

SCOTS

n' water

Vol. X, No. 1
Nov. - Dec. 1967
Chas. S. Silsbee, Editor
760 Foxdale, Winnetka, Ill. 60093

fleets

- 1 - COWAN LAKE, OHIO
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- 9 - STURGIS, MICH.
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- 22 - SPRAY BEACH, N. J.
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- 56 - FT. MYERS, FLORIDA
- 57 - HARWICHPORT, MASS.
- 58 - BOSTON, MASS.
- 59 - TULSA, OKLAHOMA
- 60 - BURNHAM PARK, CHICAGO, ILL.
- 61 - NORTH FALMOUTH, MASS.
- 62 - LAKE THOMAS, TEXAS
- 63 - HAVRE DE GRACE, MD.
- 64 - MENOMINEE, MICH.-MARINETTE, WIS.
- 65 - DELLROY, OHIO (ATWOOD LAKE)
- 66 - PORT ARTHUR, TEXAS

SANDY ASKS - - - WHERE ARE WE HEADING?

At the time of this writing, the seventeen member-clubs of the Gulf Yachting Association are in the process of selecting a new boat to replace the venerable Fish Class which has been their official inter-club boat for 48 years. The choice has been narrowed to the Flying Scot and one other boat. In their opinion, one of the strong arguments for the Scot is that she is one-design. (See elsewhere in this issue for late GYA news.)

The Flying Scot Sailing Association, founded on this basic assumption, has had a remarkable growth into a strong national class, a vigorous class with great potential. Aside from the Scot's other manifest virtues, her one-design quality, setting her apart from so many other "one-designs" which have turned into sophisticated development classes, has given her a great appeal for most of you who sail her. I am sure that most of you considered this to be of prime importance when you bought your Scot. Am I right?

Now the FSSA is faced with making a decision which will determine our future course. Is, or is not, the Flying Scot to remain a true one-design? I do not wish to be considered an alarmist, but I am very much concerned over the growing proliferation of gadgets on many of our boats. Paradoxically, many sailors will buy a boat because it is one-design, and then,

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for selfish reasons, will proceed to add this and that in the hope of gaining a slight advantage over their competitors, - little realizing that, if the device should prove to make the boat faster, all their competitors soon will have one too, - and now with everyone the loser by reason of having to buy and install an extra gadget.

In its early stages, this "development" seems innocuous enough. What's the harm in an extra cam cleat or two? But experience shows that gadgeteering is self-generating and that, if unchecked, it soon develops into a rivalry between skippers to see who can "out-develop" the other, to the point where, in some well-known classes, it is standard practice to start out with some \$300 worth of extra gadgets and to go on from there. Is this what we want?

There is no substitute for skill, and gadgets do not win races. All too often the beginner develops bad habits, from which he never recovers, as a result of learning to depend on gadgets which he mistakenly thinks will help him. I am not against progress. We are constantly looking for better equipment which will make the Scot easier to sail, - and we have tried out just about everything which comes onto the market. Our present rigging is the result of a number of trials on the earliest boats until we found what worked best on the Flying Scot, and we have since made many improvements in the hardware. Handled properly, it is excellent. Why change it? Our equipment is so good that no one yet has been able to prove that any of the added gadgets makes the Scot easier to sail or faster. If and when we find something which is better, we will want to use it.

Without one single "extra" on my boat, I have won six championships. At Montreal I won in light winds. On the other hand, I also do well in heavy weather, and won, by a big margin, the 5th race at Port Clinton, with Mary Douglass handling the jib, sailing in the heaviest wind in which we have sailed a national race. Skill? Yes! But did their gadgets help the other boats?

Whether or not you may happen to like certain features is beside the point. There certainly can be no remaining doubt that our rig has proved to be better - and safer - than the "improvements". Now please don't try to rationalize this by saying that I can do what you cannot do. I am far from being a super man, and I do not win in spite of poor equipment.

Wherein is the danger in adding gadgets? The great danger - which is in sharper focus for me than for the average Scot Sailor because of my position and background - lies in the fact that gadgeteering all too easily gets out of hand. The FSSA is based on the Flying Scot as a clean, uncluttered one-design boat, "in which racing shall be to determine the skill of skipper and crew." (CONSTITUTION, Art. IV). We already have a sophisticated rig, one which is perhaps too sophisticated, in the true sense, for many sailors to appreciate it as such. It is a clean rig which has great appeal. It is one of the Scot's greatest assets, and we must not lose it. If we all go in different directions, we will not long have a going class.

The danger of "development", of too many gadgets, lies in two directions. As the hot-shots "develop" their boats, they create the impression

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that all of this is necessary in order to compete, and thereby discourage the owner who finds himself not yet up to that level.

The danger of "development" lies in changing the class image and purpose. Most Flying Scot owners have been attracted to the Scot because of what she is, a clean, uncluttered and one-design boat. People - most of you - buy the Scot in preference to some racing machine because of this. If we convert the Scot into a racing machine, we will lose both present and future members. We should not try to compete with the boats which are faster and more developed than the Scot. Let's keep our own character. The Flying Scot is unique. Let's not get lost in the pack.

What can we do to save it? Bearing in mind that a racing class such as ours is a form of democratic society in which, if it is to function, each of us must be willing to contribute his bit for the common good, each of us must be willing to abide by the CONSTITUTION which reads, under Specification, Article S-1, "The Association reserves the right to declare ineligible any boat which does not conform to the spirit as well as the letter of all rules and specifications."

Under our constitution, we operate on the principle that anything not specifically barred by the rules is permitted. Apparently we have put too much faith in human nature! I would like to see an amendment to the constitution providing that anything not specifically permitted by the rules will not be tolerated. Under such a rule, the Chief Measurer (subject to ratification by the Governing Board) would be empowered to rule on all proposed changes or additions. This might prove to be a little sticky at first, but I believe it would be best for all in the end.

Please give this some serious thought. It is worth it.

Good Sailing -

Sandy Douglass (9/28/67)

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OUT ISLAND INN - GEORGE TOWN, GREAT EXUMA, BAHAMAS

A complete 56-unit exceptional resort complex opening in mid-December, 1967, readily accessible from Nassau, and offering complete facilities for the sailor, fisherman, tennis player or the vacationer who wishes just to relax in comfort amid this "South Pacific Island in the South Atlantic", and never see a tour bus, a billboard or a traffic light.

And best of all, the Inn, after careful selection, has ordered six Customflex Flying Scots, numbers 1231 through 1236, from Vince DiMaio for November delivery. The group was looking for a boat that was primarily durable, seaworthy, excellent for the novice, a good competitive racer - sailboat racing being a featured activity - and one that could be propagated to the Islanders themselves. Apparently they are propagating them so well to the other Islanders, that Vince has already received orders from individuals who live there, since the Club is adopting those persons who will also wish to race and sail with the Hotel boats. Also

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available are Dinghies, Sunfish and power boats for fishing.

A large group of Mid-Western sailors from many Classes put the Inn together, including John Bartlett, D. D. S. of Detroit (F/S #759) who is Past Commodore of both the Michigan Inland Yachting Association and the National Rebel Class, Howard Lippincott who is a Board Member, Vince DiMaio, Howard Boston, whose sails you will find on the Scots at the Inn, four National Sailing Champs and many others. The Out Island Inn was built by sailors for sailors, and Scot skippers will indeed find themselves right at home at this exciting resort.

The Great Exuma is located 140 miles South of Nassau, with Bahamas Airways, an operating company of BOAC, offering excellent daily service from Nassau. There are also ample facilities in George Town should you desire to go by private yacht, and there is a 5,000-foot runway for private planes.

The 1967-68 Winter-Spring daily rates, from December 16, 1967 to April 30, 1968 are \$52 double, \$34 single, plus \$14 for third person in room. From May 1, 1968 to December 15, 1968, the special Summer-Fall rates are \$36-\$24-\$10 respectively. For further details, Leonard Hicks, Inc. in Atlanta, Chicago, Detroit, New York, Washington, Toronto and other major cities is the representative for the Out Island Inn, or contact your travel agent, or write (Air Mail - 15¢) direct to the Inn.



GULF YACHTING ASSOCIATION CHOOSES FLYING SCOTS

A most interesting announcement was made by Commodore Henry Chapman of the Gulf Yachting Association at the 1967 Hospitality Regatta prize awards ceremony - that the Flying Scot is the choice of the affiliated clubs to replace the Fish Class. Of the 17 member-clubs, the vote was 11 for the Scot, 4 for the Columbia 21, with 2 abstentions. Although details are not yet available, we understand that the clubs are each to order at least one Scot this year and to complete the replacement within the next two or three years. It is indeed an honor to have the GYA choose the Flying Scot, especially with the thorough study made by the association to pick a boat that would be most suitable for the entire membership.

- - - - And now to continue our news about the Hospitality Regatta which was sponsored by the Jackson Yacht Club and was held on Barnett Reservoir at Jackson, Mississippi - October 20-22. For the District, Ed Batte was the winner and Bill Suddath second. "Out-of-Districters", such as Sandy Douglass, sailed for the "Open", but their scores were not included in the Districts. Fred Tears of Dallas placed high in this group but Sandy came up with a questionable technicality and was disqualified. Ted Glass of Carbondale, Illinois F/S Fleet #30, reports that "We had a great time!" Paul McRoy, Jack Brown, Sam Shaw, Russell Stephens and Ted all brought their boats on the 450 mile trip to the regatta and of the 20 Scots participating, 4 of these Fleet 30 sailors ended up in the top ten. The JYC hospitality was outstanding and the John Batte's entertained the Scots with a wonderful party at their home on Friday evening. The greatest "happening" of the regatta was a gosh-awful jam at the first mark in the second race, with around 80 boats in the four racing classes merging at this point in the very light airs. It is reliably reported that one of the top F/S skippers was carried around the mark stern first, which brought up the sea-lawyer's question - Did he leave the mark to port according to the rules? And then the wind came up, and everything ended happily.

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Commodore Clifford H. Springer of the Royal Palm Yacht Club, Fort Myers, Florida, has suggested that the 1968 Flying Scot Mid-Winter Regatta be held the weekend of March 2nd. A second suggestion is the March 16th weekend. We will let you know as soon as we hear from Fred Weintz about the final decision as to the date. The Flying Scot sailors who attended this "Jack Cochrane" Regatta in 1967 rated it as "tops".

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FSSA Members are asked to vote for the Martini & Rossi TOP YACHTSMAN OF 1967 and for THE TOP YACHTSWOMAN OF 1967, sending in your ballot to P.O. Box 323 Lenox Hill Station, New York, N. Y. 10021 prior to December 31, 1967. Send in the form available in yachting magazines, or just drop Martini & Rossi a note with your vote and receive the booklet TACTICS THAT WIN.

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Clyde Haas, President of F/S Fleet 39, and others in Fleets 39-50-55, are still attempting to obtain full clarification as to their Scot District in the Southwest. We will be glad to publish this information as soon as it is made available to Scots N' Water.

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Orville White reports frosty nights in Montreal - that's the place where we had such a good time in August - and Scot sloops being hauled out right and left, heading for winter storage. Fleet Captain Donald Brown picks up F/S Fleet 36 championship award for 1967, a Dr. Ford Stevens designed trophy. Don and Eleanor, and their four sons, had pulled the same trick in 1965 and again in 1966 too. One of the local Scot skippers 'phoned Orville the other day to tell him what a good season he and his wife had had this year - he is 83 and his wife is 78. Many of the Scot teenager crowd are branching out and using their Scot experience in other types of craft - for example, Euan (15) and Celia (13) Swan together won the World Junior Sailing Championships, making them the first and only Canadians to ever win a World Sailing Title, according to Orville.

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Past Commodore Don Shoemaker, Crab Orchard Lake Sailing Club, Carbondale, Ill. is now a Flying Scot owner, having purchased #606 from John Albert, and is welcomed as a new member of Fleet 30.

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Steele Griswold, upon learning of newly elected National Measurer Jack Cochrane's death, immediately contacted Fred Weintz, stating that he will be pleased to stay on as National Measurer pending the naming of a successor, a fine gesture on Steele's part.

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The Mid-Winter Dinner Meeting of the Flying Scot Sailing Association will be held at the Barbizon Plaza Hotel in New York City Friday evening, February 16, 1968. This is a little later than usual, due to the National Boat Show dates being February 10-18, 1968.

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FLEET 23 NEWS - Although the Bill Garrett's did not cover themselves with glory at Montreal, they did win first place in the early summer series and also won the 2-boat race-off against Manning Grinnan for over-all first for the season - the "Kil" Adams Cup. Many Dallas Scot owners have teenagers, so Saturday racing is being set up - with no adults aboard.

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Francis Lofland reports from Wichita that they are pushing hard to get a group of Scots going in the Fargo, North Dakota area, using Lofland-built Flying Scots.

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Dr. Derrick Lonsdale says that we mixed up our figures about him a bit in the September Scots N' Water. We should have said that, in winning the 1967 F/S Ohio Districts, he sailed his old standby, F/S #7, rather than to erroneously say that Derrick belonged to Cleveland's F/S Fleet #7. We knew all the time that Cleveland's Fleet is #12, darn it!

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CAVEAT EMPTOR (Subject to prior sale)

F/S #992 - Meridian blue hull, white deck, built by Customflex in 1966. Completely equipped, including running lights, cockpit cover. Pamco trailer, new 3.9 HP Mercury, Boston spinnaker, Tasker main and jib. \$2800. Owner - Clinton R. Weber, 28280 Wildwood, Farmington, Michigan. Telephone 476-0560. The Weber's also say: - "We have enjoyed sailing our Scot very much, but would like a larger boat".

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NEW FSSA ACTIVE MEMBERS

- 52 Edward T. Loughridge, 521 Woodland Rd., Mansfield, Ohio 44906.
267 Francis D. Curran, 344 Merrimac St., Newburyport, Mass. 01950
731 John P. Bodle, R.R.#1, Portland, Indiana 47371. With Waua, sails
CALADONIA with F/S Fleet 29 at Muncie, Ind.
779 Paul McBride, 1518 East 58th, Tulsa, Okla. 74105. Fl. #59-
CROSS-EYED BEAR.
826 Richard J. Remsberg, 519 Fairland Dr., Alma, Mich. 48801. F/S
Fl. 41.
974 C. C. Carter, 4045 S.W. Parkview, Portland, Oregon. Member of
Rose City Yacht Club. Sails on Columbia River or on Puget Sound.
1006 Charles E. Lapp, Jr., 123 Grove Ave., Cedarhurst, N.Y. 11516.
Sails at Sattaire Fire Island Beach, L.I., N.Y.
1081 C. Kenneth Dyer, 22 N. 25th St., Camp Hill, Pa. 17011. Sails out
of the Susquehanna Y.C. on the Susquehanna River near Harrisburg
or York, Pa.
1110 Charles A. Campbell, 65 Mansfield Ave., Darien, Conn. 06820.

NEW FSSA ASSOCIATE MEMBERS

- Wava L. Bodle, Portland, Indiana.
Marvin Duke, 10 Montague Terrace, Brooklyn, N.Y.

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NEW BOAT NUMBERS ASSIGNED

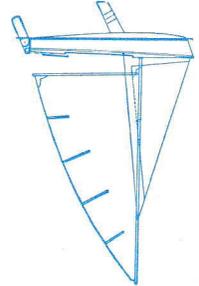
- 1041 Kenneth E. Mockridge, 79 Lake Ave., Center Moriches, N.Y.
1121 Clyde Haas, 903 East 5th, Coffeyville, Kansas 67337. (Did own 248
& 891).
1134 Paul R. Langelier, 418 Tammy, San Antonio, Texas 78216.
1147 Dr. Fred Riley, 3718 Hundred Oaks, San Antonio, Texas.
1153 Gordon Lodge, Inc., Sturgeon Bay, Wisconsin
1161 David Steere, 4726 Kelsey Road, Dallas, Texas 75229.
1179 Keeve M. Siegel, 1425 Hatcher Crescent, Ann Arbor, Michigan.
1191 Edward Yerger, 118 Geneseo, San Antonio, Texas. (Formerly owned 492).
1193 T. Carroll Brown, 628 Old Orchard Road, Belair, Maryland.
1195 Dr. William Steven, 1120 Minisink Way, Westfield, N.J.
1196 Charles A. Gholz, 5510 Warrington, New Orleans, La. 70122.
1200 Joseph Becker, 122 South Drive, Pittsburgh, Penna. 15238.
1202 William Kamke, 3748 Edgevale Road, Toledo, Ohio
1203 Dr. Stanley Barron, 92 Barton Drive, Sudbury, Mass.
1204 Paul McRoy, 25 Bonnie Brae, Rte. 4, Carbondale, Ill. (Paul did own 575).
1205 Dr. G. E. Thistlethwaite, 1514 E. LaSalle Ave., South Bend, Ind. (Ex-504).

BOAT TRANSFERS (Former owner in parentheses)

- 20 Samuel R. Bugg, Jr., 5959 S. Shenandoah Rd., Mobile, Ala. (Robt.
Buchner).
42 Robert S. Zerkel, 5647 Rutherglenn, Houston, Tex. (Ed Bluestein, Jr.).
52 E. T. Loughridge, 521 Woodland Rd., Mansfield, Ohio (Henry Huber).
86 Mrs. J. Dow, New Fairfield, Conn. (J. O'Malyev).
88 Frank Martens, 1304 Eastview Ave., Columbus, Ohio (Ron Cowman).
130 Gus Erickson, Fox Ridge, Brewster, N.Y. (Harold Schaefer).

(cont.)

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



Mr. Alan K. Douglass
Pennington St.
Oakland, Md. 21550

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

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-8-

- 303 Monfred Kaehler, 21 Ferris Lane, Poughkeepsie, N. Y. (George A. Hodge).
- 358 Frank C. Shoemaker, 361 Walnut Lane, Princeton, N. J. (K. H. Norris).
- 366 John White, Crestview Drive, Brookfield Center, Conn. (Ted Brown).
- 598 John L. Nelson, Rte. 1, Box 181, Nashotah, Wisc. 53058 (Malcolm Vail).
- 606 Donald J. Shoemaker, 2706 Kent Drive, Carbondale, Ill. (John Albert).
- 779 Paul McBride, 1518 E. 58th, Tulsa, Okla. (Dr. Kitchen).
- 795 Chas. Gereg, Jr., Bethel, Conn. (Benjamin Dole).
- 826 Dr. Richard J. Remsberg, R-3, Alma, Michigan (Starboard Sailboats).
- 891 Doug Lee, 2827 Pearl, Joplin, Missouri (Clyde Haas).
- 1005 Lewis Nitkin, 31 Red Top Drive, W. Hartford, Conn. (Edelman Estate).
- 1006 Charles E. Lapp, Jr., 123 Grove Ave., Cedarhurst, N. Y. (David N. Southard).