of the fleet.
- d. Acquaint all participants with the provisions made for rescue and the procedures to be followed.
- e. Have radio communication with the shore and rescue boats.

Highlights of Scots N' Water contains several articles on safety. We can not assume we will never have a tragic accident. We should all make safety our personal concern.

HOW TO KILL A CLASS

A few weeks ago we had lunch with a friend who sails in a class now practically extinct. Our discussion centered around those things which can make or break a sailboat class. We developed the following list of negatives:

- Always be late in paying your Fleet and Association dues - or better still - don't join in the first place.
- Never enter races or regattas.
- Don't let anyone other than your regular crew in your boat.
- Don't keep your boat ship-shape - make certain something is always broken, or about to break.
- When asked about your boat or class, always give a negative and derogatory reply.
- Never write to your class paper.
- When comparing your class to another always praise the other class and find fault with yours.
- Always seek some change which will give you an advantage but not benefit the class as a whole.
- Never attend Fleet or Association meetings but if you do remain silent - don't participate.
- Don't discuss sailing with your friends and above all never suggest the purchase of a boat of your class.
- Be sure you don't know the names of your boat class manufacturers and dealers. It has to be extremely difficult to buy and obtain service.
- We wonder what would happen to a class, say like the Flying Scot, if we all turned the listed negatives to positives.

WHAT'S WITH THE LONG RUDDER?

Several years ago the rules were changed by requiring a rudder blade "no longer than 25 inches". Every now and then we hear of someone still using the old long rudder blade. Whether these skippers believe they get better performance or they simply haven't gotten around to shortening the blade isn't known. Maybe there is an advantage to the long blade. Maybe those among the top five do, under some conditions, use the long rudder.

WEATHERMAN FROWNS ON OHIO

Only one of three scheduled races was completed in the Ohio District Championship sailed on Lake Erie out of Port Clinton. Fred Meno was the winner over Nat Dryer second and Ralph Snelson third.

When the second race was abandoned after the three hour time limit, ten of the twenty-six boats participating had not reached the weather mark. Sunday again found no wind and no race was attempted.

FLYING SCOTSMAN visits United States

Robert Herguth (son-in-law of Charles Silsbee) reports the famous steam engine Flying Scotsman, hauling a nine-car train, will be on display at the National Railway Museum at Green Bay, Wis. during August. One of the cars was used by General Eisenhower and Winston Churchill during World War II.

MILWAUKEE AWAITS YOU



Left: Bill Claypool, liaison officer for Fleet 25 - Milwaukee Yacht Club - FSSA.

Right: Secretary-Treasurer of Fleet 25, Bob Turner, who will take your money and distribute the fees.



Milwaukee Yacht Club clubhouse as viewed from the Milwaukee County Marina.



Milwaukee Yacht Club clubhouse with Club Manager, Gene Burant as seen from the grounds.



Some Scots on their trailers dry-sailing at the Milwaukee Yacht Club.

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FLEET NEWS

FLEET 6 FIRECRACKER REGATTA GETS BIG BOOM

The heavens shook and Scots upset during the Annual Firecracker Regatta sponsored by Fleet 6 on Deep Creek Lake, Maryland. Winds were generally 20-25 miles per hour for all five races.

Winners were:

Div. A

1. Pete Nicholson, Pittsburgh, Pa.
2. Ed Gibbs, Pittsburgh, Pa.
3. Dick Peake, Pittsburgh, Pa.
4. Mack Pusey, Washington D.C.

Div. B

1. Dr. B.L. Grant, Oakland, Md.
2. Cooper Slay, Pittsburgh, Pa.
3. Ted Rissell, Cumberland, Md.
4. Doug MacMillan, Pittsburgh, Pa.

Mariclaire Beggy, Secretary of Fleet 6, reports 25 Scots entered this popular annual event. This fleet is one of the largest and most active. Races are scheduled each week from Memorial Day through Labor Day. The fleet has its own measurer and conducts an educational program.

FLEET 14

Fleet 14 reports the Flying Scot leaders in their Memorial Day Regatta finished among the Thistle Fleet.

FLEET 41

Father and son get one - two in Crystal Lake Lions-Starboard Cup Regatta. But in reverse order Joe Kopchick, Jr. finished first over Joe, Sr. Special awards were made to John Twohy as best pre-teen skipper, Bob Bennett, best teenage skipper and John and Don Twohy as best Jr.-Sr. team.

FLEET 63

In Havre de Grace, Maryland, home of Fleet 63, less experienced skippers sail with more experienced skippers in a series of short "teaching" races. By mixing boats, crews, and skippers the fleet hopes to build interest and develop better sailors.

The Fleet invites all Capitol District members to join in their program. The Spring series was won by Jack Fassnacht and Cynthia Rea was second.

LUNDQUIST WINS GULF DISTRICT CHAMPIONSHIP

Dick Lundquist of Pensacola, Fla. took first place over Paul Schreck, current Mid-Winters Champion, and Jack Laird, current National Champion, at the Pensacola Yacht Club on June 20 and 21. Richard Craig and J. Borthwick, both of Fort Walton Yacht Club were fourth and fifth respectively.

FLEET 71

Joe Galliher of Potomac Yacht Club won first place in the Fleet 71 Invitational Regatta held at Smith Mountain Lake, Virginia on June 13 and 14. Second and third places went to John and Bob Herchenrider of the host fleet. The Regatta was favored with moderate winds.

"It will be the races in the big winds that will live in your memory, not the days spent in the lee scuppers with one eye on the jib, the other on the tell tale, and zinc oxide on your nose!"

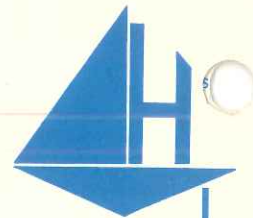
—Jack Knights

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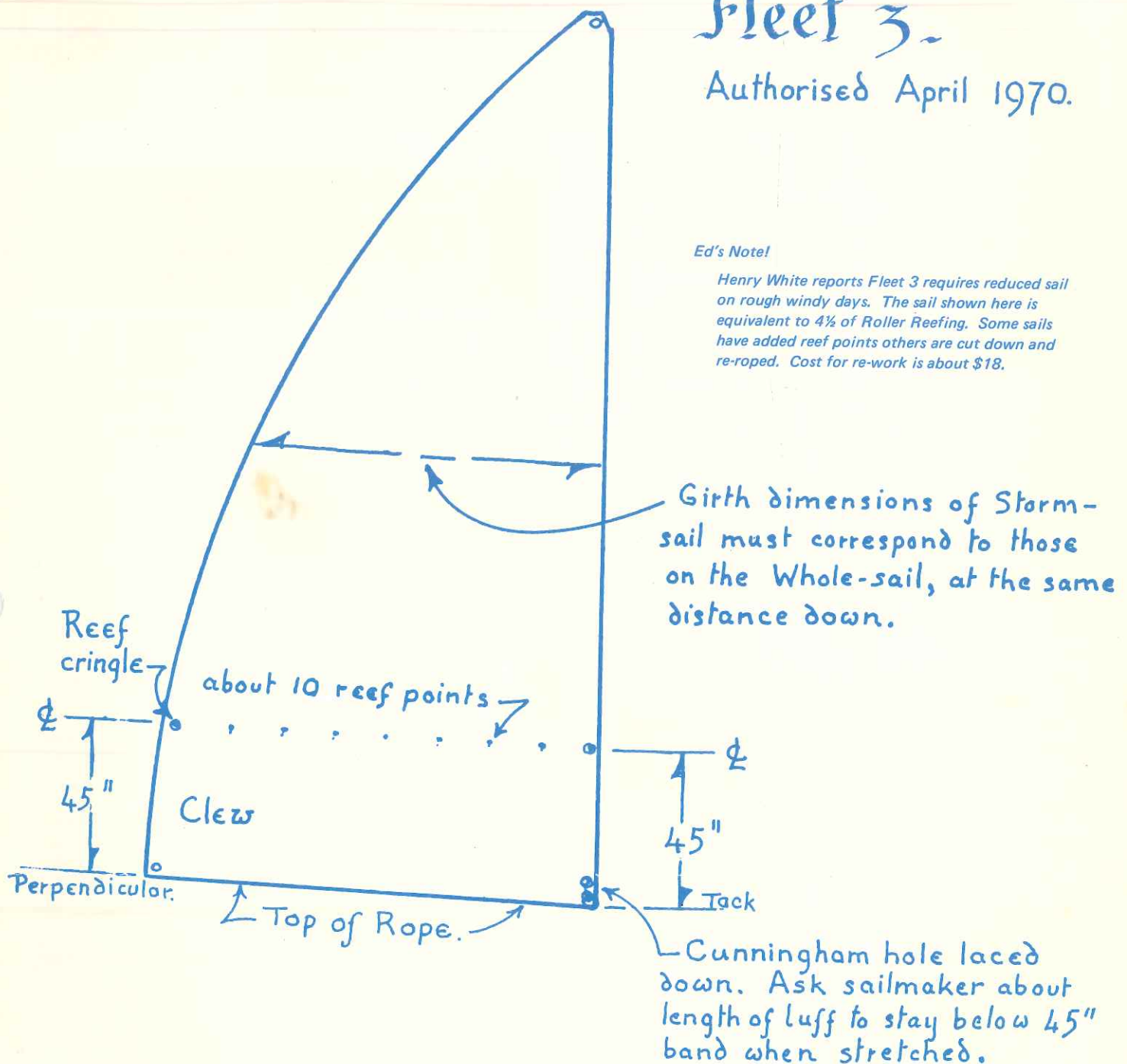
If you want the edge in boatspeed, this is the only place, and now is the time to order the fastest Scot sails for the coming season. We can still assure delivery within two weeks of your order. (Please specify Air-Freight if you are desperate). More and more Scot Skippers are switching over, why not join them? Boat speed does improve your tactics as well as your results.

Flying Scot Storm Mainsail, Fleet 3.

Authorised April 1970.

Ed's Note!

Henry White reports Fleet 3 requires reduced sail on rough windy days. The sail shown here is equivalent to 4% of Roller Reefing. Some sails have added reef points others are cut down and re-rope. Cost for re-work is about \$18.



The Top of the mast Band is to be 45" below the maximum height to which the Headboard top can be raised with main halyard shackle, the tack being free.

This is the equivalent of 4½ turns of Roller Reef, with additional Reef Cringle at Clew. This cringle must be lashed down to boom.

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33-LONDON, ONTARIO, CANADA-Fanshawe Lake
41-CRYSTAL, 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-CAYUGA, NEW YORK-Cayuga Lake
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-SHARON, MASS.-Lake Massapoag
77-MENAUHANT, MASS.-Vineyard Sound

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-ISLAND PARK, N.Y.-Hempstead Bay
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.-Susquehanna River
80-PITTSBURGH, PENNA.-Lake Arthur
81-WRIGHTSVILLE, PENNA.-Lake Clarke

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