

# SCOTS

## n' water .....

Vol. X, No. 4  
April, 1968  
Chas. S. Silsbee, Editor  
760 Foxdale, Winnetka, Ill. 60093

### fleets

- |                                     |                                  |                                       |
|-------------------------------------|----------------------------------|---------------------------------------|
| 1 - COWAN LAKE, OHIO                | 24 - CANDLEWOOD, LAKE, CONN.     | 47 - EGG HARBOR, WISC.                |
| 2 - COLUMBUS, OHIO                  | 25 - MILWAUKEE, WISC.            | 48 - CHARLOTTE, N. C.                 |
| 3 - WILMETTE, ILL.                  | 26 - TOLEDO, OHIO                | 49 - LAKE GRANITE SHOALS, TEXAS       |
| 4 - MANSFIELD, OHIO                 | 27 - RALEIGH, N. C.              | 50 - OKLAHOMA CITY, OKLAHOMA          |
| 5 - BURLINGTON, VT.                 | 28 - SHEEPSHEAD BAY, N. Y.       | 51 - SEABROOK, TEXAS                  |
| 6 - OAKLAND, MD.                    | 29 - MUNCIE, IND.                | 52 - LAKE ORION, MICH.                |
| 7 - RIVERSIDE, CONN.                | 30 - CARBONDALE, ILL.            | 53 - LAKE CAYUGA, N. Y.               |
| 8 - DETROIT, MICH. (EDISON)         | 31 - SHORE ACRES, N. J.          | 54 - LAKE GEORGE, INDIANA             |
| 9 - STURGIS, MICH.                  | 32 - GALVESTON BAY, TEXAS        | 55 - WICHITA, KANSAS                  |
| 10 - MANHASSET BAY, N. Y.           | 33 - LONDON, ONTARIO             | 56 - FT. MYERS, FLORIDA               |
| 11 - ROCKPORT, MASS.                | 34 - RAY, INDIANA                | 57 - HARWICHPORT, MASS.               |
| 12 - CLEVELAND, OHIO (EDGEWATER YC) | 35 - CHAUTAUQUA, N. Y.           | 58 - BOSTON, MASS.                    |
| 13 - CHATTANOOGA, TENN.             | 36 - MONTREAL, QUEBEC            | 59 - TULSA, OKLAHOMA                  |
| 14 - SPRINGFIELD, OHIO (KISER LAKE) | 37 - WESTERVILLE, OHIO           | 60 - BURNHAM PARK, CHICAGO, ILL.      |
| 15 - GULL LAKE (KALAMAZOO) MICH.    | 38 - MOBILE, ALA.                | 61 - NORTH FALMOUTH, MASS.            |
| 16 - DETROIT, MICH. (DYC)           | 39 - PORT GROVE, OKLA.           | 62 - LAKE THOMAS, TEXAS               |
| 17 - GROSSE POINTE, MICH.           | 40 - INVERNESS, CALIF.           | 63 - HAVRE DE GRACE, MD.              |
| 18 - DETROIT, MICH. (DBC)           | 41 - CRYSTAL LAKE, MICH.         | 64 - MENOMINEE, MICH.-MARINETTE, WIS. |
| 19 - BERLIN LAKE, OHIO              | 42 - WASHINGTON, D. C.           | 65 - DELLROY, OHIO (ATWOOD LAKE)      |
| 20 - PORTAGE LAKE, MICH.            | 43 - SOUTHPORT, CONN.            | 66 - PORT ARTHUR, TEXAS               |
| 21 -                                | 44 - EPHRAIM, WISC.              | 67 - SAN ANTONIO, TEXAS               |
| 22 - SPRAY BEACH, N. J.             | 45 - JACKSON, MISS.              | 68 - MADISON, WISCONSIN               |
| 23 - WHITE ROCK LAKE, DALLAS, TEX.  | 46 - HEMPSTEAD BAY, L. I., N. Y. |                                       |

### IT'S ABOUT THAT TIME OF YEAR AGAIN FOLKS - - - 1968 REGATTA DATES

F/S District Eight Open Regatta, Dallas, Texas - April 20-21.  
F/S District Seven Championships, Lake Lanier, Georgia - May 25-26.  
June Bug Invitational, Fanshawe YC, London, Ontario - June 8-9.  
Washington Yacht & Country Club Regatta, Washington, N. C. - June 8-9.  
F/S Mid-West Districts, Clear Lake, Ray, Indiana - July 13-14.  
F/S North East Districts, Shore Acres, New Jersey - August 1-4.  
F/S North Americans, Riverside, Connecticut - August 25-31.

- - - S-&-W - - -

1968 MEASURER'S GUIDE - compiled by Steele T. Griswold, National Measurer, and is available to F/S Fleet Measurers who should write Steele at Williston, Vt. 05495 if interested. It includes the guide's purpose, all rulings of Chief Measurers from 1962 through 1967, miscellaneous measurement notes, directions for measuring sails and F/S National Regatta Measurement Check Sheet. A dozen pages of very useful data!

- - - S-&-W - - -

A FEW MISCELLANEOUS REMINDERS - Please send in your 1968 FSSA YEAR-BOOK information to Helen Rippel - - - Anyone not paid their dues yet? - (also should be sent to Helen) - - - Patches for cap or jacket at \$2 each, postpaid, are available from Bill Garrett, Treas., 3508 Lexington Ave., Dallas, Texas 75205. Maybe every Scot sailor will be wearing one of these 2-7/8" x 2-1/2"



F/S insignia in 1968 - - - Scots 'N Water advertising rates are \$4 per issue for up to 5 sq. in. and \$8 for 10 sq. in. - - - Closing date for the May 1968 issue is April 27th.

- - - S-&-W - - -

#### FLEETING NEWS AND OTHER SCUTTLEBUTT

London, Ontario Fl. 33 Correspondent Philip Luno advises that George Foster is the '68 Fleet Captain, active racing starts May 19 and all F/S sailors are welcome to attend the Fanshawe YC June Bug Regatta - - - - Wilmette, Illinois Fleet 3 has set up a Junior Race Series, a race schedule for frustrated distaff skippers, group family day-sailing luncheon and swimming outings and after-races "get-togethers" - - - - John Gruber, 153 Plumb Tree Road, Deerfield, Illinois 60015, A/C 312 945-0580 is looking for a used Scot - - - - Orville White's Fleet 36 Spring Bulletin from Montreal backs up our efforts to increase FSSA Membership, says to write him if interested in more details about the Elvstrom Bailers and includes enthusiastic comments from Peter Rior-dan, V.P., Olympic Yacht Craft Corp., the Canadian builder of the Flying Scot - - - - Harold Jennett reports for Fl. 8., EBC, Detroit, that all of their Scots will be launched April 6th, with opening day superstitiously scheduled for April 13th. Dick Shattuck, rigging chairman, has just become engaged to last year's EBC top lady skipper, Judy Hallman. The EBC F/S novice class for 1968 totals around forty. - - - - Note to FSSA Brass: Requests continue to be received for F/S Sailing and Regatta manuals - - - - John R. Knott, 801 Eastmoor Dr., Iowa City, Iowa 522240, an ex-Windmill skipper with a bad back, is interested in finding a used Scot, mentioning that there are no Scots in the area - - - - Dick Sachs sends in a delightful letter about Fleet 53 and the privilege of becoming FSSA members for daughter and self - - - - For those who have been asking for a source of obtaining trophies, the Edwin W. Lane Co., 32 W. Randolph, Chicago, 60601 supplied the trophies to Paul McRoy for the F/S Mid-Winters at Ft. Myer, Fla. Thistle Sec'y. Honey Abramson informs us that Fenwood Corp., 105 Meadow St., Fairfield, Conn. has made Thistle trophies. And Russ O'Brien, F/S #247, says that he has seen a full model of a F/S made by S. Wolvek, 1463 Ocean Ave., Brooklyn, N.Y. 10030, Tele. CL 2-0494. At least this is a start - for those wishing trophy information. Thanks to those for sending in the data to us.

- - - S-&-W - - -

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Cal. 94965



## TACKING - HOW, WHY, WHEN

By Vincent DiMaio

### PART I - HOW

Any sailboat maneuver that is performed often deserves critical analysis, especially to the racing buff where speed and efficiency can pile up many boat lengths of loss or gain. Tacking is the most common maneuver - and one of the most critical. To many, completing a tack without losing a crew overboard or colliding with another boat is good enough. This may be fine for day sailing, but racing demands perfection and tacking is a good place to start.

The ideal tack brings a sailboat from a course of 45° to the wind through a 90° arc with a minimum of drag and in the shortest time. The technique varies with the type of boat and the wind and wave conditions. In light boats with deep fore and aft curvature to the bottom, such as Snipes and Interlakes, the tiller is usually put over hard to kick the stern around quickly. Forward momentum in light boats is lost rapidly, and these boats with their short waterlines, will therefore pivot quickly. In heavier boats with a long straight keelson, such as the Scot, the turning action of the rudder must be slower or the rudder drag, due to forward motion, will be high. The greater momentum of the heavier boat will carry it farther to windward without stalling and permit a much more gradual and smoother maneuver with a minimum of sideways hull drag. A minimum of 3/4 centerboard should be carried to increase the pivotal action about the center of the boat. Too, the crew should be located close to each other near the center of the boat to reduce inertia - a big factor when the crew numbers more than two and are spread out.

There are two schools of thought on jib trim during this operation. The first is to let the jib fly as soon as the tiller goes over so as to create more weather-vane effect. The second is to hold the jib until it actually luffs. I subscribe to the latter because I feel that the swing of the bow to windward creates a favorable air flow over the jib and into the slot; and the forward drive developed helps pull her bow around. Many years ago I had a large schooner that just would not come about without her headsails. Trimming the jib on the new tack should be done quickly, but not so quickly that the jib is dragged around the front of the mast before it is blown around by the wind. As the sail fills on the new tack, the boat should be laid off the wind a bit more than normal to regain boat speed, then feathered back to the new course. In very light air, greater and faster rudder motion is required, since there is little water flow over the rudder blade and much less momentum. In light air, heeling the boat helps, since this increases weather helm or the natural tendency for the boat to turn into the wind by herself. Also in light air, laying the boat off a bit to gather more speed before tacking can be a big help. In very heavy air several other considerations become important. First, the condition of the sea. In rough seas, pick a smaller series of waves to tack into. Waves usually come in series and normally there are a few smaller waves following a real big one. Time the tack so you do not head directly into the wind when the bow is just reaching the crest, for this is the point of slowest movement - just when you need the most push uphill. In high winds, quicker rudder action is needed, both to overcome the slowing effect of the waves and the greatly increased air resistance of induced drag.



Here, rudder drag is a small factor, whereas boat speed has a large influence. In heavy weather, heeling is not helpful because it reduces the pivotal action of the centerboard and the effective depth and direction of the rudder as well as the forward speed of the boat. In all of these conditions, it is assumed that the crew and skipper move to the proper side of the boat without confusion. In light air, move slowly and smoothly so as not to shake the air out of the sails; in heavy air quickly to prevent excessive heeling. In very heavy air, it is more important to get the crew on the high side first and then trim in the jib. The order of precedence in my boat is to get the skipper to the high side first, then the jib man and lastly the third member who has no specific duty. In medium air, a well executed tack in a boat such as the Scot, will lose about one full boat length compared to a boat which does not tack. A poorly executed tack can cost two full boat lengths. In very light and very heavy winds, these distances about double. The moral here is to become proficient at tacking and not to do it unless absolutely necessary or if you can gain more than one or two boat lengths by taking the tack. A skipper who knows exactly how fast he can tack and how far he can travel during the tack is in a much better position to complete a perfect safe leeward position on a competitor rather than being run over by the competitor and wallow in his wind shadow. He can also judge nicely whether he is able to get into the small gap in a parade of starboard tack boats sailing down the lay line to the weather mark, or have to sail down the long line to the end. Be sure that your ability to tack can guarantee your position in a covering duel to the finish line - or being able to slip out from under a competitor covering you. It's really not well enough to be able to tack well. You must also know exactly how well in order to use it as a defensive and an offensive tool in those critical situations that can cost several places at the finish line. (PART II - WHY AND WHEN will appear next month. ED.)

- - - S-&-W - - -

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1968 FLYING SCOT NORTH AMERICANS - RIVERSIDE, CONN. - AUGUST 25-31

Host Fleet 7, already busy with Regatta plans, has designated Sunday, Monday and Tuesday, August 25-27, for Registration, Measuring and Launching, with a Tune-Up Race and the Annual FSSA Meeting also scheduled for Tuesday. The first and second race will be held on Wednesday, followed by an informal party in the evening. Third and fourth races will be on Thursday. On Friday, the fifth and any make-up races will be held; awards dinner in the evening. Saturday is left open for make-up races if necessary.

Here are some of the people who are working to make the 1968 Championship a great regatta.



Seated - Bob Vance, Regatta Chairman and Fred Weintz, our FSSA President. Standing, 1 to r - Dick Lewis, Publicity; Don Butters, Recorder; Dave Griffin, Housing; Bearns Smith, Treasurer; and Lew Howe, Executive Planning Committee.

Blocks of rooms for the Regatta have been reserved at several motels in the Riverside area. As accommodations in August are in tight supply, it is important to secure rooms with a one-night deposit as soon as possible. Prices range from \$18 to \$26 per night for double occupancy. Charges for additional family members will vary from zero to \$3.50 per night. The lower priced rooms will be assigned preferentially in order of the date of receipt of your deposit. In addition, a few suites with two bedroom are available at competitive costs for larger parties.

Please fill in the form on page 6 and return it at your earliest opportunity. Enclose a check for \$20 for one night deposit (an average rate) if you wish to secure accommodations now. In any event, please fill in the form to help in finalizing Regatta plans. If you wish more housing details, write or call Dave Griffin, 20 Summit Road, Riverside, Conn. 06878, A/C 203 637-0388. Form and check should be sent to Bearns Smith, 35 Wesskum Wood Road, Riverside, Conn. 06878.



NAME _____	SAIL NO. _____
ADDRESS _____	
_____	
EXPECTED DATE OF ARRIVAL _____	OF DEPARTURE _____
NUMBER OF ADULTS _____	NUMBER OF CHILDREN UNDER 12 _____
NUMBER OF ROOMS DESIRED _____	CHECK FOR \$20 ENCLOSED - YES NO (circle)
I WANT INFORMATION ON SUITES - YES NO (circle)	
I WANT INFORMATION ON CAMPING - YES NO (circle)	
<u>FSSA NORTH AMERICAN CHAMPIONSHIP REGATTA - RIVERSIDE, CONN.</u> <u>AUGUST 25 - 31, 1968, SEND FORM AND CHECK TO BEARNS SMITH.</u>	

- - - S-&-W - - -

FRED, OH FRED! HEY FRED!

"All the F/S owners in New Mexico are sore, wounded and outraged by your statistics in the March issue of Scots 'N Water, which deprive our fair state of its rightful place in the sun in favor of a skimpy front doorstep of a state called Connecticut.

I refer to the percentage of F/S owners who are also FSSA members. The whole F/S community in New Mexico is a loyal FSSA member, and considers that if enthusiasm is a reasonable measure, ours is indeed a 'major Scot state'. -- John W. Evans F/S 838".

- - - S-&-W - - -

NEW ACTIVE MEMBERS OF THE FSSA

- 42 - Robert S. Zerkel, 5647 Rutherglenn, Houston, Tex. - Fleet 32.
- 184 - Edward Galloway, 416 Grove St., Glencoe, Ill. Now full owner.
- 278 - Oliver J. Deex, 2301 S. Overlook Rd., Cleveland Hts, O. - Fl. 12.
- 289 - John B. Torinus, Jr., 445 W. Foster St., Appleton, Wis. - Fl. 47.
- 328 - Rev. Stewart Pierson, Deer Island, Me. Sails on Penobscot Bay.
- 450 - John D. Cochrane III, 1530 Edinborough, Ann Arbor, Mich. Fl. 34.
- 487 - Richard A. Engle, 4504 River Ridge Dr., Lansing Mich. Sails  
SORCERESS on Lake Cora near Paw Paw, Delta Yacht Club.
- 498 - Geo. D. Garber, 497 Marion Ave., Mansfield, Ohio. Fl. 4.
- 521 - Taylor F. Affelder, 26 Locust Lane, Bronxville, N. Y. Sails  
LAISSEZ-FAIRE on Twin-Lakes near Milford, Penn.

(continued on pages 8 and 9)

F/S MID-WINTERS HELD ON MARCH 2-3 ON THE CALOOSAATCHEE RIVER

Preceded on February 18th by the Annual Edison Pageant of Light Regatta which was won by Paul McRoy, Fred Crapo, second and John Walters, third, the Flying Scot Mid-Winter Regatta at Ft. Myers, Florida, drew eleven Scots. Again, the sailing waters, club facilities, hospitality of the local sailors and the weather made this a most satisfying and memorable experience.

Fred Meno, Columbus, Ohio, with his Polynesian friend Vince Di Maio of Toledo as crew, carried away the honors with four firsts and one second. Paul McRoy of Carbondale, Illinois was second, John Walters, Cape Coral, Florida, third, Ken Lawson of Ashville, N. Y., fourth and Fred Crapo, Muncie, Indiana, fifth. Other starting skippers were Ted Glass, Mt. Vernon, Illinois, Sam Shaw also of Mt. Vernon, G. E. Thistlethwaite, South Bend, Indiana, Bill Singletary, Durham, N. C., Dick Helmold, Apex, N. C. and Bill Moore, Naples, Florida.

Fran Cochrane's thoughtful report on the regatta held at the Royal Palm Yacht Club thanks the many good sailors who wanted to make it an outstanding one "for Jack". Fred Meno's name was inscribed as the first winner on the new Jack Cochrane Memorial Trophy.

Paul McRoy adds an interesting paragraph to his Regatta comments: - "Between regattas we flew to GeorgeTown, Exuma in the Bahamas, to spend five delightful days at OUT ISLAND INN. I will have to give it a 'rave' rating. It is in a setting of superb beauty with excellent sailing (in Scots), wonderful beaches, crystal clear water and excellent food."

- - - S-&-W - - -

F/S FIFTH DISTRICT (MIDWEST) REGATTA - CLEAR LAKE, RAY, INDIANA

Host Fleet 34, through Frank Spangler, Publicity Chairman, has sent a notice to all eligible Scot skippers, announcing the July 13-14 date and inviting them to participate. On Thursday, July 11th, there will be advanced registration, open sailing, Yacht Club open house with bar open in the evening. Same for Friday, July 12th, plus measurement from 4-9 P. M. On Saturday, registration and measurements start at 0800, with a Continental breakfast provided. The remainder of the day - Skippers meeting at 9, 1st race at 10, lunch at noon, second race at 1:30, third race at 3:00 and at 6 P. M. will be cocktails and dinner, Eaton Springs Trout Club nearby. On Sunday, the Skippers meeting will be at 9, fourth race at 10, Lunch at noon and Presentation of Prizes at 1 P. M. Entry fee is \$10. Box lunches will be available Saturday and Sunday at \$1.50. Dinner Saturday night approximately \$5.

Clear Lake is located in Steuben County, NE corner of Indiana resort land. Please make your own reservations. And send in your regatta entry post card prior to May 1st. Accommodation suggestions: - Lakeside Hotel, Clear Lake, Ray, Ind., Redwood Motor Lodge, R.R. #2, Fremont, Ind. (Holding a block of rooms for F/S sailors), Holiday Inn Motel, Angola, Ind. (Opening in spring), Pokagon Indiana State Park, Lake James, Indiana, Holiday House Motel, R.R. #1, Fremont, Indiana 46737, near turnpike interchange. For further information, contact Frank T. Spangler, 400 North Portland St., Box 71, Bryan, Ohio 43506.

- - - S-&-W - - -



1968 FSSA NORTH EAST DISTRICT REGATTA - MARK YOUR CALENDAR

Eligible Flying Scot skippers in all of the N. E. District are cordially invited to what should be an exciting five race series. (See March issue of S&W for our excellent winds and race conditions). It will be held at Shore Acres Yacht Club on Barnegat Bay, Shore Acres, N.J. on August 1, 2, 3, 4. A six leg Olympic type race course will be sailed in delightful steady winds in good safe area for all to enjoy (we hope). Detailed information has been mailed out. If for any reason you have not received yours, or require additional information, please contact : - Ralph Manee, F/S #386, Chairman, 71 Jefferson Blvd., Staten Island, N. Y. 10312, A/C 212 984-5516. During July and August, at A/C 201 255-1832. -RWM

- - - S-&-W - - -

JUNIOR SAILORS in Flying Scot fleets will be interested in turning to page 244 of the April 1968 issue of YACHTING to learn about the new book available at \$2.50 per copy on "JUNIOR YACHTING: The PROGRAM And The STUDENT".

- - - S-&-W - - -

WASHINGTON, D. C. F/S FLEET #42, as reported by LaVerne Taylor, Corr. Sec., has developed plans to encourage participation in all activities, social as well as nautical, and also is looking forward to meetings with Fleets 6 and 63 during 1968. Enhancing the fleet spirit, under the enthusiastic leadership of Fleet Captain Cobe Marston, has already started. For example, at the February 23rd gathering, awards for 1967 were made to the following persons: Joe Galliher - The Turn Turtle Award, Ed Sharp - The Transom Award, Bill Huston - The Nonchalant Sailor Award, Lee Moreland - The Break-the-committee-boat-flag-Award, Nellie Koomen - The Betsy Ross of Fleet 42 Award, Archer Taylor - The Better Luck Next Time Award.

- - - S-&-W - - -

A F/S "A-FRAME" ERECTION DEVICE FOR MAST has been developed by Edward L. Smith, 1601 Royal Oaks Drive, Waco, Texas 76710, using the power of the trailer winch for erection and lowering. For further details, drop Ed a note. S&W also has several photos.

- - - S-&-W - - -

1968 LANDS' END YACHTSMAN'S EQUIPMENT GUIDE is available from Lands' Edn Yacht Stores, Inc., 2241 North Elston Ave., Chicago, Illinois 60614 at \$2.50 a copy. Outstanding for this type of a publication.

- - - S-&-W - - -

THE CENTRAL STATES SAILING ASSOCIATION is composed of 16 clubs in Arkansas, Kansas, Missouri and Oklahoma, with approximately 260 members. In three of the four regular regattas in 1967, the Scots had the best turnout according to Joe Becker, F/S #1247-"JOE BLOW".

- - - S-&-W - - -

NEW ACTIVE MEMBERS OF THE FSSA (continued)

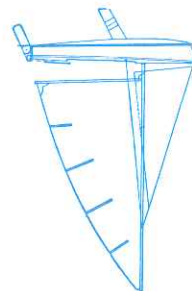
- 542 - Fred B. Hadley, 404 S. State St., Pioneer, Ohio. Fleet 34.
- 575 - John F. Busch, 3242 Kirk Rd., Youngstown, Ohio. Sails ETUDE with Fleet 19, Berlin Yacht Club.
- 606 - Dr. Donald J. Shoemaker, 2706 Kent Dr., Carbondale, Ill. Doc and NIGHT OWL are with Crab Orchard Lake Fleet 30.
- 608 - G. R. Atkins, 1766 Indian Way, Oakland, Calif.
- 627 - George W. Berry, 711 Electra, Houston, Tex. Fleet 32.



- 655 - G. Bernard Smith, 1610 Coventry Rd., Charlotte, N. C. Sails "MY SCOT" on Lake Norman.
- 665 - Harry J. Vande Velde, 1575 Belle Ave., Lakewood, Ohio. Sails DRIP DRY with Fleet 12 out of Edgewater Yacht Club.
- 687 - Dr. F. C. Greiling, 533 Lincoln Rd., Grosse Pte., Mich. Sails MISS-TEE on Lake St. Clair.
- 689 - David L. Kabaker, 3280 Daleford Rd., Shaker Hts., Ohio. Sails with Fleet 12 out of Edgewater Yacht Club.
- 764 - James M. Wainger, 21 San Gabriel Dr., Rochester, N. Y. Sails THEODORA on Canandiagua Lake.
- 772 - Wm. H. Moore, 5322 Bayshore Ave., Cape Coral, Fla. Sails BLUE SMOKE with Ft. Myers Fleet 56.
- 786 - George I. Rockwood, Jr., 122 Sandy Valley Rd., Dedham, Mass. With Harwichport Fleet 57.
- 830 - F. J. Ricketts, 705 Sweet Briar, Milford, Mich., Sails AEOLUS on Kent Lake near Brighton, Mich.
- 848 - John Beckman, 610 Forest Ave., La Porte, Tex., Seabreeze Sailing Club, Fleet 32.
- 862 - Richard H. Sachs, 412 S. Elmer Ave., Sayre, Pa., Fl. 32.
- 898 - Arthur V. Pingree, 300 Angus St., Port Arthur, Ontario. Sails PINPOINT on Two Island, Dog and Nipigon Lakes.
- 899 - Noel K. Salathe, 4990 Grosvenor Ave., Montreal, P.Q., Canada. Sails DANS LE VENT with Fleet 36.
- 916 - Charles H. May, 6515 Tensbury Court, Charlotte, N. C. Plans to join Fleet 48; sails on Lake Norman.
- 959 - Philip V. R. Thomson, 514 Main St., Harwich Port, Mass. Sails FRANTIC with Fleet 57.
- 981 - Thomas Williams, P. O. Box 305, Inverness, Cal. 94937. Fl. 40.
- 995 - Richard H. Hodgson, 5909 Cherrywood Lane #304, Greenbelt, Md. Moving back to Fargo, N. D. after June. Will sail GOOD GRIEF II with new fleet at Cotton Lake, Minn. that Jack Lester told us about in last month's S&W. Cotton Lake YC.
- 1111 - Hal Power, 92 Saddle Rock Road, Valley Stream, N. Y. Sails HAJER out of Narrasketuck YC, also Lake George & S. Oyster Bay.
- 1118 - T. Hillis Eskridge, 4640 S. Columbia Ave., Tulsa, Okla. With Fleet 59, Windycrest Sailing Club, Keystone Lake, Tulsa.
- 1125 - Dr. D. S. Carnahan, Jr., 1410 Jackson St., Alexandria, La. 71301. Sails on Lake St. John near Ferriday. Delta YC.
- 1127 - William W. Zechel, 9 Beverlee Dr., Nashau, N. H. Sails AUDACITY on Portsmouth Harbor from Kittery Point YC.
- 1139 - Thomas E. Powell, 58 E. 219th St., Euclid Ohio. Sails on Lake Erie and also on Lake Geneva at Williams Bay, Wis.
- 1143 - Austin R. Pickering, 6404 Inverness Dr., Rockford, Ill. Sails on Lake Geneva, Wis.
- 1144 - Authur F. Hoffman, 3619 Harris Rd., Fort Wayne, Ind. Fleet 34.
- 1156 - Herman O. Ankenbruck, 1235 Louise Dr., Rt. 2, Portage Lake, Pinckney, Mich. Fleet 20 - CALYPSO - Huron Portage YC.
- 1159 - Thomas F. Ehman, Jr., 9072 Dexter - Pinckney Rd., Pinckney, Mich. 48169. Fleet 20, Huron Portage YC.
- 1160 - Richard H. Wildermuth, 130 Kilbrun Rd., Garden City, N. Y. Summer - 5 Pilgrim Rd., Harwich Port, Mass. Sails VAGRANT with Fleet 57. Stone Horse YC.
- 1177 - John R. Laird, 2445 Adare, Ann Arbor, Mich. With Fleet 20 at Portage Lake. Huron Portage YC.



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- 10 -

### CAVEAT EMPTOR - (Subject to prior sale)

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Burlington, Vt. A/C 802 864-0458.  
Office - A/C 802 864-4511, Ext. 616.

F/S #385, Douglass built. Blue hull, white deck, two sets of Boston sails, spinnaker, Gator trailer, all gear - \$1500.  
Robert M. Kimball, 11 Dogwood Drive,  
Madison, N. J. A/C 201 IR7-0787.

F/S #65, - Reconditioned completely by Douglass Boat Co. Light blue hull, oyster white deck, Ulmer main and jib (overhauled), new battens, anchor and line, special F/S trailer-tows beautifully, all Douglass standard rigging and fittings. Total value if new - \$2907.

(Plus about \$600 shipping charge from east coast factory).

ASKING PRICE FOR NEGOTIATION - \$2100.

Can deliver within limits and will bargain.  
Write or call David G. Barry, 520 Nino Ave.,  
Los Gatos, Calif. 95030. A/C 408 356-9496.

F/S #658, Customflex 1966. Light blue hull, white deck, Boston main and jib, Gator trailer, Custom cockpit cover. William R. Brakora, 3420 Mack Rd., Saginaw, Mich.  
A/C 517 752-6579. - \$2300.