

fleets

- | | | |
|-------------------------------------|----------------------------------|---------------------------------------|
| 1 - COWAN LAKE, OHIO | 25 - MILWAUKEE, WISC. | 49 - LAKE GRANITE SHOALS, TEXAS |
| 2 - COLUMBUS, OHIO | 26 - TOLEDO, OHIO | 50 - OKLAHOMA CITY, OKLAHOMA |
| 3 - WILMETTE, ILL. | 27 - RALEIGH, N. C. | 51 - SEABROOK, TEXAS |
| 4 - MANSFIELD, OHIO | 28 - SHEEPSHEAD BAY, N. Y. | 52 - LAKE ORION, MICH. |
| 5 - BURLINGTON, VT. | 29 - MUNCIE, IND. | 53 - LAKE CAYUGA, N. Y. |
| 6 - OAKLAND, MD. | 30 - CARBONDALE, ILL. | 54 - LAKE GEORGE, INDIANA |
| 7 - RIVERSIDE, CONN. | 31 - SHORE ACRES, N. J. | 55 - WICHITA, KANSAS |
| 8 - DETROIT, MICH. (EDISON) | 32 - GALVESTON BAY, TEXAS | 56 - FT. MYERS, FLORIDA |
| 9 - STURGIS, MICH. | 33 - LONDON, ONTARIO | 57 - HARWICHPORT, MASS. |
| 10 - MANHASSET BAY, N. Y. | 34 - RAY, INDIANA | 58 - BOSTON, MASS. |
| 11 - ROCKPORT, MASS. | 35 - CHAUTAUQUA, N. Y. | 59 - TULSA, OKLAHOMA |
| 12 - CLEVELAND, OHIO (EDGEWATER YC) | 36 - MONTREAL, QUEBEC | 60 - BURNHAM PARK, CHICAGO, ILL. |
| 13 - CHATTANOOGA, TENN. | 37 - WESTERVILLE, OHIO | 61 - NORTH FALMOUTH, MASS. |
| 14 - SPRINGFIELD, OHIO (KISER LAKE) | 38 - MOBILE, ALA. | 62 - LAKE THOMAS, TEXAS |
| 15 - GULL LAKE (KALAMAZOO) MICH. | 39 - PORT GROVE, OKLA. | 63 - HAVRE DE GRACE, MD. |
| 16 - DETROIT, MICH. (DYC) | 40 - INVERNESS, CALIF. | 64 - MENOMINEE, MICH.-MARINETTE, WIS. |
| 17 - GROSSE POINTE, MICH. | 41 - CRYSTAL LAKE, MICH. | 65 - DELLROY, OHIO (ATWOOD LAKE) |
| 18 - DETROIT, MICH. (DBC) | 42 - WASHINGTON, D. C. | 66 - PORT ARTHUR, TEXAS |
| 19 - BERLIN LAKE, OHIO | 43 - SOUTHPORT, CONN. | 67 - SAN ANTONIO, TEXAS |
| 20 - PORTAGE LAKE, MICH. | 44 - EPHRAIM, WISC. | 68 - MADISON, WISCONSIN |
| 21 - | 45 - JACKSON, MISS. | 69 - AUSTIN, TEXAS |
| 22 - SPRAY BEACH, N. J. | 46 - HEMPSTEAD BAY, L. I., N. Y. | 70 - COTTON LAKE, MINN. |
| 23 - WHITE ROCK LAKE, DALLAS, TEX. | 47 - EGG HARBOR, WISC. | 71 - ROANOKE, VIRGINIA |
| 24 - CANDLEWOOD, LAKE, CONN. | 48 - CHARLOTTE, N. C. | 72 - GREAT SOUTH BAY, L.I., N.Y. |

FROM "SKIPPER" - AN EDITORIAL

A rather alarming trend has been taking place in the sailing world lately, namely the ever-increasing tendency to complicate designs and gear. Take ocean racers for example. The newest boats are being equipped with such sophisticated gadgets as double rudders, bendy rigs, rod rigging -- all borrowed from America's Cup racing machines -- and even a Midget Ocean Racing Club boat today has to have an apparent wind indicator installed to be competitive.

At the same time, seamanlike practices and comfort, both below and on deck, are being denigrated as minor considerations in this all-out quest for speed. Down south last winter some of the latest creations were observed lacking headroom, fixed bunks, and even lockers to save weight. One boat now on the designers' boards is to be finished inside with end-grain balsa simply because it is a quarter the weight of marine plywood.

The Cruising Club of America and Royal Ocean Racing Club are hard pressed to legislate against this type of chicanery, as there always seems to be someone around who chooses to ignore the spirit of the rules, just for the sake of winning.

In smaller classes, day sailers, and junior trainers, this same trend to over-sophistication is even more deplorable. Many of these craft take the agility of an acrobat and the techniques of a piano tuner to sail. Class

continued on page two

associations have been remiss in allowing too many innovations in rig and gear. All of these gadgets and developments, although they come under the heading of "progress," tend to increase the spiralling costs of the sport, to price a lot of people out of the game, and finally to de-emphasize the need and value of solid seamanship.

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- - - S-&-W - - -



"I THOUGHT IT SAID 'LADDIES'!"

FLYING SCOT REGATTAS OF NOTE

- | | |
|---------------|---|
| July 13-14 | F/S Midwest Districts, Clear Lake, Ray, Indiana |
| July 13-14 | F/S & FJ Invitational, Crystal Lake, Michigan |
| July 20-21 | Canadian Border Trophy & Canadian F/S Championship, Trident YC, Gananoque, Ont. |
| July 27-28 | F/S Ohio Districts, Port Clinton, Ohio. |
| August 1-4 | F/S Northeast Districts, Shore Acres YC, Barnegat Bay, N. J. |
| August 25-31 | F/S NORTH AMERICANS, Riverside, Conn. |
| September 7-8 | Hot Scot Regatta, F/S Fleet 29, Prairie Creek Lake, Ind. |

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The editorial on pp. 1-2 appeared in the May 1968 issue of THE SKIPPER and is reprinted with the permission of Mr. Victor Jorgensen, Managing Editor, The Skipper Publishing Co., Annapolis, Md. With the interest shown by F/S sailors, both yea and nay, especially since Sandy's "Where Are We Heading?" article late last year, about Scot innovations, it was thought appropriate to bring this timely editorial to the attention of Scot sailors who missed it in THE SKIPPER. A cursory review of the many comments received from Scot skippers on this subject seems to favor a continued on page three

certain freedom in the use of cleats and other minor additions, but to stand firm on measurement and basic One-Design rules.

- - - S-&-W - - -

THERE WILL BE FUN ON LAND TOO -
AT THE F/S NORTH AMERICAN
CHAMPIONSHIPS

There will be a lot going on during the North American Championship Regatta week - August 25-31 at Riverside, Connecticut. Not only is Fleet 7 promising perfect weather for racing, but a full schedule for land activities as well. On Sunday, all boats registered are invited to participate in the regular Long Island Yacht Racing Association race at 1435 as a warm-up race. Immediately after the race, the skippers and crews will meet at the Riverside Yacht Club for a critique and refreshments. Monday night, as well as Thursday, is open for those who would like to go into New York City (about one hour away), or just relax. And although it is not a part of the regatta schedule, the Yacht Club has a buffet on Thursday night and all Scot sailors are cordially invited.

Tuesday night is the Annual Meeting and the Yacht Club will be serving dinner. A typical New England Clam Bake, complete with lobster, clams, corn-on-the-cob and chicken, is scheduled for Wednesday evening (\$5.75 per person). Dress for this evening is strictly informal. The biggest and gayest evening is Friday - the Awards Banquet. The juniors will be able to eat early while the "old folks" enjoy cocktails and dancing. During the time the regular dinner is served, the juniors will have music outside. After dinner the awards will be presented and then there will be dancing for everyone. Bob Vance, regatta chairman, and who has planned all these activities, reminds you to please get your registration in early as there will be a limit of approximately 70 boats.

- - - S-&-W - - -

AND THOSE SAME REMINDERS - Closing date for the July 1968 S&W is June 28. . . . F/S patches are available from Bill Garrett, FSSA Treas. at \$2 each. . . . We need
continued on page four

IF
YOU
RACE
TO
WIN!



JOE BECKER-F/S 1118-
TULSA-WON THE CENTRAL
STATES SAILING ASS'N.
CUP IN 1967 USING HIS
NORTH SAILS.

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HALYARD CRANK - Machined steel, chrome finish, roller handle. A fine piece of hardware. \$4.00 post paid. Send check or money order to John Sweet, 238 E. Point View Drive, Racine, Wisconsin 53402.

good Scot action photos. . . . Sent your 1968 dues in to Helen Rippel OK? S&W advertising rates are \$4 for up to 5 sq. in. and \$8 for 10 sq. in. size.

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FLYING SCOT DISTRICTS - CLARIFICATION OF DISTRICT ORGANIZATIONS - At the February 16, 1968 meeting of the FSSA Governing Board, new District names instead of numbers, along with other modifications, were approved, based on a survey and detailed study. Fred Weintz states that, while official, this action was not intended to disrupt existing plans for the 1968 racing season. If a conflict arises, carry out existing plans. As the class grows, the district organization will be modified whenever required to best meet the needs of the Fleets.

These districts are intended to be real and not "paper" organizations. District Officers' instructions are covered in Article XI and should be reviewed. As a practical suggestion, the annual district regattas afford a good time for District Governor elections.

Comments and recommendations are welcomed. And please notify Fred Weintz and Scots 'N Water promptly of the results of your district election, also the dates and location of your next district regatta. If you intend your regatta to be open to those residing outside of the district, so state. In any case, since the Governing Board has ruled that non-fleet members must participate in a district regatta to be eligible to attend the North American Championships, we request that all district regattas be open at least to any FSSA member not affiliated with a fleet who desires to enter.

The FSSA District Organization is now made up as follows:

NORTHEASTERN REGION

- Northeast District - Fleets 5-11-36-57-58-61
- Greater New York District - Fleets 7-10-22-24-28-31-43-46-72
- Capitol District - Fleets 6-42-63

NORTH CENTRAL REGION

- Ohio District - Fleets 1-2-4-12-14-19-26-35 (N. Y.)-37-53 (N. Y.)-65
- Midwestern District - Fleets 3-25-29-30-34-44-47-54-60-64-68-70
- Michigan-Ontario District - Fleets 8-9-15-16-17-18-20-33-41-52

SOUTHEASTERN REGION

- Carolinas District - Fleets 13 (Tenn.)-27-48-71 (Va.)
- Gulf District - Fleets 38-45-56

continued on page five

Like most
Out Island resorts,
we're right on
the water.
End of similarity.

Our beach is the most beautiful in the Bahamas. And Elizabeth Harbour (famed for the Out Island Regatta), the most beautiful natural harbour in the world. (Sailing? Reef exploring? Unbelievable.)

We have our own fleet of Flying Scots, dinghies, and Sunfish. And our own fleet of power boats. We have one of the finest gourmet restaurants in the Bahamas. A beautiful swimming pool. Tennis. Brand new air-conditioned rooms. The best bone-fishing, shelling, and deep-sea fishing anywhere. (Yes, anywhere.)

And we have a brand new brochure that tells all about Great Exuma, our new resort, and about the pure joy of just getting here. (Even the flight from Nassau, or from Miami, is something to rave about.)

See your travel agent. Or our representatives, Leonard Hicks, Inc. Or write us via Airmail, 15c to the Bahamas.



out island inn
GEORGE TOWN, GREAT EXUMA, BAHAMAS

WESTERN REGION

Texas District - Fleets 23-32-49-51-62-66-67-69

Prairie District - Fleets 39-50-55-59

Pacific District - Fleet 40

- - - S-&-W - - -

FLEETING NEWS AND OTHER SCUTTLEBUTT - - - Mobile, Alabama
 F/S Fleet 38's Stuart Dowling, D. V. M., reports that the Annual Mobile to Dauphin Island race was attended by the usual large number of Scots. Bill Suddath of Jackson, Mississippi's Fleet 45 won the race down and John Batte of the same fleet won the race back, with John Tappan and John McShan, both of Fleet 38, the winners of second and third places respectively, both going and returning. Stuart also mentions that Fl. 38 has added 3 boats since last season, and that the Gulf Yachting Association voted in May to adopt the Flying Scot as its official boat, with no trial period. - - - With his annual report for Fleet 57, Fleet Captain Chuck Winans says they will have 16 Scots this year, with 7 already indicating they would be interested in attending the North Americans in August. They also are making plans to host the 1969 Districts. - - - Carl and Helen Rippel, with their new #1270, have already this year had 3 firsts, a third and a DSQ; they belong to both Fleets 2 and 37 - - - Ned Wickes, Acting Governor of the Ohio District, looks forward to a large turnout for the F/S Ohio District Championships to be held at Port Clinton, Ohio on July 27-28. - - - Orville White reports a busy season ahead for the Montreal area Fleet 36. It includes the S. L. V. Regatta at Ottawa on June 30-July 2, regular Tuesday and Thursday evening series of interclub races to supplement the week-end competition, and good attendance at the Gananoque, F/S District and North American Regattas. - - - Fleet 8 Correspondent, H. C. Jennett, Jr. mentions that their club racing got off to a good start in April, that the Lady Edison Skippers are doing nicely in their first year out of the very active novice program that the EDC runs each year. - - - Herbert Swafford, Dallas Fleet 23 says that all of the hot-shots are looking forward to an active season, with at least six boats looking forward to attending the North Americans at Riverside - - - To encourage more racing participation by newer and less experienced skippers, Cleveland F/S Fleet 12 is setting up two divisions this year. From Memorial Day to July 21st, all boats will have a single start, and at the mid-season point, scores will be tallied and the fleet divided into Championship and Challenger Divisions. At the end of the year, awards will be made in both divisions. Bill Dean, Fleet Secretary, adds that the booming Fleet 12 expects to be 27 or 28 boats strong this year. - - - Johnny Jones informs us that, although he no longer is a representative for F/S models, they may be ordered from his former source of supply - Willard Shepard, Jordon Cove, Waterford, Conn. 06385. Johnny says not to expect prompt delivery. - - - We have explained to John Sweet, whose ad for the steel halyard crank is carried in this issue, that it cannot be construed as an endorsement by the FSSA. This has been quite a controversial topic for years, F/S builders being of the opinion that the improper use of an unbreakable crank (although a fine piece of hardware) can lead to a broken jib halyard or damaged masthead. - - - Will Scot sailors having ideas on the use of the compass kindly write to Scots 'N Water, telling how they feel the compass should be mounted, where it should be located and what kind of compass to buy. A resume of the answers will be carried in a later issue. - - -

- - - S-&-W - - -

FLEET CAPTAINS PLEASE NOTE! - J. Fred Weintz, Jr., FSSA President, wishes to bring to the attention of all F/S fleets that Article B-III of the FSSA By-laws requires each fleet to file an annual report with the National Secretary (Mail it to Mrs. Rippel) during January of each year to renew its rights and privileges under its charter, on a form supplied by the Association. Will all Fleet Captains kindly review the By-Laws Article B-III, also Article VII-2 of the FSSA Constitution, and any who have not yet complied for 1968, please do so.

- - - S-&-W - - -

THE FSSA DISTRICTS article this month will help to clarify the entire picture that has been causing confusion. For example, Frank Spangler has been receiving quite a few entries for the "Midwestern District Regatta" on July 13-14 from Ohio and Michigan. They assume, of course, that they are in this district. Frank says that he is sorry, but cannot accept entries outside the district. The NORTH CENTRAL REGION is made up of the Ohio, Midwestern and Michigan-Ontario Districts, but each has responsibility for running its own District Regatta. Other Regions might be having this same problem which should now be clear.

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THE F/S DISTRICT SEVEN CHAMPIONSHIPS held at Lake Lanier Sailing Club, Flowery Branch, Georgia the week-end of May 25-26, as reported by John Batte - Al Story of Mobile, Alabama was the winner, Tim McCarthy, Atlanta, second, Edwin Batte, Jackson, Miss. third, John Batte, also of F/S Fleet #45 fourth, Bill Parker, Charlotte, N. C. fifth and Don Voyles, also from Charlotte, sixth. The Lake Lanier Sailing Club, although having no Scots, held the event in order to give a central location for the district, and they were wonderful hosts. It is regrettable, as John says, that only six boats participated.

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JIB RULING by Steele T. Griswold, FSSA National Measurer is covered in his letter of May 6, 1968 addressed to Fred Weintz, FSSA President:

"It has been brought to the attention of the Measurer that Ratsey and Laphorn, Inc. of City Island, Bronx, New York have made jibs for the Flying Scot using a monofilament in place of a wire rope in the luff.

Although the monofilament does conform as to diameter, it is not wire rope and it does not have the same breaking strength as the wire rope. When this variance from our Official Plan was brought to the attention of Mr. Colin Ratsey, he immediately directed his people to stop making jibs with the monofilament instead of the wire rope as specified. A copy of a letter from Mr. Ratsey is enclosed, confirming this.

As measurer, I therefore rule that the use of the monofilament instead of the wire rope in the luff of the Flying Scot jib is illegal."

STEELE T. GRISWOLD, MEASURER

Steele adds that his decision will be acted upon by the Governing Board of the FSSA at its next meeting. In the meantime, Steele feels that it is advisable to notify the FSSA membership via Scots 'N Water of his ruling, quoted above, so that those who have bought jibs from Ratsey & Paphorn within the past year, and those who have jibs on order, can take whatever action they think advisable.

- - - S-&-W - - -

BOOM OUTHAUL DECISION. According to the FSSA constitution, a ruling by the National Measurer and approved by the Governing Board must be published in Scots 'N Water. The following therefore, made by Steele T. Griswold and approved by the Board at its February, 1968 meeting, is published herewith:

"With reference to the boom outhaul - one block may be shackled to the end of the boom and may be either a single or double block. No block may be attached to the cringle of the mainsail."

STEELE T. GRISWOLD, MEASURER

- - - S-&-W - - -

WE ARE ALL DELIGHTED TO WELCOME THESE NEW FLEETS TO THE FLYING SCOT SAILING ASSOCIATION AND TO WISH THEM FINE SAILING

FLEET #69 - Austin, Texas, to sail on Lake Travis. Charter members: Nelson N. Estes (635) - Fleet Captain; Wm. R. Hazard (529) - Correspondent and Measurer; Richard Elam, Glenn H. Foster and A. J. Welch - (co-owners of 1198); Robert C. Heidrick (1213).

FLEET #70 - Official name "Viking" fleet, sailing on Cotton Lake, Minnesota, but with the interest generated at Fargo, N. D. Charter members: Jack Lester (824) - Fleet Captain; Dr. Robert J. Ulmer (1182) - Correspondent; Richard H. Hodgson (995); Don Firnhaber (1183); Bill Gjerde (1318).

FLEET #71 - Roanoke, Virginia and will sail on Smith Mountain Lake. Thomas K. Gibson (103) - Fleet Captain; R. C. Herchenrider (126) - Correspondent; Edgar R. Prevo (850); G. L. McFarland (94). This is the charter member group.

FLEET #72 - Makes its headquarters at Amityville, Long Island, N. Y. and sails out of the Narraskatuck Yacht Club on Great South Bay, L.I. Charter members: E. Jack Harris, M. D. (33) - Fleet Captain and Correspondent; James C. Callison (1084); Harold Power (1111).

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F/S NORTHEAST DISTRICT REGATTA - - - - IS YOU IS OR IS YOU AIN'T ???

Your boats are probably in the water, but are your reservations in the mail? The Holiday Inn in Lakewood, N. J. requests all reservations be made now. Please refer to detailed information mailed also in the March, April and May Issues of Scots 'N Water.

Our race area starts just out from the clubhouse. We are planning on good winds and you ! ! !

Dates: August 1, 2, 3, and 4.

Place: Shore Acres Yacht Club, Barnegat Bay, New Jersey, Fleet 31.

Schedule: 3 races Friday, 2 races Saturday. All 6 leg Olympic Course.

Ralph W Manee, #386, Regatta Chairman

71 Jefferson Blvd., Staten Island, N. Y. 10312.

A/C 212 984-5516 (July & Aug. A/C 201 255-1832).

- - - S-&-W - - -

TACKING - HOW, WHY, WHEN (Conclusion)



VINCE'S VIEWS

Tacking to cover a competitor is a fine defensive weapon in an upwind finish but should not be done too soon nor from too great a distance. If done too soon, the ensuing tacking duel wastes enough time to allow a third party to pass you both. If done from too great a distance, the wind may be different in the two places and can cost many boat lengths. Also remember in a tacking duel that the boat directly ahead and to windward loses on both a lift or a header unless they are on the lay line to the mark.

Tacking is a good offensive weapon for the following boat if he is competent at it. Since you can't beat the boat ahead by following in his wind shadow and backwind, it is a last resort bid to break away into clean air and perhaps a favorable lift. Again, don't overdo it or the third party beats both of you.

Tacking downwind occasionally produces a gain, and often is the only way to preserve clear air from a following fleet. To be successful, it must be done with a substantial angle to the shortest course. And it is usually effective only in light air and calm water, or when you cannot quite plane on a dead downwind course.

Tacking may be the only way to clear an obstruction or a right of way boat on starboard tack. If there is another boat in a controlling position to weather of you, you may hail for room to tack. And you must tack immediately if he also cannot clear it and gives you permission. If however, he thinks he can clear it and denies permission and you hail a second time, you may tack but are disqualified and must retire. If he does not clear the obstruction after denying you permission, he is disqualified. The key to avoiding this situation is to anticipate it and tack or slow down so as not to be caught in the trap.

TACK as soon as a competitor applies a good safe leeward.

TACK when you're headed more than 10 seconds.

TACK when you're in someone's wind shadow.

TACK before you get to the 90° lay line.

TACK to cover an opponent.

TACK over to a favorable wind shift or stronger wind or less current or smaller waves.

Don't TACK without a good reason, and when you do, DO IT WELL. (END).

- - - Vince DiMaio

- - - S-&-W - - -

NORTH AMERICANS REGISTRATION FORM, page 6, May issue, has an error. Annual meeting is Tuesday evening and informal Clam Bake dinner is Wednesday evening (and is \$5.75 per person).

- 13 STAYS AND 9 HALYARDS LATER.



(A fleet report from George Town, the Bahamas)

Yes, we really meant it when we invited all of the Sailors to come and give Out Island Inn a try, and of course to sail

our fleet of beloved Flying Scots. And come they did, bless 'em, from all over the country. But by and large we let them down just a bit and that calls for an explanation.

As things turned out, it was a windy, no, a very windy winter! The chop in our little anchorage bay, coupled with more wind, bounced our fleet around like corks. No matter how we tried to tighten the rig, there was enough play to work the standing rigging unmercifully. When the jib halyard was tight enough to take out the slop, it took the wrap. Our problem became one of keeping the fleet in standing masts. To add insult to injury, it turned out that our boating director was a better skin diver than sailor, and often as not would keep the troops on the dock instead of letting them go sailing.

Ah, but take heart. Things have taken several turns to the better. Our new sailing type dock master is in residence. The marine railway is finished, with every Scot having its own cradle up out of the water for rough weather. And (with all due apologies to the Measurement Committee) we have taken the slop out of the rig by using turn-buckles on the forestay.

Next fall, two yachting tours are coming to the Inn. They fly direct from Detroit. If you are interested, drop a note to Tom Ehman, 8949 Dexter-Pinckney Road, Pinckney, Michigan. Scot and Sunfish racing is planned every day!

- Jack Bartlett, Boat Chairman

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HERB SWAFFORD of our F/S Fleet #23 at Dallas has sent in to Helen Rippel a rather interesting letter, and Helen thought S&W readers would like it too, so we'll extract from Herb's comments: ". . . . Regarding Scot modifications, first let me say that I am an incurable tinkerer. I know that many of our fellow owners will say 'If he wants to tinker, why didn't he get a tinkerer's boat like a Flying Dutchman or Finn or something?' I sailed a Finn for three years and loved it. I have crewed on Flying Dutchmen and loved it. I now own a Flying Scot and I love it. Only in the Flying Scot do I have all things: competitive racing, a nice family boat, and a boat that I can pile in a bunch of friends who are totally foreign to sailing and go for a pleasant sail. So, I ask that we keep the Flying Scot 'one-design' in the spirit of the measurement rules but don't, please don't, so strap us down to one man's idea of what a boat should have or not have in regard to . . . cleating and running rigging arrangement. To do this would narrow the appeal of the boat and limit the growth of the class. And to Sandy Douglass, let me say that not all modifications are bad. Remember my modification suggestion of putting scuppers in the seats when I sailed with you when you brought the wooden prototype of the Flying Scot down to Corpus Christi, Sandy?"

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THE ROUGH DRAFT OF THE NEW FLYING SCOT SAILING MANUAL has been completed by Fred Weintz. It is now being reviewed by Sandy Douglass, Vince DiMaio and other experts. It will probably be about 75 pages and should be available later in 1968 at nominal cost.

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MONTANA is now in SCOTland. K. A. Emerson, 712 S. Arizona, Butte, Mont., owns #1349, the first Scot in the state, and will sail it on beautiful Flathead Lake.

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W. A. PAGE OF OLD CHATHAM, N. Y., looking around for a boat earlier this year, decided on a Scot and now has Customflex #1301. About the initial trial run on Lake Onota, Pittsfield, Mass., only a few miles from the New York line, Mr. Page says "This is not a lake that wind-jammers use - mostly fishermen in outboard boats. As most of them knew nothing of sailing, and didn't recognize our mistakes, we felt better than having to launch in front of a bunch of experts. Anyway, we spent a thrilling four or five hours on the lake tacking, jibing and other things about which we are not quite certain. Anyway, we sailed back to the launching ramp with no problems. We have decided to call ours the 'Canny Scot', as any boat that can do this under these circumstances, and without tipping over, must be." (Just one more interesting case history to show that the Scot is an ideal boat for the average sailor as well as the racing expert. We wish the Page's many years of pleasant Scot sailing - Ed.)

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HOW TO SEND LOCAL NEWS TO YACHTING - Will each of the F/S Fleet Correspondents kindly take a look at page 236 of the May 1968 issue of YACHTING magazine. We all like to read Scot news in other publications as well as in Scots 'N Water, and YACHTING seems to be one that covers the Racing Classes well. Each F/S Fleet Correspondent, and other Scot sailors with interesting news about our Class' local activities, should send releases direct to the YACHTING representative in their respective area, as listed on the Map and in the Area Key explained on page 236, mentioned above. Many are doing this now, in addition to the regular news sent to Scots 'N Water, but if not, please start and keep your flow of interesting Scot news coming to S&W - also to YACHTING.

- - - S-&-W - - -

SUCH ENTHUSIASM MUST BE DESERVED (It's better this month)

Mrs. Rippel: "Please accept, once again, my heartiest congratulations, along with Fred Weintz, Chuck Silsbee and the others, for running a tremendous class organization. Being a Past-Commodore, Vice-Commodore, Secretary-Treasurer, Race Committee Chairman, and still "Jib Sheet" Editor for our Crystal Sailing Club, I can certainly appreciate the amount of energy and effort (Too often unappreciated) that you all have put into FSSA. Keep up the good work!" Sincerely, Duane Smith.

- - - S-&-W - - -

SORRY that we don't have room this month for page after page of new active and associate members of the FSSA, boat transfers and the additional new boat numbers assigned beyond those listed. We'll do our best these next few months to include them.

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NEW BOAT NUMBERS ASSIGNED

- #1049 Frank Tipton, 10203 47th S. W., Seattle, Washington
- 1119 Jack Harlow, 7794 E. 42nd Place, Tulsa, Oklahoma
- 1120 Dr. Terrell Covington, 3843 S. Gary Place, Tulsa, Okla.
- 1173 Jack Myers, Washington Island, Wisconsin
- 1178 John A. Evans, 230 Sunset Terrace, Orchard Park, N. Y.
- 1185 Dr. Kenneth Conklin, 701 N. E. 2nd St., Stigler, Okla.
- 1225 Henry Mortimer, 707 RobinHood Hill, Annapolis, Md.
- 1226 Ronald S. McMurray, 712 Maclean Ave., Kenilworth, Ill.
- 1227 Joseph Leistyna, 405 Main St., Oneida, N. Y.
- 1229 Dr. Frank Clingan, 2404 S. Owasso Pl., Tulsa, Okla.
- 1230 L. Frank MacNeil, 1312 Bayshore Dr., LaPorte, Texas. Did own #838 and 626.

- 1238 Alan D. White, 127 Hillsdale Ave., Berkeley Hts., N. J.
- 1241 Weldon W. Wortman, 4044 W. 223rd St., Fairview Park, Ohio
- 1243 Robert J. Hurst, 4443 Ocean Dr., Corpus Christi, Texas
- 1244 T. Delevoryas, 77 Fans Rock Rd., Hamden, Conn.
- 1246 Jim Sherriff, 5634 Daniels Lane, Dallas, Texas. Did own #1027
- 1248 Ralph Hicks, Box 15633, Tulsa, Okla.
- 1250 Roger A. Hansen, 800 North Floyd, Richardson, Texas
- 1252 Michael W. Keizer, 11798 W. Outer Dr., Detroit, Mich.
- 1254 Cardinal Products Co., Box 811, Saginaw, Michigan
- 1255 Dr. H. B. Cunningham, 2500 Doublegate Dr., Albany, Georgia
- 1256 Daniel L. Beyer, 1193 E. 17th, Brooklyn, N. Y. Did own #821 and #499

- 1257 St. Andrew's Bay Yacht Club, Box 1327, Panama City, Florida
- 1258 George Ketchy, 100 Liberty St., Jamestown, N. Y.
- 1263 Ray T. Fortenbach, 4026 Newshire Dr., Houston, Tex. Did own #346.
- 1264 Richard P. Mikesell, 243 Poplar St., Monroeville, Pennsylvania
- 1265 Dr. Ralph Snelson, 8454 Deer Creek Lane, Warren, Ohio. Did own #1105

- 1266 Albert Story, Jr., Rt 1, Box 206G, Theodore, Alabama
- 1267 Charles L. Sullivan, 5988 Louis Dr., Rocky River, Ohio
- 1269 Wm. E. Bauer, 308 Van Sant Dr., Palmyra, N. J. Did own #69
- 1274 David O. Dobson, 4020 N. Shore Dr., Menominee, Mich.
- 1275 William Kopish, Pine Beach, Marinette, Wis.
- 1270 Carl J. Rippel, 9700 Sunbury Rd., Westerville, Ohio. Did own #610 and 156.

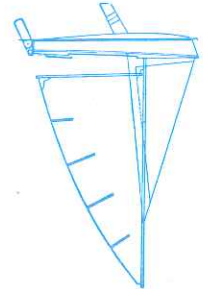
- 1276 NIH R&W Sailing Club, Bethesda, Maryland
- 1272 and 1273 Detroit Yacht Club, Detroit, Michigan
- 1277 Wm. A. Myatt, 1514 St. Mary's St., Raleigh, North Carolina. Did own #1170, 1066, 960, 855 and 750.

- 1278 Lee K. Stamford, 907 Erie Ave., Takoma Park, Maryland
- 1279 Dr. A. B. Sarewitz, 5 Brookside Rd., So. Orange, N. J.
- 1280 Dr. G. F. Kirkland, Jr., 3814 Churchill Circle, Durham, N. C.
- 1281 Wm. E. Foster, 3829 Beechwood Blvd., Pittsburgh, Pa.
- 1282 Robert S. Zerkel, 5647 Rutherglen, Houston, Texas. Did own #42.
- 1283 ASA Benton Allen, Sterling Drive, Dover, Mass.
- 1286 Wm. Squiller, 88 Sprucewood Dr., Bethel Park, Pa.
- 1287 Frank Ol Pruitt, Jr., 311 Weber Bldg., Lake Charles, La.
- 1288 Wesley F. Rockhold, 61 Pond Pl., Cos Cob, Conn.
- 1289 Claire K. Fulton, 902 Granger Rd., Syracuse, N. Y.
- 1292 Wm. H. Robertson, 631 Dogwood Dr., Salem, Va.
- 1293 John Foley, 215-08 112th Ave., Queens Village, N. Y. Did own #293
- 1294 H. Fenton Smith, Meriden Rd., Lebanon, N. H.

continued on page twelve

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

Mr. Robert F. Vance
1 Lincoln Ave.
Old Greenwich, CT 06870
1122



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



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NEW BOAT NUMBERS ASSIGNED (Cont'd.)

- #1295 Wm. K. Jones, 172 Mecca St., Cortland, Ohio
- 1296 Dr. E. S. Rowland, Timken Bearing Co., Canton, Ohio
- 1297 Gene W. Canfield, 71 Paris Hill Rd., Sauquoit, N. Y.
- 1299 Vincent DiMaio, 1817 Palmwood Ave., Toledo, Ohio. Did own #1100, 936, expert on Phoenician right-of-way rules, etc.
- 1300 H. G. Henderson, 1506 Conrad Sauer, Houston, Tex. Did own #1197, 754, 380.
- 1301 Donald Bailey, 95 Boyd St., Long Beach, New York
- 1302 Ralph W. Hawkins, 31133 Downing Pl., Birmingham, Mich.
- 1303 Arthur Simpson, 22 Genetti Circle, Bedford, Mass.
- 1304 Douglas R. Sanford, Box 24, Cary, N. C.
- 1305 Tim Stearns, 1106 Pennsylvania, Sturgeon Bay, Wisc. Did own \$951
- 1306 Camp Morehead, Morehead City, N. C. Also 1307, 1308, & 1309.
- 1310 Clayton Rugg, Jr., 32 Winchester Rd., Lakewood, N. Y.
- 1311 Stanley Haskins, 18 Blackthorn Rd., Framington, Mass.
- 1312 Christian K. McCarthy, 3015 Goddard Rd., Toledo, Ohio
- 1313 E. M. Pusey, Jr., 5518 Pollard Rd., Washington, D. C.
- 1314 R. Scott Graham, 27 Grimes Rd., Old Greenwich, Conn.
- 1325 Wm. T. McCuistan, 3816 Allendale Dr., Raleigh, N. C.
- 1326 Allen J. Smith, 119 W. Terrace Ave., Lakewood, N. Y.
- 1328 Edward H. D. Gibbs, 666 Osage Rd., Pittsburgh, Pa. Did own #328.
- 1329 Donald C. Hott, Keyser, W. Va. Did own #329.
- 1330 Robert L. Welty, 9619 Brookfield, Livonia, Mich.
- 1331 Harold Ottobriani, 27 Tanglewood Ave., Wellesley, Mass.
- 1333 John D. Anderten, 1086 Cranbrook Rd., Union, N. J. Did own #313