

SCOTS

n' water

fleets

- 1 - COWAN LAKE, OHIO
- 2 - COLUMBUS, OHIO
- 3 - WILMETTE, ILL.
- 4 - MANSFIELD, OHIO
- 5 - BURLINGTON, VT.
- 6 - OAKLAND, MD.
- 7 - RIVERSIDE, CONN.
- 8 - DETROIT, MICH. (EDISON)
- 9 - STURGIS, MICH.
- 11 - ROCKPORT, MASS.
- 12 - CLEVELAND, OHIO (EDGEWATER YC)
- 14 - SPRINGFIELD, OHIO (KISER LAKE)
- 15 - GULL LAKE (KALAMAZOO) MICH.
- 16 - DETROIT, MICH. (DYC)
- 18 - DETROIT, MICH. (DBC)
- 19 - BERLIN LAKE, OHIO
- 20 - PORTAGE LAKE, MICH.
- 22 - SPRAY BEACH, N. J.
- 23 - WHITE ROCK LAKE, DALLAS, TEX
- 24 - CANDLEWOOD, LAKE, CONN.
- 25 - MILWAUKEE, WISC.
- 26 - TOLEDO, OHIO

- 27 - RALEIGH, N. C.
- 28 - SHEEPSHEAD BAY, N. Y.
- 29 - MUNCIE, IND.
- 30 - CARBONDALE, ILL.
- 31 - SHORE ACRES, N. J.
- 32 - GALVESTON BAY, TEXAS
- 33 - LONDON, ONTARIO
- 34 - RAY, INDIANA
- 35 - CHAUTAUQUA, N. Y.
- 36 - MONTREAL, QUEBEC
- 37 - WESTERVILLE, OHIO
- 38 - MOBILE, ALA.
- 39 - PORT GROVE, OKLA.
- 40 - INVERNESS, CALIF.
- 41 - CRYSTAL LAKE, MICH.
- 42 - WASHINGTON, D. C.
- 44 - EPHRAIM, WISC.
- 45 - JACKSON, MISS
- 46 - HEMPSTEAD BAY, L. I., N. Y.
- 47 - EGG HARBOR, WISC.
- 48 - CHARLOTTE, N. C.
- 50 - OKLAHOMA CITY, OKLAHOMA

- 51 - SEABROOK, TEXAS
- 52 - LAKE ORION, MICH.
- 53 - LAKE CAYUGA, N. Y.
- 54 - LAKE GEORGE, INDIANA
- 55 - WICHITA, KANSAS
- 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
- 67 - SAN ANTONIO, TEXAS
- 68 - MADISON, WISCONSIN
- 69 - AUSTIN, TEXAS
- 70 - COTTON LAKE, MINN.
- 71 - ROANOKE, VIRGINIA
- 72 - GREAT SOUTH BAY, L.I., N.Y.
- 73 - RARITAN, N.J.

BLOOMER WINS AT RIVERSIDE

H. Franklin Bloomer, Jr.'s "Mary" is Queen of Scots! Sailing with his wife Midge and Tom French as crew, Bloomer, a member of the host fleet, beat out the defending champion "Sandy" Douglass of Oakland, Md., the designer and builder of the Flying Scot, by just 3/4 of a point in the five race series for the North American Flying Scot Championships held on Long Island Sound off Riverside Yacht Club August 27-30. Kent Foster of Wyoming, Ohio, sailed "Sonic Boom" to a 3rd, the same position he achieved last year at Montreal. Fred Tears of Dallas, Texas, was 4th, and Vince DiMaio, the Toledo Scot builder, 5th.

This tenth annual championship took place under four consecutive days of clear skies, unlimited visibility and fresh shifting northerly winds, perhaps the best sailing conditions in the history of the Championships. Such weather is unusual for August on Long Island Sound.

54 skippers from 14 states and Quebec participated. In the first 3 races, the fleet was divided into 4 sections, 2 of which sailed in one division and the other 2 in another. The sections were rotated in each race so that every boat sailed against every other boat at least once, yet only about 27 boats were at the line at each start. At the end of the first 3 races, the low 30 scorers on the basis of 3/4 pt. for the winner, 2 pts. for 2nd, 3 for 3rd, etc., sailed the last 2 races for the Championship while the rest raced in a separate division for the Challengers Cup. Olympic type

(continued on next page)

courses were used in all races - triangle plus windward - leeward - windward.

In the first race on Tuesday afternoon, winds were northwest 8 - 18K and the course was 7.2 miles. Sandy, aboard "Flying Scot", got the best start in Div. I at the windward end but John Geldermann of Wilmette, Illinois, was first around the windward mark. Sandy passed him on the spinnaker reach and, in turn, Frank Bloomer passed Sandy on a fast plane on the second reach. At the end it was Bloomer by 30 seconds over Sandy with Vince DiMaio 3rd and Ralph Manee of Staten Island, N. Y. 4th. Dick O'Donnell of Riverton, N. J. won Division II over Foster with Bill Zimmie of Westlake, Ohio, 3rd and Lew Howe of Riverside 4th.

Due to the fine conditions, a second race was started immediately after all boats had finished and this saw continued northwest winds 12-15K. The course this time was 7.6 miles. Sandy won Division I easily with O'Donnell barely beating DiMaio for second place. In Division II, Bloomer built up a 20 length lead by the first mark but as soon as he set his spinnaker, he sailed into a hole and 3 boats passed him to windward. Bob Cowles of Warren, Mich. eventually won by a good margin with Bloomer 2nd, Paul McRoy of Carbondale, Ill. 3rd and Lew Howe 4th again.

That night as the contestants attended the FSSA annual meeting at the Riverside Yacht Club, scores were posted showing Bloomer, Douglass and O'Donnell in a three-way tie for first place with 2 3/4 pts. each.

The third race took place on Wednesday morning on a 6 mile course. Winds at the start were N. N. E. 7-9K but later became shifty and piped to 18K. In Division I, Sandy jumped to an early lead which he never relinquished. Fred Tears did make a race of it and closed to within 18 sec. at the end. Cowles was third and DiMaio fourth. In Division II, Bloomer had the best start at the windward end and eventually won handily passing all but the first 9 boats in Division I which had started 15 minutes earlier. Foster was second, Tom Hyatt of Dearborn, Mich., third and John Foley of Queens Village, N. Y., fourth.

The afternoon was free, so people swam, repaired broken fittings, went sightseeing, or otherwise enjoyed the gorgeous weather. Meanwhile protests were heard and the committee figured out who would qualify for the championship Division in the last two races. Top qualifiers were Bloomer and Douglass with 3½ points each. Next came Foster with 9 and DiMaio with 10. The day was capped by a clam and lobster feast on the manicured lawns of R. Y. C. amidst the splendor of a multihued sunset.

By Thursday morning, a fairly big sea had built up as boats reached out to the starting area. The fourth race was scheduled for 1300 but the 8-15K winds N. -N. E. were so variable, sometimes shifting 40 degrees, that the race committee had to reset the line 7 times. This plus a temporary engine breakdown in the boat setting the windward mark forced postponement until 1430. At the gun a 6 mile course had been set. Almost immediately after the start it was Frank Bloomer and Sandy fighting it out with Frank rounding the windward mark first as Sandy overstood. (Many did that as there was a strong flooding current from the east.) Positions held through the second leg, but a spirited luffing match between the two on the third (reaching) leg enabled Rick Tears to pass both to leeward. Rick eventually beat Frank by 20 seconds. Rick's Dad was third, Cowles fourth, and Sandy finished fifth.

(continued on page three)

In the Challengers, Marilyn Perry of Birmingham, Mich., with an all girl crew, won the race followed by "Little" Rowe of Old Greenwich, Conn., and Dr. Tom Meaney, Commodore of the F. S. S. A. from Cleveland.

The final race started at 1040 on Friday. Winds were NNE 12-18K; sea was a flat chop; course 7.2 miles. Bloomer went into the race with 5½ pts., Sandy with 8½ and no one else close. Thus Sandy in order to win had to put two boats between him and Frank. He failed by one. But the race proves both are champions. Sandy achieved a safe leeward position on the fleet at the gun and sailed flawlessly the rest of the way to win by 150 yards. After a middling start 30 yds. to windward of Sandy, Frank worked his way generally up the middle of the course to the first mark, tacking on the headers, and got into second place temporarily only to lose it as Rick Tears, DiMaio and others to the north got a lift and a puff and passed him. However, Frank fought back and rounded third just in front of Vince. From there on Frank largely ignored Sandy and Rick and concentrated on covering Vince and later Fred Tears who finally passed Vince. A wind shift made the sixth and final leg almost a close reach so Fred and Vince could not split tacks on Frank. He was able to cover both like a leach, finish third and win the crown, a thrilling climax to a great regatta.

Jack Orr of Danbury, Conn. won the last Challengers race. Steve Ungberg of Riverside was second and Jack Geldermann third. The overall winner of the Challengers Cup was Chuck Rettie of Riverside with Marilyn Perry second and Rowe third.

The windup was a festive dinner dance at the R. Y. C. Willis M. Fanning, Chmn. of the Regatta Race Committee, awarded the trophies. In his informal remarks, he said, "The Flying Scot certainly is one-design now, and I hope you keep it that way." He also said, "You are the nicest group of regatta people I've seen in 40 years of service on race committees." For their part, all in attendance cheered the race committee for their outstanding race management!

We all heartily congratulate and thank Bob Vance, Regatta Chairman, and his hard working committee for a wonderfully run and memorable affair which was fun for one and all. We hope to see them all again in Mobile in 1969!

A few postscripts - Frank Bloomer sailed with 1962 sails including a main-sail he'd made himself. He's an attorney in N. Y. . . . Rick Tears and Dick O'Donnell might have placed high had Rick not hit the windward mark in the second race and Dick suffer a broken main halyard in the fourth. . . . The week before this regatta Kent Foster crewed on the Thistle which was second in their Nationals at Sayville, L. I. . . . Our Treasurer Bill Garrett of Dallas sailed without his wife Harris, a former Flying Scot National Champion. The same week she was competing in the Adams Cup finals on Barnegat Bay, N. J. . . . This says it all dept: Prior to the fourth race, two boats, and only two, were seen upended side by side on the beach their owners and crew scrubbing their bottoms. The names on the transoms were "Mary" and "Flying Scot."

- - - J. Fred Weintz, Jr.

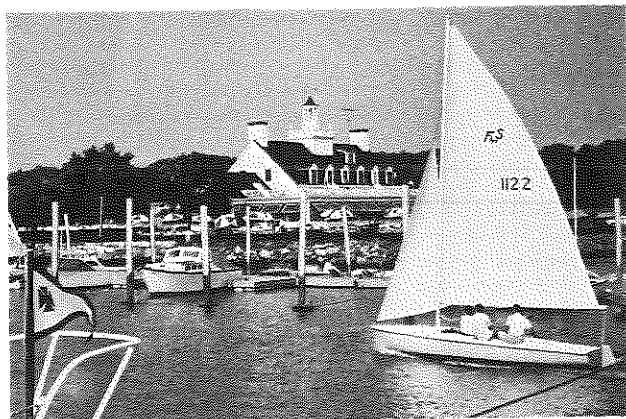
- - - S-&-W - - -

1968 FLYING SCOT NORTH AMERICAN CHAMPIONSHIP - Riverside Yacht Club - August 27-30

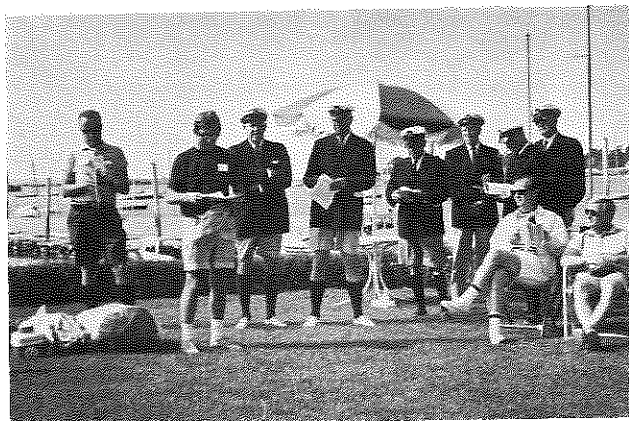
Boat #	Skipper	Fleet	Home Town	Order of Finish	Points
FINAL STANDINGS - CHAMPIONSHIP DIVISION					
1.	218	H. Franklin Bloomer, Jr.	#7	Riverside, Conn. (1, 2, 1, 2, 3)	8.5
2.	1350	Gordon K. Douglass	#6	Oakland, Md. (2, 1, 1, 5, 1)	9.25
3.	376	Kent H. Foster	#1	Wyoming, Ohio (2, 5, 2, 6, 8)	23
4.	553	C. Frederick Tears, Jr.	#23	Dallas, Texas (13, 4, 2, 3, 4)	26
5.	1299	Vince DiMaio	#26	Toledo, Ohio (3, 3, 4, 14, 5)	29
6.	CFS15	Robert Cowles	#16	Warren, Mich. (13, 1, 3, 4, 12)	32.75
7.	386	Ralph Manee	#31	Staten Island, N. Y. (4, 8, 8, 8, 11)	39
8.	1246	Rick Tears	#23	Dallas, Texas (6, WD, 6, 1, 2)	42.75
9.	808	William C. Garrett	#23	Dallas, Texas (5, 10, 7, 11, 10)	43
10.	214	Richard G. O'Donnell	#22	Riverton, N. J. (1, 2, 11, WD, 6)	50.75
11.	28	Llewellyn S. Howe	#7	Old Greenwich, Conn. (4, 4, 15, 12, 22)	57
12.	597	Edward L. Parke	-	Ridgewood, N. J. (14, 11, 5, 13, 16)	59
13.	383	Gertrude W. P. Godshalk	#3	Glenview, Illinois (5, 6, 21, 10, 20)	62
14.	CFS14	James Smith	#16	Grosse Pointe Farms, Mich. (9, 19, 8, 7, 21)	64
14.	1122	Robert F. Vance	#7	Riverside, Conn. (14, 7, 12, 16, 15)	64
16.	210	G. Kendall Parmelee	#7	Riverside, Conn. (7, 12, 5, 24, 17)	65
17.	717	Bearns Smith	#7	Riverside, Conn. (16, 7, 10, 26, 7)	66
18.	939	Robert Rich	#46	Rockville Center, N. Y. (DSQ, 5, 11, 15, 9)	67
18.	1333	John Anderten	#31	Union, New Jersey (10, 14, 6, 19, 18)	67
20.	881	Walter L. Lowry	#24	Bethel, Conn. (8, 11, 16, 9, 27)	71
21.	388	Dave F. Griffin	#7	Riverside, Conn. (12, 16, 13, 23, 13)	77
22.	1330	Robert Welty	#20	Livonia, Mich. (11, 13, 12, 17, 26)	79
23.	CFS12	Thomas Hyatt	#16	Dearborn, Mich. (23, 13, 3, 25, 19)	83
24.	247	Russell O'Brien	-	Norristown, Pa. (11, 16, 17, 18, 23)	85
25.	1154	David Meckley	#4	Mansfield, Ohio (17, 10, 15, WD, 14)	87
26.	841	Henry G. R. White	#3	Winnetka, Illinois (WD, 9, 7, 21, 24)	90
27.	1204	Paul McRoy	#30	Carbondale, Ill. (12, 3, 23, 22, DNF)	91
28.	1328	Edward H. D. Gibbs	#6	Pittsburgh, Pa. (7, 25, 13, 20, DNS)	96
29.	222	J. Fred Weintz, Jr.	#7	Riverside, Conn. (8, 18, 17, 27, 28)	98
30.	984	Herbert Swafford	#23	Dallas, Texas (DSQ, 6, 9, DSQ, 25)	100

FINAL STANDINGS - CHALLENGER DIVISION

1.	906	Charles S. Rettie	#7	Riverside, Conn. (16, 17, 14, 4, 6)	57
2.	CFS10	Marilyn Perry	#16	Birmingham, Mich. (WD, 18, 10, 1, 7)	62.75
3.	242	Charles S. Rowe, Jr.	#7	Old Greenwich, Conn. (20, 14, 25, 2, 4)	65
4.	684	John Gelderman	#3	Wilmette, Illinois (9, 21, WD, 5, 3)	66
5.	742	Jack T. Orr	#24	Danbury, Conn. (10, 26, 19, 14, 1)	69.75
6.	697	Jack Howlett	#36	Hudson Hts., Quebec (21, 12, 18, 7, 13)	71
7.	169	Steve Ungberg	#7	Riverside, Conn. (15, 17, 22, 17, 2)	73
8.	1329	Donald C. Hott	#6	Keyser, West Va. (22, 20, 16, 8, 10)	76
9.	1318	Bill Gjerde	#70	Lake City, Minn. (24, 23, 14, 9, 8)	78
10.	1156	Herman Ankenbruk	#20	Pinckney, Mich. (17, 19, 22, 10, 12)	80
10.	1126	Seymour Herman	#46	Island Park, N. Y. (22, 8, 20, 13, 17)	80
12.	1124	Charles W. Edgar	#7	Riverside, Conn. (20, 22, 9, DNS, 5)	81
13.	786	George Rockwood	#57	Needham, Mass. (18, 9, 24, 6, DNF)	82
13.	681	William E. Zimmie	#12	West Lake, Ohio (3, 15, DNF, 11, DSQ)	82
15.	275	Thomas F. Meany	#12	Cleveland Hts., Ohio (6, 23, DNF, 3, DNS)	85
16.	1265	Ralph E. Snelson	#19	Warren, Ohio (19, 22, 20, 16, 11)	88
17.	777	John Riina	-	Park Ridge, N. J. (21, 24, 24, 25, 9)	93
18.	1293	John Foley	#28	Queens Village, N. Y. (19, 21, 4, DNS, DNS)	94
19.	1007	Richard T. Lewis	#7	Riverside, Conn. (15, 24, 19, 12, WD)	95
20.	394	Orville E. White	#36	Hampstead, Quebec (18, 20, 23, 19, 16)	96
21.	1209	Richard Beckner	#24	Brookfield Ctr., Conn. (25, 27, 18, 18, 15)	103
22.	715	Ann Stokes	#3	Winnetka, Illinois (DSQ, 25, 26, 20, 14)	114
22.	470	Robert MacKenzie	#29	Muncie, Indiana (24, 26, 21, DNF, 18)	114
24.	331	Doug Griswold	#5	Essex Junction, Vt. (23, 15, WD, DNS, DNS)	116



1122 - Bob Vance, Regatta Chairman.
Riverside Yacht Club in background.
(Alice K. Barker photo)



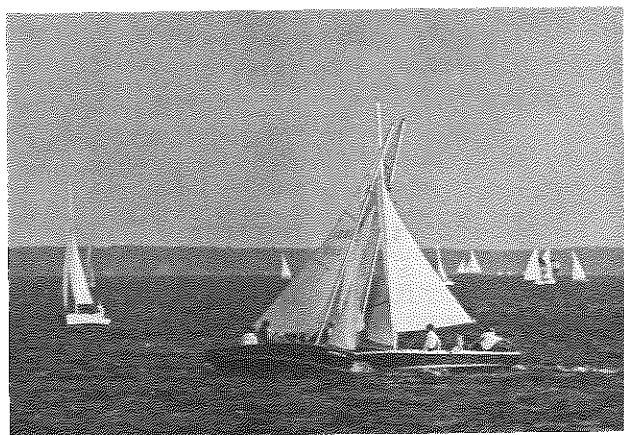
Skippers Meeting - Race Committee (l. to r.) Hopkins, Fanning, Dommerich, Putnam, Lawson and Gallagher.
(Alice K. Barker photo)



Start of Fifth Race - Douglass, Foster, Manee, Weintz, Parmelee and Tears.
(Alice K. Barker)



Measuring In - John Riina, Chuck Rowe, Nancy Parmelee, Ken Parmelee, Fred Weintz, Larry Whitsit.
(Alice K. Barker photo)



Miraculously, there was no collision.
1265 is Dr. Ralph Snelson, Warren, Ohio, 684 is John Gelderman, Wilmette, Illinois - other boat behind 684's unidentified.
(Alice K. Barker photo)



Award Presentation - Sandy Douglass, Defending Champion, Frank Bloomer, New Champion, Midge Bloomer (crew), Tom French, (crew), Willis Fanning, Chmn. Regatta Race Committee, Fred Weintz, Pres. FSSA. (Town & Country Studio Photo)

FSSA ANNUAL MEETING ON AUGUST 27TH AND GOVERNING BOARD MEETING ON AUGUST 26TH

Both meetings will be covered in detail next issue. Here are a few highlights.

Annual Meeting, Fred Weintz, presiding - Dispensed with the reading of the 1967 Annual Meeting minutes. . . . Treasurer's report by Bill Garrett - FSSA in good shape financially. . . . 1969 North Americans site selection chairman, also Bill Garrett, announced that the FSSA Governing Board had chosen Fairhope YC on Mobile Bay. . . . New title of Commodore for immediate past-President of the FSSA and to be a member of Executive Committee - approved. . . . Change in Nominating Committee makeup. . . . Board approved Olympic Course, Low-Point Scoring and date change for future North Americans. . . . To provide for a Canadian and eventually international, also mid-winter championships, as the class grows. . . . New legal committee appointed. . . . Officially revoked charters of fleets 10, 13, 17, 43, 49. . . . F/S Sailing Manual at \$2 forthcoming. . . . approved up to \$1,000 expenditure to promote the FSSA. . . . District Organizations discussed - also a regatta manual. . . . Fred Weintz was delighted to announce that the Douglass-DiMaio controversy, about which rumors were heard by many, has been completely resolved. . . . Steele Griswold presented Chief Measurer's report and answered questions from members. . . . New slate of 1969 FSSA officers approved. . . . Miscellaneous comments and discussions.

Governing Board Meeting - Mrs. Ann Stokes replaces Mrs. Helen Rippel as FSSA Corresponding Secretary. . . . Several New District Governors announced. . . . FSSA Treasurer's report discussed. . . . 1968 Yearbook is now at the printers. . . . Proposed budget discussion. . . . Something should be done for the "non-racing Scot sailors". . . . Class promotion needed, including public relations. . . . Scots 'N Water should include more articles on "Cruising with the Scot", "Treasure Hunting with the Scot", etc. plus special articles devoted to non-fleet members, and possibly a fancier format which has already been brought up from time to time for consideration. . . . 1969 North Americans Selection Committee report. . . . National Measurer's report in detail (see next issue of Scots 'N Water). . . . Changes in By-Laws discussed. . . . Other miscellaneous comments either mentioned above in the Annual Meeting minutes or will be covered in the Nov. - Dec. issue.

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BAGGY WRINKLE, EDITOR OF THE CRYSTAL SAILING CLUB, THE HOME PORT OF F/S FLEET #41, reports on the recent annual meeting of the Club, where, for the Scots, the 1968 trophies were presented to Redman, Remsberg, Kopchick, Martineau, Tellshow and Refior in that order for the top positions for the season.

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THE 1969 FLYING SCOT NORTH AMERICAN CHAMPIONSHIPS have been awarded to the Fairhope (Alabama) Yacht Club, along with F/S Fleets 38 and 45. In Fred Weintz' recent letter to Al Story, Captain of Fleet #38, and others, in addition to the FSSA Governing Board's pleasure in accepting the Fairhope YC bid, By-Laws modification to permit flexibility in holding said regatta in either July or August, subject to the FSSA Executive Committee working out with local officials the exact dates, was also approved.

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THE FLYING SCOT IS A FAMILY BOAT

Last month it was for Gulf fishing. This month it's Jack Lester towing a water skier on Cotton Lake, Minnesota, home of Fleet 70.

Jack mentions that "The wind was 15-20 mph North, skier 5'8" and 134 pounds. We towed him one-half mile on this run. It's relatively easy, as the Scot has plenty of speed and power. If we could have found a smaller skier, say 75-85 pounds, it would have been easier. The local newspaper printed this photo with a caption about how fast sailboats go."



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VISA THIRD ANNUAL INVITATIONAL REGATTA

held at Smith Mountain Lake near Roanoke, Virginia on August 24-25, as reported by Dick Herchenrider of Flying Scot Fleet 71:-

"Nine Flying Scots were entered, compared to two last year. Out-of-towners included Bill Myatt and his fine crew from Raleigh, N. C., Joe Galliher with Marcia Day as crew from Washington, D. C. and Ed Sharp with crew Bill Sharp and Todd Morrow.

Top honors went to Willie Robertson of Fleet 71, Joe Galliher was second and John Herchenrider third. The Roanoke Times carried a full page article in their Sunday edition with two fine large pictures of Scots in action. Presentation of the awards was covered by WDBJ-TV. We feel that this publicity will greatly benefit sailing in this area."

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ORVILLE E. WHITE, our FSSA retiring 2nd V. P. of Montreal, has been appointed Principal of the new Richelieu Valley Regional High School. Orville is to be congratulated on this major assignment. We hope that he will continue to keep us informed of Scot activity in Fleet 36 and the Montreal area which he has handled so effectively for several years.

IF YOU RACE TO WIN!



JOE BECKER-F/S #1118-TULSA-WON THE FLYING SCOT PRAIRIE DISTRICT CHAMPIONSHIP IN JULY WITH THREE FIRSTS - USING HIS NORTH SAILS

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TO ALL RACERS OF SCOTS: Last year the FSSA officially acknowledged that the Scot is not the beautiful modern competitive yacht that she could be! The sad admission was announced in the October Scots 'N Water with misleading simplicity: "Scots will not participate in future One-Of-A-Kind Regattas."

What the announcement did not say was: The hull and sail plan of the Scot are modern; the rig is not modern, slows the boat and is the reason for the sad admission. For example ----- the Lightning, an old fashioned boat with a modernized rig, gets a time allowance from the Scot under the OOK formula, but usually beats the Scot! This embarrassing predicament is even worse when the Scot encounters other boats which have both modern hulls and modern rigs.

Let's stop being an "Unidentifiable Floating Object"* and become a modern One-Design racing yacht. MODERNIZE THE RIG!

Very truly yours,

FRED TEARS
Governor, District 8 (Texas)-

*Dr. Stuart Walker used this name when he reported on the last OOK in which a Scot was allowed to compete.

- - - S-&W - - -

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GEORGE TOWN, GREAT EXUMA, BAHAMAS

FLYING SCOT MID-WINTER REGATTA will be held at the Royal Palm Yacht Club, Ft. Myers, Florida on February 21-23, 1969.

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F/S FLEET NUMBER 73 has recently received its FSSA Charter, with assignment to the Raritan Yacht Club, New Jersey. The new fleet, which has our wishes for great success in their future sailing, is assigned to the F/S Greater New York District. Max V. Mathews, 81 Oakwood Drive, Murray Hill, New Jersey 07974 is the contact for the new Raritan, New Jersey Scot Fleet.

- - - S-&W - - -

DID YOU NOTICE ON PAGE 137 OF YACHTING FOR SEPTEMBER 1968 under the "Southern Atlantic Tides" section by Bill Adams that the Flying Scot class was awarded top honors for entering the most boats at the Oriental Sailing Social held on the broad expanse of the Neuse River in North Carolina July 13-14, with 81 boats entered from over ten classes? Howard Manning, Raleigh, was first for the Scots, Tod Parker, Goldsboro, second and Sam Leager, Raleigh, third.

We are pleased to see FLYING SCOTS mentioned on various pages of YACHTING most months; do continue sending your local news to the proper YACHTING representative as explained in the June 1968 issue of Scots 'N Water.

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OUR REQUEST IN THE JUNE S&W FOR INFORMATION ABOUT COMPASS USE by Scot sailors has drawn rather poor response. If you have personal ideas, please send them to the editor so that this experience may be made available to other Scot skippers.

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THE JACKSON, MISSISSIPPI, YACHT CLUB announces that the 1968 HOSPITALITY REGATTA will be held on Barnett Reservoir October 25th through October 27th. Over a dozen classes are expected at "The South's Top Annual Multi-Class Sailing Event". A complete brochure containing full information will be available in the near future. For further information, contact Jackson Yacht Club, Hospitality Regatta Committee, P. O. Box 4772, Jackson, Miss. 38216. Phone: A/C 601 856-2711. Negley F. England is Chairman. SCOTS are expected to be well represented. Please make your reservations as early as possible - it's also a football weekend in Jackson.

- - - S-&-W - - -

IN APRIL, JOHN KNOTT WROTE US FROM IOWA INDICATING INTEREST IN A SCOT, but hoped to find at least another Scot in the area. Here is his letter of August 27, 1968 - think you will like it. Perhaps you can help him.

"Dear Mr. Silsbee:

Several weeks ago a lovely apparition appeared on our local scene - a Flying Scot owned by Dr. Francis Wells of Cedar Rapids, Iowa.

This past weekend my wife and I were invited aboard - in winds ranging from 25 to 40 mph!!! This was, quite literally, the test situation I needed. This boat really behaved itself - and even took care of us one time.

The next day I crewed for Dr. Wells in more moderate airs. We purposely started a race late, to give him a bit of relief from the pressure of a start - and proceeded to work our way through and past all of the mixed fleet except the C-Scows. They didn't gain - we just didn't catch them.

As you can imagine, at this point I am 'hooked' on the Scot.

I hope that something will turn up this fall or winter in the line of a 'Pre-sailed' Scot. So, if you could again pass the word - not that I am 'interested', but that I am actively in the market, I would appreciate it.

In the meantime, how do I go about getting a subscription paid up for Scots 'N Water?" (Handled - Ed.)

John R. Knott, 801 Eastmoor Drive, Iowa City, Iowa 52240

MONTREAL AND F/S FLEET 36 NEWS REPORTED BY ORVILLE WHITE
Pte. Claire Annual Regatta on July 13-14, with winds almost nil like the 1967 F/S North Americans, finally ended - it took hours - with Pete Flynn the winner, Don Brown second and Alf Cockburn third.

The important racing event this season for Scots was the Border Regatta at Gananoque on July 20-21, with Johnny Wing doing an excellent job in setting up the event. Dr. Ford Stevens was again host and did much to keep things moving efficiently. Phil Luno was overall winner for the three races, picking up the LaTuque Trophy as well as the Canadian F/S Championship Trophy - sailing Scot No. 9 with all its running lights, bow hand rails and miscellaneous gadgets. The Douglass Trophy (1st race) was won by Dick Schwartz of Bemus Point, N. Y., the Border Trophy (2nd race) went to Ken Wright from Lexington, Mass. and the Philadelphia Trophy (3rd race) was won by Sandy Douglass.

The Annual Lord Reading Regatta which included the F/S Fleet 36 Championships was sailed on August 3-4 with plenty of wind. Dr. Seguin showed the way, with Stewart Swan second and Wally Brown, with Dad and brother Tim as crew, took third place.

One of the local facets of Scot racing this year has been the broad use of the boats by the younger family members. Scots also were used for the local club Sears eliminations this year.

Orville comments at length on the problems of suggested changes in the Scot specifications that have brought considerable attention lately. He feels that the class as a whole should look closely at proposed changes, some being worthwhile, but people should vote on topics on which they are informed. He cites the Fleet 36 "security straps" tests awhile back, with the comment that fleet groups make tests and suggestions, only to be thrown out by the general membership vote, most of whom have never had any direct experience with the item on which they are voting. We will probably have some additional remarks by Orville next issue.

- - - S-&-W - - -

J. BINKLEY CONNOR, FOR YEARS A SCOT DEALER has decided to retire at the tender age of 75 years, leaving his Candlewood Shores, Conn. F/S dealership in good hands. Harold Amory will take over, handling Scot parts and service, and will work closely with Lew McKee and John O'Hern locally - telephone 775-9054 if Scot help is needed. Bink has sold his Candlewood cottage, is giving up the White Plains apartment and the Connor's are moving into a retirement home at 3030 Park Ave., Bridgeport, Conn. where they will have an apartment. Bink wishes his many Scot friends years of fine sailing. Much happiness to the Connor's in their new environment!

- - - S-&-W - - -

MISCELLANEOUS - The closing date for the November-December 1968 issue of Scots 'N Water is November 9th. . . . We would like more good photos of Scot activities. . . . Advertising rates, per issue, are \$4 for up to 5 sq. in. and \$8 for the 10 sq. in. size; Caveat Emptor section is \$4 per ad.

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SANDY SAYS -

LIGHT WIND SAILING

- - Gordon K. Douglass - -

Aside from the fact that the wind is lighter, light-wind sailing is very different from strong wind sailing, and successful boat speed demands a very different technique which involves the way the sails are hoisted and adjusted as well as the way the boat is sailed.

When the wind is strong, there is more power than we can use. We may sheet in the sails as flat (almost) as we can, or we may have to ease or luff them to keep the boat from heeling. Acceleration is rapid. The tiller may be used vigorously.

When the wind is light, however, we must use what there is of it with great care, and handle the boat gently and tenderly because any sudden movements will reduce what little speed we may have.

Light weather sails should be fuller than heavy weather sails, and a lot can be done with the usual medium-cut mainsail to change its draft. For strong winds, pulling the sail well out on the boom and hoisting it well up will flatten it and move the draft forward. That is why the mainsail should be made several inches short on both foot and hoist to permit this adjustment. But as the wind lightens, the foot and hoist should be slacked off more and more to give increased draft. In preparation for very light (3-4 mph) winds, the foot can be slacked off perhaps six inches and the sailcloth pushed forward along the boom. Hoist the sail with medium tension. Then, when you fill the sail, have the crew slack off the halyard until wrinkles appear running diagonally down from the mast. Then hoist it a notch or two until the wrinkles disappear and the sail has a smooth shape with maximum draft.

Not much can be done to change the shape of the jib, although if it should have a fold along the luff wire which the wind will not fill out, by judicious lowering of the halyard until the luff wire is slack, you may find a point where the sail will take its proper shape. At all times, I like to set the jibsheet leader farther aft than is commonly done in order for the jib to have a slack leach and not backwind the mainsail. Once I find the right place for that jib, I never change it.

Boat Speed

At all times, but especially on the weather leg, boat speed is of the greatest importance in very light winds because of its great effect on the apparent wind which is what makes us go. A slight change in boat speed has a much greater effect on the apparent wind velocity in light winds than it has when the wind is strong. For example, a vector diagram will show that in a twenty-mile wind an increase in boat speed of a mile per hour will have a very small effect on the velocity of the apparent wind - and in these conditions we already have more wind than we can use - whereas in a 2 mph wind that same increase in speed may increase the apparent wind by nearly 50%. When you stand still in a 2 mph wind, the apparent wind is 2 mph. If you sail close-hauled at 2 mph, the apparent wind becomes about 3 mph, and obviously you will go faster in a 3 mph wind than in a 2 mph wind.

(Continued on next page)

LIGHT WIND SAILING (Continued)

When the boat is up to hull speed, as in strong winds, a great deal more force is required for a very small increase in speed. At low hull speeds, however, very little extra power produces considerably more speed. The obvious conclusion is that in light weather we should try for boat speed even at some sacrifice in pointing, even though we sail a somewhat longer course. How is this to be accomplished?

If it were not for three forms of resistance, sailboats would go much faster than they do - more like iceboats. These resistances are wind resistance, wave-making and the parasitic drag of wetted surface. At high speeds and wind velocities, wind resistance and wave-making are the major drags. At low speeds these become unimportant and wetted surface becomes the major factor. For this reason we reduce wetted surface as much as possible by heeling the boat to her optimum angle of 17 degrees, close hauled. This also helps the sails to fall into shape when the wind is light. The centerboard, however, should be all the way down for maximum resistance to side slip.

The trim of the sails is of greatest importance. We know that the farther in we sheet the sails the more heeling or sideways force we have, and the less forward drive. We know that a slight increase in speed will build up the velocity of the apparent wind and thereby produce still more speed. Therefore, when we sail to windward in light airs, our aim should be to make the boat foot even though it means less pointing. Even though our course is longer, with higher speed we will reach the weather mark ahead of the boat which points but does not foot. How is this done?

Sailing to Windward in Light and Fluky Winds

Let us assume we are on the windward leg and are about to tack. First of all, remember that everything we do must be done gently because any sudden movements will kill our speed. Tacking must be done gently. The tiller must be moved gently. The Flying Scot, with crew, represents a mass with a weight of some 1300 lbs. It takes energy to make such a mass turn. "A body in motion tends to remain in motion in the same direction and at the same rate of speed." If you throw the tiller over hard, the rudder will act as a brake and slow the boat. The angle of attack of the rudder blade to the water never should exceed a few degrees. Therefore, and this is especially true in light winds, the push on the tiller should not be a sudden shove, but instead should be a steady push, giving the boat time to start rotating, with an accelerating action, then followed by a comparable decelerating action to steady her on her new course.

The crew should move slowly and gently so as not to shake the boat and the sails. Once around, the boat having lost some way at best, the first thing then is to regain speed. This is done by paying off below the close-hauled course and easing out the sails correspondingly. As the boat regains speed she can be gradually brought up to her course and the sails gently sheeted in as she comes up.

At no time should the sails be sheeted flat. Both jib and main must be eased well out, the jib sheet perhaps three or four inches out, as shown by the tape on the sheet, and the boom well out toward the corner of the transom. Light winds generally fluctuate in velocity as well as direction.

(Continued on next page)

LIGHT WIND SAILING (Continued)

In the "gusts", sheet in both sails a little and point a little higher. As the gust dies, ease the sails and fall off a little. Keep the boat moving. Every second counts. Lost speed and distance cannot be regained, and it is the total of your losings which puts you behind the other boat.

I have found a good rule of thumb for trimming the jib. The jib has its own driving power, but in addition it serves as a foil to catch the wind and accelerate it past the leeward side of the mainsail. To do this properly, there must be a proper gap of about seven or eight inches between the leach of the jib and the luff of the main sail. My rule of thumb is to trim the jib so that its leach, a couple of feet above the lower batten, is in a fore-and-aft line with the main shroud at that point. With a given trimming, when the wind lets up, the leach will move in toward the mainsail, closing the slot. The jib tender must ease the sheet enough to keep it in position. When the wind increases, the leach will be pushed out, and the sheet must be trimmed in as needed.

During all this time, the boat's course is affected by changes in wind velocity as well as direction. It is obvious that when the wind direction changes, we are either headed or lifted. Not so obvious is that this happens also with changes in wind velocity. When the true wind increases in velocity, the direction of the apparent wind moves more abeam, and we are lifted by it and should point higher. When the wind dies, the apparent wind moves ahead and we must fall off.

Don't be misled, however, by a sudden cessation of the wind. In such a case, the momentum of the boat makes the apparent wind come from ahead and the natural reaction is to fall off; but if there is momentarily no wind, we might as well hold our course or even head toward the mark and coast as far as we can.

The comment was made in the September 1967 issue of Scots 'N Water that, at Montreal, I stood up and walked around in the boat when the wind was very light. If I walked around at all, it was to check the rudder to see if we were dragging weeds, but my real purpose was to try to see where the next breeze might come from. In light and fluky winds, observation is most important in deciding what course to follow; and by standing, I could observe the wind patterns on the surface of the water twice as far away as I could when seated because of the curvature of the earth.

Reaching

The fundamental rule for reaching is to work up a little in the lulls, to increase the apparent wind, and to fall off a little with the puffs when you can, but always staying close to the straight line. It seldom pays to work high of the course on a reach. You will go a little faster in doing it, but eventually you will have to bear off for the mark and then will lose the gain.

On a reach, the sails should be let out as far as possible, almost to the point of luffing, and it is better to be under-sheeted than over-sheeted. In light winds you will not need, and should not use, any vang tension. On a close reach in a drifter, it may be necessary for the crew to hold the clew of the jib up and out to help the sail to fill. The centerboard should be

(Continued on next page)

LIGHT WIND SAILING (Continued)

raised as much as possible, to the point of sliding, to reduce wetted surface. Heeling the boat may or may not work. Try it.

Running

A dead run in light breezes is the worst. Here the apparent wind is the resultant of the wind minus the boat speed; and the faster you go, the less wind there is to push you. The sails go dead because the wind does not cross them to produce aerodynamic lift. And often the sun's heat is stifling and that cool drink seems far away - and is!

Let's try something! Little cat's-paws are coming over the water. Let's try sailing a little high, on a very broad reach, to pick up a little speed when the cat's paw reaches us, to get the air flowing across the sails. Then, when the wind dies, we will head down-wind again and coast. When we have worked a little to one side of the course, we'll jibe and try the other tack.

A variation of this, especially effective with spinnaker, is to tack down-wind. In one of the races of the FSSA Port Clinton Nationals, we had reached the weather mark in 31st place. The last leg was almost a dead run, and all of the fleet went off on the port tack. On rounding the mark, we jibed onto starboard and broad-reached away from the fleet. We had little to lose and everything to gain. Why follow the pack? When we came together at the finish line, we had passed 25 boats and finished in 6th place, back in the ball-game!

In a drifter, the centerboard can be raised all the way to reduce wetted surface, but when there is any real wind, I would have it down a little for steering control. However in a strong wind, I never would think of raising it all the way if only for the reason that in case of a capsize I want something down there to stand on to pull the boat back up.

It is easy to sail a bot quite well in moderate conditions. It is the extremes of weather, heavy or light, which require extra effort, skill and concentration. (END)

- - - S-&-W - - -

WILMETTE, ILLINOIS F/S FLEET #3 NEWS - - - Fleet Captain George Stokes has received a challenge from the local Arrow Class Fleet "In the interest of establishing publicly the superior qualities of the ARROW Class Yacht vs. the FLYING SCOT bathtub . . . to a race on September 29th. As evidence of the 'no holds barred' rules of this challenge, the ARROWS will allow the Scots to fly their spinnakers anytime they feel it will help them." George's reply, in part - "As if there weren't enough of this sort of thing going on already, another underprivileged minority is seeking recognition by arranging a confrontation with the Establishment. Whatever the Arrows' reasons for this foolhardy challenge might be, the leading five skippers in our Fleet - White, Beierwaltes, Sullivan, Godshalk and Lewis - have been consulted. In the spirit of holding out a helping hand to those less fortunate, it is agreed to give the Arrows the benefit of a sailing lesson the afternoon of Sunday, September 29th." Through a lucky break in timing, Fred Weintz is expected to be with Fleet #3 that same Sunday and the local Fleet members feel fortunate to meet Fred on home grounds where a Happy Hour and Dinner have been arranged at the Sheridan Shore Yacht Club in Wilmette.

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NEW ACTIVE FSSA MEMBERS

- 39 Lee H. Allen, 71 Moross Rd., Grosse Pte. Farms, Mich. 48236.
Sails FLOUNDERING SEABIRD. An ex-asso. member.
- 103A May M. Gibson & David T. Gibson, 3717 Winding Way Rd., Roanoke,
Va., 24015. Sail with new F/S Fleet 71.
- 126A Norma W., John R. & Robert S. Herchenrider, 4714 Colonial Ave.
SW, Roanoke, Va. 24018. Also with Fleet 71.
- 161 William H. Whitehead, 781 E. Church St., Marion, Ohio 43302.
Sails LES FILLES, "just one of the girls" with five other "fillies"
at home.
- 169A Steven Unberg, 27 Weston Hill Rd., Riverside, Conn. 06878. Jr.
Co-owner; F/S Fleet 7.
- 196 Robert Wilson III, 3709 Panama Dr., Westerville, Ohio. Sails
ROMAR with Fleet 37.
- 218 H. Franklin Bloomer, Jr., 56 Hendrie Ave., Riverside, Conn. (7).
- 242A Charles S. Rowe III, 67 S. Park Ave., Old Greenwich, Conn. (7).
Jr. Co-owner.
- 244 Maurice A. Boucher, 130 Upland St., Manchester, N.H. 03102.
Sails MARIE on Massabesic Lake.
- 325A Daniel Stanley, 2303 Redding Rd., Muncie, Ind. 47304. Jr. Co-
owner.
- 342 George H. Taylor, 15 Somerset Lane, Riverside, Conn. 06878. (7).
- 346 William G. Gordon, 9711 Katy Freeway, Houston, Tex. 77024.
Sails MERRY MARY with F/S Fleet 51.
- 348 Gerald D. Robinson, 7229 E. Shore Rd., Traverse City, Mich. 49684.
Sails SCHATZIE on Grand Traverse Bay.
- 385 Albert S. Polk, Jr., 118 Castlewood Rd., Baltimore, Md. 21210.
Sails on Magothy River and Chesapeake Bay.
- 403 Herbert E. Rieke, 5735 Brookwood Rd., Indianapolis, Ind. Sails
on Geist Reservoir.
- 408 Arnold J. Marx, M. D., 1212 Gilbert Rd., Madison, Wisc. 53711.
Sails PERVERSE with Fleet 68.
- 412 Arthur O. Fitzner, 660 Grace Ave., Fond du Lac, Wisc. 54935.
Sails PORPOISE on Lake Winnebago.
- 438 Dr. Lionel Reese, 22 Linksgate, London, Ontario. Sails JOCARDA (33).
- 487A Sally C. Engle, 4504 River Ridge Dr., Lansing, Mich. 48917. Is
Co-Owner of SORCERESS. Sails on Lake Cora, Paw Paw, Mich.
- 504 John James Novotny, 8 Eymard St., Pittsburgh, Pa. 15221. Sails
"FUN SEEKER" with Fleet 6.
- 523 G. P. Frost, Sand Spring Rd., RD 12, Morristown, N. J. 07960.
- 523A Charles P. Frost, Jr. Co-Owner, same address. The Frost's
sail BEAUREGARD on Nantucket Sound near E. Falmouth, Mass.
- 534 John R. Hornady III, 88 Riverside Ave., Riverside, Conn. 06878 (7).
- 542 James F. Hadley, 888 Thurber Dr. West-A, Columbus, Ohio 43215.
- 615 William F. Clinger, 400 Poplar St., Warren, Pa. 16365.
- 666 Virgil H. Lane, 806 Westridge Rd., Greensboro, N. C. 27410.
Sails MAHABOSCO with Fleet 27.
- 794 Ralph O. Brown, 663 Ridge Rd., Wilbraham, Mass. 01095.
- 850 Edgar R. Prevo, 4355 Cordell Dr., Roanoke, Va. Fleet 71.
- 850A Alice, Pen & Pat Prevo and I. B. Lowey, all same address as above,
are Co-Owners.
- 871 Hans Kuschnerus, 252 Piper Blvd., Detroit, Mich. 48215 - DYC.
- 1014 Rudolph Bormann, 131 College Drive, St. Charles, Mo. 63301.
Sails GREAT SCOT on Alton Lake (Mississippi River).

(Continued on next page)

NEW ACTIVE FSSA MEMBERS (Continued)

- 1015 Dr. W. Ralph Thomas, 1318 S. Broadway, Plainview, Tex. 79072.
Sails SUMAREE on White River Lake near Crosbyton, Texas.
- 1027 James E. Berry, 9555 Crestedge, Dallas, Texas. 75238.
- 1075 James A. Hulse, 1112 Parkdale, Lansing, Mich. Sails SUNSINGER (41).
- 1077 Thomas J. Bruther, Jr., 531 Rutherford Ave., Trenton, N.J. 08618.
- 1082 Walter Wahrenburg, 344 Sound Beach Ave., Old Greenwich, Conn. (7).
- 1096 George Christman, 5419 Belfast Dr., Oxon Hill, Md. 20022. Fl. 42.
- 1099 Richard L. Baldwin, 239 First St., Breckenridge, Mich. 48615.
Sails on Higgins Lake near Roscommon, Mich.
- 1128 William D. Benham, M.D., 6501 Walters Woods Rd., Falls Church,
Va. 22204. Sails KISMET on Potomac and Chesapeake.
- 1135 Vernon G. Goelzer, 4323 Seminole Dr., Royal Oak, Mich. 48072 (20).
- 1135 Gabriel A. Perez, 78 Perthshire Rd., Brighton, Mass. 02135.
Sails BRANDY with Fleet 58.
- 1163 Morse Gevanthor, 120 Pine St., Woodmere, N.Y. 11598. Sails
THOR out of Woodmere Bay Yacht Club.
- 1165 Larry S. Rifkin, 756 Westchester, Saginaw, Mich. Sails on Lake
Margarethe near Grayling, Mich.
- 1165A James Rifkin, 769 N. Shady Hollow Circle, Bloomfield Hills, Mich.
Is Jr. Co-Owner.
- 1168 Russell W. Bradley, 832 Tenth Ave., Menominee, Mich.
- 1173 Jack W. Myers, Washington Island, Wisc. 54246.
- 1175 Ronald E. Jablonski, 1920 Coronada Dr., Ann Arbor, Mich. 48103.
Sails AEOLUS on Big Portage Lake near Pinckney, Mich.
- 1175A Edward R. Jablonski, same address, is Jr. Co-Owner.
- 1178 John A. Evans, 230 Sunset Terrace, Orchard Park, N.Y. 14127.
- 1179 Keeve M. Siegel, 1425 Hatcher Crescent, Ann Arbor, Mich. 48103.
Sails NOVICE I on Joslin Lake near Dexter, Mich.
- 1183 Don Firnhaber, 1411 S. 15th St., Moorhead, Minn. 56560. Sails
FLYING DUTCHMAN with new Cotton Lake F/S Fleet 70.
- 1199 James D. Colthart, 3333 Cummins Lane, Apt. 116, Houston, Tex.
77027. Sr. Co-Owner. Fleet 32.
- 1199A Linda D. Colthart, same address, is Jr. Co-Owner.
- 1216 C. Stephen Perry, 340 Wimbleton, Birmingham, Mich., NYC.
- 1225 Henry L. Mortimer, 707 Robin Hood Hill, Sherwood Forest, Md.
Sails on the Severn and Chesapeake Bay.
- 1246A C. F. Tears III, 8626 Inwood Rd., Dallas, Tex. 75209. Jr. Co-Owner.
- 1250 Roger A. Hansen, 800 North Floyd, Richardson, Tex. 75080.
- 1252 Michael W. Keizer, 11798 W. Outer Dr., Detroit, Mich. 48223.
Sails on Kent Lake near Brighton, Mich.
- 1266 Albert H. Story, RT 1, Box 206G, Theodore, Ala. 36582. Capt. -
Fl. 38.
- 1288 Wesley F. Rockhold, 61 Pond Place, Cos Cob, Conn. Fleet 7.
- 1297 Gene W. Canfield, 71 Paris Hill Rd., Sauquoit, N.Y. Sails at the
Otsego Sailing Club, Cooperstown, N.Y.
- 1318 Bill Gjerde, 1004 S. Lakeshore Dr., Lake City, Minn. Sails
PEGASUS II with new Fleet 70 on Cotton Lake, Minn.
- 1321 Frank J. Heidler III, 7 Sheffield Lane, Oak Brook, Ill. Sails
SCOT FREE with Fleet 44.
- 1323 Paul E. Hansmire, 1202 E. University, Ann Arbor, Mich. 48104 (20).

NEW ACTIVE FSSA MEMBERS - ADDITIONAL LIST

- 101 Glen M. Ford, 3214 Apperson, Midland, Texas 79701. WAULIE JO sails with Fl. 62 and is Kil Adams old boat.
- 118 Richard T. Emory, c/o J. W. Thompson Co., 410 N. Michigan Ave., Chicago, Ill. 60611. F/S Fl. 3.
- 160 Franklin D. Wolffe, 3471 N. Emerson St., Arlington Va. 22217. Sails "T-J" with F/S Fl. 6.
- 223 Mrs. Robert E. Phelan, 85 Mountain Spring Ave., San Francisco, California. F/S Fl. 40.
- 329 Edward L. Kemp, Jr., 2610 Laurel Lane, McKeesport, Pa. 15131. Sr. Co-Owner. Fl. 6.
- 329A Ralph C. Nill, 1419 Library Ave., McKeesport, Pa. 15132. Jr. Co-Owner. Fl. 6.
- 366 John L. White, Crestview Dr., Brookfield, Conn. 06804. Sails on Candlewood Lake.
- 367 George Dickinson, Cat Rock Road, Hilton Heath, Cos Cob, Conn. F/S Fl. 7.
- 453 John S. Mermer, 1770 Cherrylawn Dr., Toledo, Ohio 43614. Sails MERM'S MAID with F/S Fl. 26.
- 538 John F. Langkau, 12050 Lake Ave., Lakewood, Ohio 44107. Fl. 12.
- 610 John M. Seifrick, 3700 Santiago Dr., Westerville, Ohio 43081. F/S Fl. 37.
- 628A Robert M. Fornell, Jr., 1226 S. St. Louis, Tulsa, Okla. 74120. Jr. Co-Owner.
- 642A Thomas R. Cherry, Whisconier Hill, Brookfield Center, Conn. 06805. Jr. Co-Owner. F/S Fl. 24.
- 642A David A. Cherry, Whisconier Hill, Brookfield Center, Conn. 06805. Jr. Co-Owner. F/S Fl. 24
- 669 Wilbert G. Kautz, Route 2, West Unity, Ohio 43570. F/S Fl. 34.
- 673 Louis S. Sachs, 32 Wooded Way, Pikesville, Md. 21208. Fl. 63.
- 695 Donald S. Dool, 93 Naomee Cres., London, Ont., Canada. Sails HEELIN' LASS with Fl. 33.
- 821 Daniel R. Grandy, Fl. 71.
- 866A Ryan Hanawalt, 411 N. Lenfesty, Marion, Ind. 46592. Jr. Co-Owner. Fl. 29.
- 901 Gilles Dore, 2 Maple St., Kenogami, P.Q., Canada.
- 1049 Frank W. Tipton, 10203 47th S.W. #108, Seattle, Wash. 98146. Sails on Puget Sound.
- 1059 H. Raymond Weeks, Jr., Apt. 417, 4943 Park Rd., Charlotte, N.C. 28209. Fl. 27.
- 1079 John P. Sankey, 3325 Barker Ave., Bronx, N.Y. 10467. Sails GRATITUDE with Fl. 24.
- 1087 Paul V. Martin, 3719 Beverly Dr., Toledo, Ohio 43614. Sails MISTY with Fl. 26.
- 1100 Cecil Van Doren, 5088 Northampton Dr., Ft. Myers, Fla. 33901. Sails SCOT N. WATER with Fl. 56.
- 1105 Willard Albertsen, 441 N. Union, Salem, Ohio 44460. Fl. 19.
- 1119 John B. Harlow, P. O. Box 2566, Tulsa, Okla. 74101. Sails CATFUR out of Westport Okla. Marina, Keystone Lake, Okla.
- 1155 Warren R. Hoehn, 1753 Lexington Dr., Plymouth, Mich. 48170. Fl. 20.
- 1167 Ralph H. Forsythe, 4009 Buckboard Trail, Allison Park, Pa. 15101. Sails MIS-B-HAV on Pymatuning near Andover, Ohio.
- 1219 Stephen N. Fitts, 19 Pinehurst, Tuscaloosa, Alabama. Sr. Co-Owner. Fl. 38.

(Continued on next page)

NEW ACTIVE FSSA MEMBERS - ADDITIONAL LIST (Continued)

- 1219A Ann E., Cynthia F., Lewis F. and Stephen N., Jr. Fitts. Each is a Jr. Co-Owner. Fl. 38. 19 Pinehurst, Tuscaloosa, Alabama.
- 1223 E. S. Voelker, Jr., 2525 Ave. B., Alexandria, La. 71301.
- 1229 Frank Clingan, 2404 S. Owasso Place, Tulsa, Okla. 74114. Sr. Co-Owner. Fl. 59.
- 1229A Joann Clingan, 2404 S. Owasso Place, Tulsa, Okla. 74114. Jr. Co-Owner. F. 59.
- 1238 Alan D. White, 127 Hillside Ave., Berkeley Heights, N. J. 07922. Sails SUMMER SALT on Barnegat Bay, N. J. and on Lake Winnepesaukee, N. H.
- 1241 Weldon W. Wortman, 4044 W. 223rd, Fairview Park, Ohio 44126. Sails BORNE FREE with Fl. 12.
- 1244 T. Delevoryas, 77 Fans Rock Road, Hamden, Conn. 06518. Sails MACH I on Long Island Sound near East Haven-Branford, Conn.
- 1255 Dr. Hugh C. Cunningham, 2500 Doublegate Dr., Albany, Ga. 31701. Sails COTTONMOUTH on Lake Chattahoochee at the S. W. Georgia Boundary with Alabama.
- 1257 St. Andrews Bay Yacht Club, P. O. Box 1327, Panama City, Fla. 32401. This is G. Y. A. Club No. 60. Correspondence to Sally Marks, Sec'y for the Board of Governors.
- 1278 Lee K. Stamford, 907 Erie Ave., Takoma Park, Md. Sails on Chesapeake Bay near St. Leonard, Md.
- 1279 Albert B. Sarewitz, M. D., 5 Bookside Rd., South Orange, N. J. 07079. Sails PIPER at Raitan Yacht Club.
- 1286 William Squiller, 88 Sprucewood Dr., Bethel Park, Pa. 15102. Sr. Co-Owner. Fl. 6.
- 1286A Ronald Squiller, 719 Holly Lane, Pittsburgh, Pa. 15116. Jr. Co-Owner. Fl. 6.
- 1287 Frank O. Pruitt, Jr., 915 Terry Lane, Lake Charles, La. 70601. Cal Lakes Yacht Club.
- 1289 Clare K. Fulton, 902 Granger Rd., Syracuse, N. Y. 13219. Mid-Lakes Country Club, Borodino, N. Y. and Mere Point Yacht Club, Maine.
- 1292 Wm. H. Robertson, 631 Dogwood, Dr., Salem, Va., 24153. Fl. 71.
- 1302 Ralph W. Hawkins, 31133 Downing Pl., Birmingham, Mich. 48009. Sails on Kensington and Union Lakes near Detroit.
- 1314 Scott Graham, 27 Grimes Rd., Old Greenwich, Conn. Sails IT'S ALL RIGHT with Greenwich Cove Racing Ass'n.
- 1330 Robert L. Welty, 9619 Brookfield, Livonia, Mich. 48150. Fl. 20.
- 1331 Harold Ottobriani, 27 Tanglewood Rd., Wellesley, Mass. 02181. Sails BINI at Squatum YC, Quimcy Bay, Boston, Mass.
- 1337 Arthur L. Schneebert, M. D., 922 Rock Lane, Wyncote, Pa. Sails on Barnegat Bay, New Jersey.
- 1345 Dr. F. V. C. Wells, 311 - 25th St., S. E., Cedar Rapids, Iowa 52403. Sails locally and also out of the Royal Palm YC at Ft. Myers, Fla. Fl. 56.
- 1346 Robert A. Wehnau, 8 Phyllis Dr., Montvale, N. J. 07645. Sails OPUS I on the Hudson River near Nyack, N. Y.
- 1348 Charles J. Lundgren, New Preston, Conn. 06777. New York Yacht Club C. C. A. Lake Waramaug, Bantam Lake,
- 1351 William S. Lorimer, 32746 Robinhood Dr., Birmingham, Mich. 48013. Sails BOAT on Tawas Bay, Lake Huron.
- 1358 Howard E. White, 716 New Road - Elsmere, Wilmington, Del. 19805. Sails on N. E. River near Charlestown, Md.
- 1381 John C. Moderwell, 1020 Miami Rd., Wilmette, Ill. 60091. Fl. 3. Jmaes V. Worth III, 17 Channel Rd., Harbor View, South Norwalk, Conn. 16854. Sails BIG DIPPER out of Harbor View Yacht Club, Long Island Sound.

BOAT TRANSFERS - (Former owner and his new Scot number,
if any, in parenthesis)

- 313 John T. Koehler, J., 533 Olive St., Pittsburgh, Pa. (J. D. Anderten)
329 Edward Kemp, Jr. & Ralph C. Nill, McKeesport, Pa. (Don Hott)
342 George H. Taylor, 15 Somerset Lane, Riverside, Conn. (B. F. Agnelli)
412 Arthur O. Fitzner, 660 Grace Ave., Fond du Lac, Wis. (D. Rodenkirk)
438 Dr. Lionel Reese, 22 Linkagate, London, Ont. (Bill L. Smith)
447 Dr. H. R. Cram, 230 Golf View Rd., Ardmore, Pa. (Yves Leger)
453 John S. Mermer, 179 Cherrylawn Dr., Toledo, O. (Gerard Fogarty)
534 John R. Hornady III, 88 Riverside Ave., Riverside, Conn. (Wm.
B. Davidson)
542 James F. Hadley, 888 Thurber Dr. West-A, Columbus, Ohio &
Elizabeth Hadley, 404 S. State, Pioneer, O. (Fred B. Hadley)
543 Very Rev. Wm. F. Maxwell, Jr., Cathedral of St. James, 666 Rush St.,
Chicago, Illinois (Archie Anderson)
562 Nistor Potcova, Jr., 13672 Shadyland, Monroe, Mich. 48161.
(Simon Perlmutter)
610 Jack Seifrick, 3700 Santiago Dr., Westerville, O. (Carl Rippel-1270)
615 Wm. F. Clinger, 400 Poplar St., Warren, Pa. (Ralph Drury)
630 Don A. Hoerger, 130-23224th St., Laurelton, N. Y. 11413
(Leslie A. Goldman)
673 Louis Sachs, 32 Wooded Way, Pikesville, Md. (Fred Bennett)
685 Richard T. Hall, 4395 Sly Ct., Birmingham, Mich. (Wm. Brakora)
695 Donald S. Dool, 93 Naomee Cres., London, Ont. (Glen Hagerman)
794 Ralph O. Brown, 663 Ridge Rd., Wilbraham, Mass. (John Jones-1962)
952 James Worth, 17 Channel Rd., Norwalk, Conn. (Wm. Doherty)
1015 W. Ralph Thomas, M.D., 1318 S. Broadway, Planview, Tex. (E. P. Moore)
1027 James E. Berry, 9555 Crestedge, Dallas, Tex. (Jim Shirreff-1246)
1100 Cecil Van Doren, 5088 N Hampton Dr., Ft. Myers, Fla. (V. DiMaio-1299)
1105 Willard Albertson, 411 N. Union Ave., Salem, O. (Dr. R. Snelson-1265)
1164 Gerald Sachnoff, 105 Maple Dr., Roosevelt, N. Y. (Bob Rich)
1168 Russell W. Bradley, 832 Tenth Avenue, Menominee, Mich. (D. Scolatti)

- - - S-& W - - -

NEW ASSOCIATE MEMBERS OF THE FSSA

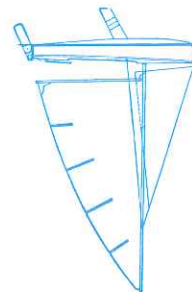
- George M. Close, P. O. Box 254, Fremont, Indiana 46737. Crews on #542.
Howard Epstein, Valley Lea Terrace, Sayre, Pa. 18840.
Ann Forsythe, 4009 Buckboard Trail, Allison Park, Pa. 15101.
Crews on #1167. Sails on Pymatuning.
William K. Jones, 172 N. Mecca St., Cortland, Ohio 44110. Sails #1295
on Pymatuning, Mosquito Lake, near Warren, Andover, Ohio.
Michael W., Jr., Kathryn and Norma Keizer, 11798 W. Outer Drive,
Detroit, Michigan 4823.

- - - S-&W - - -

NOTE- With Such extensive lists this month of new members and boat transfers,
there are probably errors that have crept in. Please let us know of any
corrections that should be made. And if you happen to have news of in-
terest - and photos - we would be delighted to receive them too for a
future issue of Scots 'N Water. Corrections will be run too.

- - - S-&W - - -

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



Mrs. Ann W. Stokes, Corresponding Sec
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Mr. Robert F. Vance
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1968 ANNUAL HOOSIER HOT SCOT REGATTA hosted by Muncie, Indiana Fleet 29 was held at Prairie Creek Lake on September 7-8th with 32 Scots competing. These were from nine F/S Fleets in Ohio, Michigan, Illinois and Indiana, possibly about the largest Scot regatta held in 1968 except the North Americans at Riverside, Conn.

After drifting through two "broilers" in extremely light airs on Saturday, everyone present at the Saturday evening dinner was delighted with Muncie Sailing Club's Commodore Jack Dyer (F/S 261) and his five-piece Jazz Band which made the day a real success. Good winds arrived for the Sunday morning race and Creston Stewart's 10th place, along with his 3rd and 1st in Saturday's races won for him the regatta title, repeating his 1967 win. Tom Ehman took second place this year, Vince DiMaio third, Jack Huling fourth and Dr. Thistlethwaite fifth. Trophies were awarded to the first five and the first three were also presented with F/S tie tacks. Crew winners each received a F/S patch.

The Jack Cochrane Memorial Perpetual Trophy, a beautiful scale reproduction of Jack's boat, also went to Creston Stewart with his promise to return to defend it at next year's HOOSIER HOT SCOT REGATTA SEPTEMBER 6-7, 1969. Incidentally, Fleet 29 is already looking forward to hosting the 1969 Midwestern District Regatta as well as the 1969 Hot Scot event next summer.

- - - Jack Walker, M. D.,
Fleet Captain