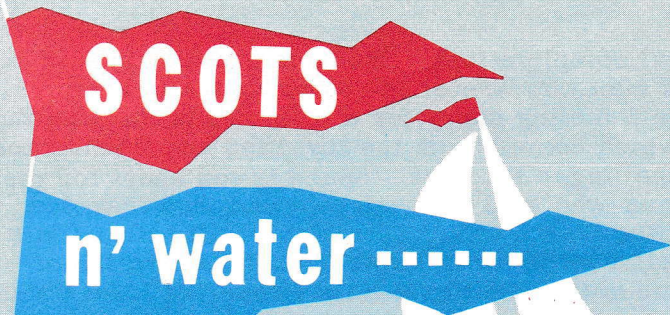


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OBRIEN	EARLY	MEANEY	GREENGLASS
MERRIMAN	FRIMME	DERENE	COOPER
BECHTOLD	ALLEN	OSBORN	VOTBERG
KINDEL	KIMBERL	GOLDTHWAITE	ROSEN TEL
STEVENS	TICE	FELD	HERGUTH

Finalists - F/S No. 1000 Raffle

fleets

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

FRIDAY, JANUARY 20, 1967 - A BUSY AND REWARDING DAY FOR THE FLYING SCOTS

FIRST, here is Sandy Douglass' personal report on F/S #1000 and the FSSA dinner meeting that evening in New York City ---

"The raffle is over. Fred M. Crapo, our old friend from Muncie, Indiana, Fleet 9, who first joined the Flying Scots with #68 in 1959, is the winner of Flying Scot No. 1000! The irony of it is that Fred traded his No. 617 for a new boat just last fall! Now, Fred has most generously re-donated No. 1000 back to the United States International Sailing Association which, I understand, will offer the boat for sale with sealed bids.

To say that the raffle was a great success, and that I am as proud as could be of the FSSA is to put it mildly. It was with some trepidation that your Class officers went into it. What if it fell flat? My first hope was that we would at least raise enough to equal the price of the boat. I would have been content with \$3,000.00, and happy with \$4,000.00. Through the remarkable efforts of our owners and friends, at the Winter Meeting, FSSA Treasurer Fred Weintz was able to present to Charles Morgan, Treasurer of the USISA, a check for \$5,000.00!

The Dinner at the Barbizon-Plaza found 45 members and guests present, a big increase over last year's number. Our guests of honor were Charles Morgan, representing the USISA, and Howard Boston who so generously contributed the sails for F/S No. 1000. After dinner, Mr. Morgan, in expressing the thanks of the USISA for the generous donation which, he noted, represented about ten percent of their annual budget, gave us an interesting account of how the USISA helps our international sailing teams in developing the best talent, and in sending men and boats to the various sailing events.

As soon as the after-dinner speeches were over, we proceeded to the main event, the drawing. Mr. Morgan drew twenty tickets from the box, these to be the Finalists (See above photo). These names were posted on the wall, the tickets were reshuffled and re-drawn, one at a time, - and Fred Crapo was the winner.

It has been a most interesting experience for me to be part of such an endeavor. Eric and I handled it from here solely because Oakland was found to be the only locality where non-

(cont.)

profit raffles would be clearly without legal complications. We have had all kinds of responses, from none at all, to the nameless man who wrote, in returning the tickets, 'Sorry, DOC, not this time' - (I can't help feeling sorry for a man who is missing the most rewarding part of sailing, the part which comes from the loyalties and friendships which mean so much to most of us) - to the Eager Beavers. Space is too short for me to name but a few, such as Carlton Chapman who sold many tickets and then traveled from Oklahoma City to attend the dinner; Bob Wells, who wrote from California, 'Hats off to you and this great cause. I could sell a lot more of these (tickets) if available.' - and then sold 30 more; Chuck Rettie and his untiring efforts; Nate Dreyer of Lake Chau-tauqua, perhaps the top Eager Beaver of all, who sold 70 tickets. These are only a few of the many who put it across.

I believe the raffle has been worthwhile in many ways. It has made possible a major contribution to the USISA and American sailing; it has brought a new sense of solidity, achievement and pride to the Flying Scot Sailing Association; it has set a mark, rather we have set a mark, - which I am sure is the envy of many other classes, one which they will try to surpass. All of this is good for our sport, sailing. I give my thanks to you all". - - - - - SANDY DOUGLASS

AND THEN, during the following week, Bob Bavier, V. P. of the United States International Sailing Association, telephoned Sandy, informing him that all arrangements had been completed to receive sealed bids for F/S #1000 which Fred Crapo had kindly re-donated back to the USISA. With a floor of \$2,200.00, sealed bids will be received up to April 1, 1967 and opened on that date, with the highest bid winning the boat. Send bids to Ernst & Ernst, Trade Association Dept., 120 Broadway, New York, 10005. With a current value of \$2665, this Douglass-built Scot donated by Sandy for the raffle, with mainsail and jib a gift from Howard Boston, we hope will not go as a bargain.

NEXT, to get back to January 20th, prior to the dinner, a meeting of the FSSA Board of Governors was held at the Barbizon-Plaza from 4 to 6 PM, with Messrs. Claypool, Douglass, Griswold, Meaney and Weintz present. And here is what was accomplished: -

1. They elected unanimously the 1967 Executive Committee - Messrs. Meaney, M. D., Claypool, Griswold, Weintz and Henry G. R. White.
2. Requested all district chairmen to begin organizing their district events for 1967.
3. Encouraged all present FSSA members to forward their 1967 dues to Mrs. Heln M. Rippel, 9700 Sunbury Road, Westerville, Ohio, 43081, the FSSA Corresponding Secretary, and to please stimulate non-member Scot sailors to join the association. Annual dues for Active Members are \$7.00, Associates \$2.00, in case your current statement has been lost or misplaced.
4. Authorized the use of the name "North American Championships" for the 1967 Montreal Regatta in August, with the decision that this be referred to the Amendments Committee for opinion as to this as the permanent name for the "National" Championships in the future, amending the Constitution By-Laws if the committee feels it necessary.
5. The proposed sailing manual was again discussed at length and it was felt that this should be a Class project. Mr. Claypool was requested to chair an ad hoc study group to investigate the material available and possible deficiencies in articles. Publication may be a year off.
6. Problems of Measurement as outlined by Steele Griswold, National Measurer: -
 - (a) The Board approved the Measurement Committee report, and as required by the Constitution, will submit the following amendment to the FSSA membership at the next annual meeting, as follows - Specifications, Article S-V, Racing Restrictions, No. 4, to read "Up to two hand lines affixed to the centerboard cap are permissible, providing their ends are terminated in a whipping, back slice or knot (not a loop) and their ends cannot extend beyond the rub rails when fully extended with the ends touching the deck." (Underlined segment represents change in existing specification.)
 - (b) The Board also approved the recommendation that the roach on the foot of the jib not exceed $4\frac{1}{2}$ inches at any point.
 - (c) Ruled that shortening of the wire which extends from the pivot plate to the tack of the jib is illegal and the pivot plate connecting the forestay and a wire which extends to the tack of the jib must be functional.
 - (d) Zipper luffs on jibs were disapproved.
 - (e) It was felt important to bring before the entire FSSA membership through Scots 'n Water for general opinion the question of changing of crews during National Championships. Since the Flying Scot was designed to promote family sailing and racing,

it would be desirable to have different members of the family alternate in crewing in various races of the National Championship, providing they were approximately the same weight. Opinions will be submitted to the Amendments Committee for study.

- (f) National Treasurer Fred Weintz is preparing a budget for the coming year to be published in Scots 'n Water.

AND WHILE IN NEW YORK -

1967 FSSA Committee appointments were made, as follows, by our President, Tom Meaney, M.D. The first name in each committee is chairman: -

NATIONAL RACE - Claypool, Griswold, C. Donald Brown, Weintz, Meaney

SAFETY - Parmalee, Cochrane, Wm. Garrett, Beelar, Scanlon, Chambers

PUBLICITY - Silsbee (Others to be appointed shortly)

DEVELOPMENT - Rettie, John Batte, Wells, Orville White, John C. Jones, Frank Cooper, Harell, Myatt, Ed Gibbs

AMENDMENTS - Beierwaltes, Meese, Fritch

NOMINATING - Claypool, C. B. Hall, Eyerman

ALSO -

To reassure you that SCOTS 'N WATER always has your interest in mind, and being unable to attend the recent FSSA Mid-Winter Dinner Meeting in New York, on January 20th the following telegram was dispatched, to be read at this get-together: -

SCOTS 'N WATER VOTES WHOLEHEARTEDLY AGAINST REVISING SCOT SPECIFICATIONS AT NEW YORK MEETING TO CHANGE OVER TO GAFF RIG AND CLINKER HULL. PLEASE HAVE GORDON K. DUFF, TOM MEANDER, EGBERT GIBBS, STEELE GRISSEL AND OTHERS USE THEIR INFLUENCE TO DEFEAT SUCH A MOVE. APPRECIATE YOUR READING THIS AT THE MEETING. BEST WISHES TO ALL FOR A SUCCESSFUL AND PLEASANT EVENING. DISCONSOLATE NOT TO BE THERE.

(Signed) CHARLES SILSBEE, EDITOR

(Note: The above telegram was paid for entirely from private funds, contents ridiculous, and names resembling living persons are purely coincidental and not unintentional. It was not the intent of this telegram to undermine the boating industry in any way. - ED.)

- - - S-&-W - - -

Members ordering new sails should be certain that their sailmaker is up to date on FSSA measurement rulings. If any questions, contact Steele Griswold, Nat'l. Measurer

- - - S-&-W - - -

Chicago, city of the great snows, and which is really the main reason for this issue to be late*, is planning an outstanding race week program and festival from August 12-20, 1967, with special emphasis on one-design racing. This program is being sponsored by Mayor Richard J. Daley and other officials and the Flying Scot Class is one of those invited to participate. Jack Beierwaltes, current F/S Fleet #3 captain and a former FSSA national president, is representing our Class at the meetings being held for this event. *Closing date changed from Jan. 28 to Feb. 6 - no mail!

- - - S-&-W - - -

On January 19th, better known as a "memorable day" according to Orville White, Bill Claypool and Fred Weintz, Jr. made a special trip to Montreal, meeting with thirteen local SCOT sailors at the home of Don and Eleanor Brown in Beaconsfield to discuss and help plan for the newly named "North American Flying Scot Championships" to be held in Montreal on August 24-27, 1967. With their wealth of regatta experience, Bill and Fred presented a well organized and orderly plan of handling a regatta, for which Orville says the local people were "greatly in their debt for this generosity".

And a little more about this Regatta - advance reservations are heavy and our block of rooms at the Airport Hilton has been increased from 50 to 75. Rooms are \$20.00 per day and must be taken for the full period from noon August 20th to noon August 27th. Send your deposit of \$20.00, to hold your reservation, to Jack Howlett, P.O. Box 103, Hudson, Quebec, Canada.

Orville also advises that they will have a sailmaker on hand at the regatta, but sails of course should be measured before arrival too, to save possible chagrin. Royalty paid labels on all sails must not be forgotten and be sure your boat has no inadmissible fittings. He also would like to receive comments from any Scot sailors who have attended previous Nationals, mentioning features liked or disliked, to aid the Montreal crowd in shaping their plans.

- - - S-&-W - - -

STORM CONDITIONS

Continued from the January 1967 issue

In this second half of Vincent DiMaio's article, it continues briefly with some additional remarks about the 1966 Put-In-Bay Regatta, and then goes on with general storm comments and another case history on Lake Erie. In last month's initial installment, the third paragraph was inadvertently omitted ----- Vince was mentioning what is done when you first see a sudden squall approaching, adding "If I were out front in a race at the time I'd keep going because: (1) I have a husky, reckless two-man crew who wouldn't let me stop. (2) I'm not out front very often. (3) I buy my boats at a discount from Customflex." (Ed.)

Fortunately the wind rose only to about 40 mph and after crossing the finish line we were all able to find a handy lee behind Gibraltar Island. It was interesting to note that 16 smaller boats capsized on the run, 6 capsized on the reach and only 3 capsized on the weather leg.

Dropping the mainsail before turning downwind is the only possible solution to the above problem. The jib can be lowered on a dead run quite easily. As a matter of fact, the wind blows it down the forestay as soon as the halyard is released. A Scot with only her jib up can sail at about 60 degrees to the wind direction, especially in strong winds. She will sail comfortably and not so fast that she will bury her bow; and she has the ability to tack or jibe to travel in any direction. She is dryer, safer and a lot more manageable than even with a reefed mainsail. If you cannot set and anchor, leave up the jib until you find you cannot safely carry it; then turn downwind and douse it so as not to sail too far afield. I have never seen any center-boarder successfully roller-reefed after the wind became excessive. Bringing a centerboarder head to wind in heavy weather to reef stops her forward motion, loses the ability to steer and, as she falls off again on a tack, usually capsizes. Besides, roller-reefing tends to increase the bagginess of the reduced sail area and produces more heeling tendency unless sailbags or other similar gear are thrown into the center of the boom and wound up into the sail.

Righting a Scot after a capsize has been well covered by Sandy Douglass. However, I do recommend a safety line tied to the stern rings with a loop long enough so that a tired swimmer can use his legs to help himself aboard in the event he is washed over the side or falls off the boat. All recoveries should be made over the stern since it is almost impossible to steer a Scot with someone hanging in the water over the side. The drag from a body in the water on the windward side brings the boat about, and suddenly both the person in the water and the one helping are on the low side. Within no time at all, everyone's trying to get back in the boat, or out from under it.

The most important point to remember about coping with very bad weather is to take action early. Your best insurance is to overestimate the danger. You have little to lose if it does not materialize, and you have lots to lose if it gets beyond your control.

Most bad storms are accompanied by darkness, rain or hail, and very poor visibility. If you're moving through the water, station a lookout forward for other anchored or capsized boats, or people in the water. Under just these conditions I sailed a 1½ ton Crescent at about 7 knots between a capsized Scot and one of its crew members in the water who had been retrieving gear and I don't think I will again ever see anyone so thoroughly surprised. My lookout in the forward hatch spotted him when we were only about 15 feet away. If you're anchored, keep a lookout upwind for boats riding down on you.

In the ultimate storm conditions, only survival is important and the welfare of the crew comes first. In August 1965, 18-year old David Love, an Interlake sailor from Sandusky, Ohio, and two crewmen were caught on Lake Erie in an extended storm where wind velocities gradually rose to 70 mph with 12-foot waves. Unable to set an anchor and fearful that the inertia and windage of the spar would capsize them, they jettisoned the mast over the side and dragged it astern as a sea anchor. After 20 hours, during which they were blown 45 miles, they were picked up, boat and all, by a freighter and brought to Detroit. During the same period, 6 large steamers in the same area had radioed the Coast Guard for emergency help. Dave attributed his survival to prompt removal of sails, then mast - and a large bailing bucket

(cont.)

(continued from page 4)

plied with fervent prayer. I attributed his jeopardizing 3 lives to failure to heed the predicted storm warnings prior to an 18-mile sail across Lake Erie. In spite of his initial blunder, Dave recovered because he performed the proper acts before conditions made them impossible to perform.

I don't want to sound like an old grandmother by advising you to run away from every dangerous situation, but I do strongly recommend that you anticipate a situation that is becoming much worse and that you have some idea how to cope with it. There is a wonderful feeling of satisfaction and accomplishment after intelligently coping with the dangers of a real storm. (END)

--- Vincent DiMaio, Customflex, Inc.

-----S - & - W -----

Bill Colonel, the recently elected Sec. -Treas. of Hoover Reservoir F/S Fleet 37, Westerville, Ohio, has forwarded the official fleet comments resulting from their annual meeting and which have been passed along to Tom Meaney, M.D., FSSA Pres., and to the National Measurer, Steele Griswold, for consideration. It concerns the local desire to adopt the use of travelers and also has reference to hiking straps. Included in the letter were comments that the 1967 Fl. 37 officers, other than Bill, are Jack Huling, Captain, Fred Ford, Race committee Representative, that the fleet will have 12 boats this year as compared to 8 in 1966 and a Scot cruising week-end is planned around the islands of Lake Erie this season.

--- S - & - W ---

The popular Lands' End Yacht Stores, Inc., 2241 North Elston Avenue, Chicago, Ill., 60614, has recently made available its 1967 YACHTSMAN'S EQUIPMENT GUIDE. In addition to the large line of sailing gear, books and allied equipment described in detail, this most attractive 177 page guide includes articles on tuning, sails, "Anatomy of a Thistle", "Playing it Safe" and others. \$2.00 a copy.

--- S - & - W ---

Chuck Winans, F/S Fleet #57 Captain, comments on the Southern Massachusetts Yacht Racing Association, the Flying Scots in the area being a part of the organization, with an active Flying Scot committee in SMYRA and Chuck the current president. All Fl. #57 people belong, which now totals eleven, with Bruce Steere of Dallas, Texas and Russell Morgan of Harwichport, Massachusetts owning brand new Scots and the new owner of #652, Richard Shriner of Boston, bringing #57 from 8 to 11. Other So. Mass., F/S sailors are not members of organized Scot fleets but are affiliated, all being with SMYRA clubs. The second annual regatta will be hosted by the Stone Horse Yacht Club on August 5-6, 1967. Chuck also wishes to announce that this year's annual meeting of the SMYRA Flying Scot Committee will be a luncheon affair at 1:00 PM on March 4th, to be held during and at the Boston Boat Show, at the Paddock Restaurant at Suffolk Downs. Chuck is hoping that both Sandy Douglass and Vince DiMaio can spare a few minutes to talk to the group at the luncheon. Any potential Scot owners interested in sailing around Cape Cod will be welcome guests. Call Charles A. Winans, Jr., AC 617 - 444-6034 if there are any questions, also for reservations.

---S - & - W ---

In the current F/S Fleet #6 "DEEP SIX" newsletter, Ed Gibbs, Fleet Captain and Joan Crawford, Secretary include the fleet's excellent and solvent condition --- with assets of \$56.00, half a case of liquor and a supply of styrofoam cups and paper plates. Sounds like Fleet 6 is all set to start off the 1967 season, with those assets, 31 boats and two fleets. BURP! The #6 twin fleet arrangement is on a voluntary basis, its purpose being to encourage those who want to compete more evenly while developing their skills. The season championship for 1966 was based on the best 17 of the races sailed for the "A" Fleet, with 11 boats competing in this category and Ed Gibbs ending up in first place. For the "B" Fleet, with 5 boats racing, Eric Amman took top 1966 honors and is therefore automatically in the "A" Fleet for 1967. All boats in both fleets started together, but their scores were kept separately. This idea might be of interest to Scot fleets elsewhere to develop sailing skills in steps.

---S - & - W ---

Good old Pat Barry continues to be right on the job sending us Flying Scot news from the Detroit area. This month Pat tells us that the 1967 officers for the tri-fleet (F/S Fleets 8, 16 and 18) Inter-Club Flying Scot Committee, who guide inter-fleet competition throughout the sailing year are: - President Frank Perry, Detroit Yacht Club and Secretary-Treasurer Gorden Greer, Detroit Boat Club. Pat also announces for his own Edison Boat Club that Al Marcaccio is 1967 Commodore. Pat is next in line as Vice-Commodore and is also Fleet #8 Correspondent. These two and the other EBC officers for 1967 are all ardent Flying Scot

sailors or admirers of the class.

SANDY SAYS: THE FLYING JIBE, or "Duck Your Head, Here It Comes!"



If you see a lot of sailors with gray hair in your club, it may be the result of my having recommended the Flying, North River or Swedish Jibe, as it is variously known.

The flying jibe has come down through the ages as one of the "thou shalt nots" of sailing, for the reason that in the days before boom vang, the days of running backstays and especially of the gaff rig, the flying jibe in heavy weather generally had horrendous results, such as a broken gooseneck, a broken mast and/or a capsized.

In those "good old days", jibing required first sheeting in the boom to the center so that (a) the leeward backstay could be set up and the weather stay released in preparation for the jibe, and (b) the boom would be held down by the sheet to prevent its trying to join the gaff, generally ending up with the boom on one tack and the gaff on the other, an embarrassing situation known as a goosewing, - after which water-wings often were in order.

However, times have changed and the Flying Scot (a) has no gaff or backstays and (b) has a boom vang to hold down the boom, so that the goosewing is not possible. (See the January, 1967 issue, page 4 - THE BOOM VANG, also by Sandy - Ed.) The flying jibe, its teeth pulled, now becomes not only possible, but recommended - with qualifications to that statement. In light airs it matters not how the jibe is made. In winds of gale force any sort of a jibe involves certain elements of hazard, but I believe the flying jibe is the safer of the two methods by far for small centerboarders.

The risk in the "normal" jibe in heavy winds comes from the fact that, running dead before the wind, the mainsail has to be sheeted into center. Once the sail is jibed, as the boat comes up toward the wind, the sheet must be let to run very smartly. If anything goes wrong and it does not go out fast enough, the boat heels, tries to broach beam to the wind, and may roll over.

In the flying jibe, the boom is let all the way out, almost to the shroud, in preparation. The boom vang must be secured so the boom cannot rise. The boat then is steered onto the new tack, in effect is jibed, although the sail does not jibe over until the boom is past the eye of the wind on the new tack, at which time the boat is very nearly beam to the wind. The boom swings across (keep your head down, because it will go by in a big hurry!), but does not end up with a severe shock because it swings almost 180 degrees, from pointing directly into the wind to trailing away from it. It has no tendency to capsize the boat because the sail now is shaking, completely luffed.

Once the jibe has been effected, the boat should be headed off in order to fill the sail. A minor problem is that the strands of the main sheet often will revolve around each other temporarily, but will straighten themselves out as soon as the wind fills the sail. To help this, let out the sheet, a little, instead of sheeting it in immediately.

Do not try to do a flying jibe with the boom only part way out. It must be either almost all the way out, nearly touching the shroud, or, for the "normal" jibe, all the way in. It is not the fastest jibe for racing but it is safe; and certainly is faster than the safe alternative of coming about. It is the safe jibe for extreme conditions. But, keep your head down!

--- SANDY DOUGLASS

- - - - - S - & - W - - - - -

AND AS A REMINDER AGAIN THIS MONTH - - -

- (1) All FSSA members are urged to use their local talents to increase association membership. Your cooperation, of mutual benefit to all, will be appreciated.
- (2) The 2-7/8" X 2-1/2" Flying Scot patches for your jacket or cap are available, as mentioned in previous issues, from J. Fred Weintz, Jr., Goldman, Sachs & Co., 20 Broad St., New York, N. Y. 10005 at \$2.00 each postpaid. As a suggestion - wouldn't it be nice to see all fleet members wearing them this summer?

-----S - & - W -----

FOLKS! - Please continue to send in suggested technical subjects for "Sandy" and "Vince" articles. And, by golly, how about one under your own by-line?

- - - S - & - W - - -

The various SCOT fleet correspondents are to be congratulated in continuing to forward to YACHTING magazine news of local interest. The annual January Show issue of YACHTING, from a cursory check, shows the FLYING SCOTS mentioned on thirteen different pages, including the fine photo on page 90, of F/S 850. We also received good coverage in ONE-DESIGN & OFFSHORE YACHTSMAN'S annual January issue.

- - - S - & - W - - -

Will each Flying Scot fleet captain please forward to Scots n' Water, if you haven't already done so, the name and address of your 1967 fleet correspondent. We have heard from several fleet captains or correspondents so far, but many are missing; for our 1967 records and follow-up. Thanks (ED.)

- - - S - & - W - - -

A little while back, Chuck Winans, F/S Fl. #57 mentioned that, other than their new Scot fleet, quite a few Flying Scots inhabit Cape Cod waters. Chuck refers to 5 boats at the Menauhant Yacht Club, a few at Wild Harbor Yacht Club on Buzzards Bay and several others distributed around the Cape. Now we are pleased to learn from Helen Rippel that F/S Fleet #58 has been officially established and will sail in Boston Harbor out of Squantum Yacht Club. Congratulations to the five charter members - Donald Krishfield (902), 308 Page St., Stoughton, Mass., Fleet Correspondent, John E. Murray (786), Tom Nolan (179), Fleet Captain, South St., Medfield, Mass., Robert B. Smith (420), and Edward J. Whyte (121). Nice to see the activity for 1967 around Cape Cod waters.

And that isn't all the good news, for Helen also tells us that there is another new fleet, #59, known as the Tulsa Flying Scot Fleet. They will sail on Keystone Lake and Mohawk Reservoir in Oklahoma. Charter members are Edwin W. Barnes (1029), Joe A. Becker (987) - Joe is Fleet Captain and lives at 5248 S. Marion in Tulsa, Robert M. Fornell (628) Sr. Co-owner with Richard and Robert Fornell, Jr. as Jr. Co-owners, Robert W. Goad, Sr. Co-owner and Steven R. Goad, Jr. Co-owner (823), Paul L. Larson (1030) who is Fleet Correspondent and lives at 8547 E. 33rd Place, Tulsa, Okla. 74145, Harold C. Price (985) and Richard S. Tremaine (806). Robert Fornell is Fl. Measurer. Oklahoma is becoming a great place for Scot activity and we all are indeed pleased to see the genuine Scot interest in that area.

- - - S - & - W - - -

NEW ACTIVE MEMBERS - FSSA

- # 12 - Hobart A. Cress, 798 Chaffin Ridge, Columbus, Ohio; Hoover Reservoir Fl. 37
- # 58 - Wm. D. Woodbury, 66 Hillandale Park 2, Rte. 1, Fiaksburg, Md. 21048
- # 710 - Edward G. Holmes (See page 8). Sails BONNE HOLMES on Lake Lanier near Atlanta
- # 768 - Robert C. Davis, 616 Center, Lake Bluff, Ill. Fl. 44, Ephraim, Wisc.
- # 782 - Dave F. Babcock, 3143 Wilshire Terrace, Oklahoma City, Okla. Jr. Co-owner with
Walter A. Locker, Fl. 50
- # 805 - Kenneth L. Kendrick, P.O. Box 20567, Oklahoma City, Okla. Sails MARY ANN as
Jr. Co-owner with Fl. 50, Oklahoma City Boat Club, Lake Hefner
- # 839 - A. C. Triantaphyllou, 901 Merrie Road, Raleigh, N.C. Fl. 27, Kerr Lake
- # 875 - George C. Whitney, 18 Knickerbocker Dr., Newark, Del. Sails BRIGADOON on
Upper Chesapeake Bay near Bohemia River
- # 909 - Edward Stein, 90 Armour St., Long Beach, N.Y. Sails BINGO with Fl. 46
- # 949 - Jerry Glassberg, 163 Pennsylvania Ave., Island Park, N.Y. Sails GREAT SCOT
with Fl. 46
- #1067 - E. D. Kahoe
- #1068 - Dr. Calvin E. Roseboom (All Fl. 50 members. See page 8).
- #1069 - Nick Gangas

NEW ASSOCIATE MEMBERS - FSSA

- Mrs. Jeanette A. Kerr, 1120 Park Manor, Oklahoma City, Okla., Fl. 50 (#751)
- Mrs. Charlotte Rutledge, 6004 Quapah, Oklahoma City, Okla., Fl. 50 (#889)
- Thomas Slane, 296 Highland St., Wadsworth, Ohio. Crews on #76, Fl. 37

Hard Sails, Inc., Islip, L.I., N.Y. has announced the acquisition of Milgram and Hopkins, sailmakers of Somerville, Massachusetts, along with the latter's computerized sail design techniques and assets.

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CAVEAT EMPTOR (Subject to prior sale)

F/S #530 - Racing condition - white hull and deck, green stripe - Customflex built in 1964 - 2 suits sails (one suit used approximately 10 times), spinnaker- cockpit cover - removable outboard bracket - lifting bridle - GATOR trailer - other extras. Complete \$2,350.00. Will deliver anywhere - midwest. Norman Tice, 1361 Balmoral Ave., Westchester, Illinois 60153. Phone A.C. 312 - 343-3874. Business 'phone - A.C. 312 - DE 7-1144.

F/S #484 - White hull, gray deck, blue boot-top, Boston main and jib. No trailer. \$2,000.00. Contact John Batte, 3933 Azalea Drive, Jackson, Miss. 39206. Tele. A.C. 601 - 366-3708. Getting a new Scot.

F/S #266 - Customflex built, Boston main and jib, Murphy & Nye spinnaker. All gear plus a nearly new 8-foot aluminum dinghy. GATOR trailer. May be seen at 818 Park Avenue, Wilmette, Illinois. \$2,000. Please contact owner at his new residence, 225 E. 73rd St., Apt. 6-B, New York, N. Y. - Thomas R. Schmitt

- - - S - & - W - - -

NEW BOAT NUMBERS ASSIGNED

- #1032 - Robert C. Cieslak, 15470 Colebright Drive, Cleveland, Ohio 44136
- #1043 - G. Arthur Chamberlain, Jr., 44 Halcyon St., Newton Centre, Mass.
- #1054 - Bruce M. Steere, P.O. Box 2998, Dallas, Texas
- #1058 - Russell B. and Miss Jill Morgan, 17 Sea St., Harwichport, Mass.
- #1067 - E. D. Kahoe, 2925 Finchley, Oklahoma City, Okla.
- #1068 - Dr. Calvin E. Roseboom, 3116 Del View, Del City, Oklahoma
- #1069 - Nick Gangas, 5600 NW 39th St., Oklahoma City, Oklahoma

BOAT TRANSFERS

(Former owner in parenthesis)

- # 155 - Charles S. Silsbee, 760 Foxdale Ave., Winnetka, Ill. 60093 - Sr. co-owner;
Mr. & Mrs. Robert J. Herguth, 2108 Sherman Ave., Evanston, Ill. 60201 -
(W. T. Overhulser) Jr. co-owners
- # 295 - Harland H. Donnell, 194 East St., Sharon, Mass. (H. L. Browns, M. D., who
now owns #834).
- # 373 - Edward E. Kirkham, 1795 Steeple Chase, Brookfield, Wisc. 53005, a former
FSSA Assoc. Member. (David Rodenkirk)
- # 710 - Edward G. Holmes, 346 Pinetree Dr., N. E., Atlanta, Ga. (Earl Priegel)

MRS. HELEN M. RIPPEL

Corresponding Sec. FSSA
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Westerville, Ohio 43081

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