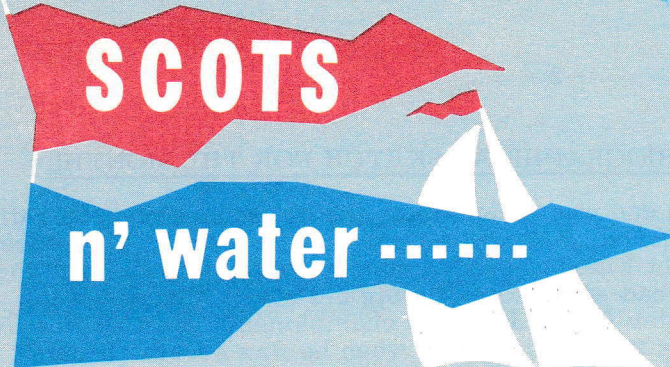


Office Copy



fleets

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|-------------------------------------|------------------------------------|----------------------------------|
| 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. | |

FLYING SCOT #1000

Those persons interested in submitting a sealed bid for this boat, originally donated to the United States International Sailing Association by Sandy Douglass through the January 20, 1967 raffle, and re-donated to the USISA by winner Fred Crapo, should send the bid direct to ERNST & ERNST, TRADE ASSOCIATION DEPT., 120 BROADWAY, NEW YORK, N.Y. 10005. Bids will be received up to April 1, 1967, on which date they will be opened. See the February 1967 issue of S&W for further details.

- - - S-&-W - - -

Last month, on page one, the amount of the check turned over to Mr. Morgan, USISA Treasurer, by Fred Weintz should have been stated as \$5,100, not \$5,000.

- - - S-&-W - - -

Mrs. Helen Rippel wishes to remind everyone that all addresses will be listed in the 1967 FSSA YEARBOOK the way she has them in the Roster unless corrections are received by March 30th. Return the information to Helen only if there has been an address change from the 1966 Yearbook, or if you have joined a F/S Fleet, or have named your boat, or any data that has changed, including your fleet number, if any. Also, if the respective Fleet Correspondents do not send Helen the new Fleet Listings with the new members added, the Fleet Listing for 1967 will be the same as for last year. Helen Rippel's address is on the back page of this issue of Scots N'Water. Your prompt cooperation will indeed be appreciated.

- - - S-&-W - - -

Tom Meaney reports on the progress of the "Regatta Manual" that he and Bill Claypool are developing - that it is not yet in an advanced stage of preparation although all of the raw material is in one place. Fred Weintz will undoubtedly enter into the final preparation. A number of persons including Ellen Horan of YACHTING, are interested in such a manual to help people put on regattas. More later - - - we hope!

- - - S-&-W - - -

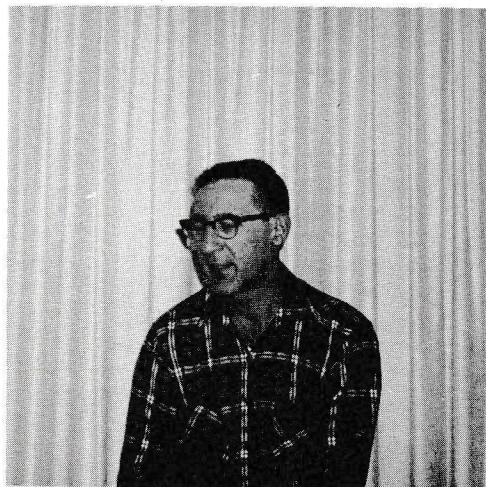
Suggestions from FSSA members for technical topics for the "Sandy" and the "Vince" articles continue to come in and are appreciated. Do keep it up, folks. Thanks.

- - - S-&-W - - -

And there is just about enough room at the bottom of this page to remind all FSSA members again, especially Fleet Captains, that an all-out effort to have every Scot sailor a member of the FSSA Association is our 1967 goal. - - - - And that those good looking Flying Scot patches for your cap or jacket are still available from Fred Weintz, Goldman, Sachs & Co., 20 Broad St., NYC 10005, at \$2.00 each postpaid. Hopefully every Scot skipper and crew members will be wearing one in 1967.

- - - S-&-W - - -

MISTER CUSTOMFLEX, HIMSELF, OUR BIOGRAPHICAL SKETCH FOR THE MONTH!



Vince's dad was a captain on the old square riggers sailing out of Genoa, Italy for all parts of the world. Consequently, he taught Vince to sail as soon as he could walk, and they always had some sort of a big old boat. Vince won the Edgewater (R.I.) Jr. Club championship when he was five, and built his first sailing dink when he was seven. It didn't look like a Customflex Scot, but it sure was easier to pull up on the beach, according to Vince.

He attended LaSalle Academy and in 1942 received a B.S. in Chemical Engineering and Naval Architecture from the University of Rhode Island. World War II found Vince in the Coast Guard as a motor machinist mate 1/c, following which he was with Monsanto Chemical Co., in Boston and then with Owen-Corning Fiberglas Corp. With this excellent background, he started Customflex in 1954, molding the first fiberglas Interlake as a hobby in 1955, and gradually boats became a business.

Vince is married to Barbara, a non-sailor, but a loyal cheering section. Daughters Lorraine, 18, and Denise, 10, are both Penguin and Scot sailors and top notch crew members.

- - - S-&-W - - -

If enthusiastic letters from visiting Scot sailors are any criterion, the FLYING SCOT MIDWINTER REGATTA at Ft. Myers, Florida February 24-26th, better known as Jack Cochrane's Regatta, was just about the best that could possibly be held. Jack and Frannie Cochrane planned and ran the entire weekend like clockwork, to the complete satisfaction of every visitor. Wish we had room to print Fred Crapo's five-page letter. Lew Howe's letter included "I couldn't think of a better vacation than to spend a week at Ft. Myers"; Ted Glass adds, in several pages, "The Royal Palm Yacht Club extended every courtesy to the visiting sailors and Jack and Fran Cochrane were most cordial and thoughtful hosts. Jack had expressed the desire that Scot Midwinters should be fun regattas, and he did everything within his power to make it so", etc., etc., etc. It would appear that any Scot sailor able to attend next year, and who doesn't do so, should have his buttons checked. Fred Crapo termed it a "super regatta" and describes the Caloosahatchee River at Ft. Myers - six miles long and one to two miles wide for sailing, the Cochrane's cocktail party at the yacht club on Friday evening and the dinner dance on Saturday evening, featuring a Flying Scot with plaid sails and the skipper attired in Scotch costume complete with cap and kilts. Following the trophy presentations Sunday, made by Commodore Cliff Springer, assisted by famous "R"-boat skipper Herb Hill, which included the initial award of the perpetual F/S plaque - Jack Cochrane's own design and handiwork, a get-together and barbecue was held at the Cochrane's winter home. Oh yes! Race results! Overall standings were in this order - Cochrane-Heyworth-McRoy-Crapo-Howe-Walter-Stephens-Glass-Shaw-Brown, the last three being tied; six of the boats were from Carbondale, Illinois Fleet 30. (This was condensed from 14 pages of correspondence received - available for anyone to read. Ed.)

- - - S-&-W - - -

Happened to notice an intriguing advertisement in the Wall Street Journal the other day - a range-finder that fits in the hand at \$18.90, and that is "ideal for yachtsmen, measuring distances from 6 feet to almost as far as the eye can see. Direct reading in yards, statute or nautical miles". We have no other information except that it is available from Russell's, 9 First St., San Francisco, California, 94105 and \$1.00 should be added for postage and insurance. As our old saying goes - caveat emptor. (Ed.)

- - - S-&-W - - -

Helen Rippel has received two other fleet Charter Applications, one from Havre de Grace Marina, Havre de Grace, Maryland, which could be F/S Fleet #60, and one from Lou Cosentine, #930, Deerfield, Illinois, with 7 Scots dry sailing out of Burnham Park Harbor in downtown Chicago. This would be F/S #61 when chartered. Jack Beierwaltes and others from Fleet #3 have been cooperating with those interested in the Burnham Park Harbor fleet to have everything ready for the 1967 sailing season. Lou Cosentine, formerly of Madison, Wisconsin was one of the participants in the five day, 175 mile race at the Lake-Of-The-Woods race reported by Jack Lester in the September 1966 issue of Scots n'Water. We should have more to report on these new fleets next month.

- - - S-&-W - - -

THE 1967 FLYING SCOT NORTH AMERICAN CHAMPIONSHIPS - Orville White brings us up to date.

Regatta Schedule: -

Sunday, August 20 - Noon on, register at the Airport Hilton.
Monday, " 21 - Registration at the P. C. Y. C., launching, preliminary sailing and Expo 67 activities.
Tuesday, " 22 - Measuring and corrections. Practice sailing. Expo 67.
Wednesday, " 23 - Re-measuring. Club and Expo 67 activities.
Thursday, " 24 - Morning - First Race. Afternoon - Second Race. Evening - Gam session and Annual Meeting.
Friday, " 25 - Morning - Third Race. Afternoon - Fourth Race.
Saturday, " 26 - Morning - Final Race. Afternoon - Make-up (if necessary). Evening - Awards dinner.
Sunday, " 27 - Morning - Make-up (if necessary). All out of hotel by 12:00 noon. Haul-out, etc.

Due to the distances involved, Orville states that they have not felt it necessary to restrict entries to the Championships. They are setting their sights on 75 boats. F/S Fleet 36 is host, and Orville will continue to handle publicity and the corresponding secretary's job through 1967. Don Brown continues as Fleet Captain. These two are the Regatta Co-Chairmen. Sailing Chairman is H. Stewart Swan. As Fleet 36 is one of the smaller Scot fleets, it is regretted that only a very limited number of boats are likely to be available for chartering, but Stewart Swan promises that they will, of course, do their best to help those who cannot bring their own boats.

Orville has received letters from Scot sailors as far away as Oklahoma who plan to attend the Regatta, and has these remarks to pass along, in answer to questions: -

Expo 67 prices have been fixed and are not excessive for this tremendous drawing card. Seventy pavilions and much else are free. Meals will range from price controlled hamburgers to the costly exotic fare. Major musical shows are planned at normal prices. It is suggested that the weekly pass book at about \$5 be purchased, considerably under the \$1.50 daily per day admittance; children half that. Site transportation is free. And there is much to see in Montreal other than Expo 67. Sailing events will be held almost daily all summer, with 17 major one-design regattas scheduled. The yacht club is spacious and is a real sailing club in every way - ramps, hoists, parking facilities, good meals, bar, etc. The lake is a 7 mile wide spot in the St. Lawrence River, also quite shallow and prone to possibly four foot waves at short intervals when the wind comes up. Weather is warm in August, fairly free of gusty air, average winds from SW to NW about 10 mph, no tides, currents from nil to $\frac{1}{2}$ knot over the sand bars, main sailing area 10 miles in length, water is fresh when offshore $\frac{1}{2}$ mile and clear for swimming and inspecting the bottom of your boats, a few weed patches in August that are easy to spot - an exceptional sailing area; motel is in an ideal spot.

- - - S-&W - - -

Bob Sullivan of Wilmette Fleet #3 has written two letters to Steele Griswold and these have been passed along to S&W for editing and placing before the FSSA membership for their comments. This refers to changing of crews during the National Championships and was referred to on pages 2 and 3 of the February issue, having originally been instigated by Bob's letters. Here is his rundown of the situation.

The Sullivan's, a typical Scot family, plan to take part in the Montreal Regatta, and hope they all can sail. Bob owns the boat, so there is no question here - he will be skipper. His crew is gene-rally two of these three: Jackie, his wife, weight 112 pounds, Marcy, age 16, weight 115 and Jay weighing in at 118, age 14. All are approximately equal in skills, and all hope to crew some of the races in the Nationals. Dissention and bitterness will follow if one is left on the beach.

So Bob first wrote to Sandy Douglass who replied that the current regulations were drawn up to prevent a person taking a whole stable of crewmen to a regatta and sailing with one midget in light weather and three gorillas in heavy weather. He added that, in his opinion, it is not the intent of the rule to require that the members of the crew must be the same persons, especially when all members are so nearly the same weight and are all in the same family. The race committee at a regatta and other skippers, properly approached, should not object, Sandy indicated. He also suggested that this be brought to Steel Griswold's attention for discussion at the recent FSSA Governing Board Meeting held in NYC on January 20, 1967, which was done. The FSSA officials would like to see some favorable action taken, and it was therefore decided to place the matter before the FSSA membership through Scots n' Water. Please forward your comments to

(continued on page 4)

Steele Griswold, 4 Pleasant Street, Essex Junction, Vermont 05452. Bob Sullivan, in his letters, stresses the importance of maintaining the Scot as a family boat and he hates to see too many restrictions against it being a family boat. To which Bob's son adds "A family that sails together---swears". (As a precedent, I recall that we switched crews in the family, all about the same weight, at the First FSSA Nationals at Mansfield, Ohio. If it was OK in 1959, perhaps it should still be acceptable in 1967-Ed.). DO SEND IN YOUR OPINIONS.

- - - S-&-W - - -

In accordance with the FSSA By-Laws, ARTICLE B-1X - "National Championship", as outlined on pages 22-24 of the 1966 Yearbook, it is necessary every year to publish in the March issue of Scots N' Water the name of the chairman of the Chartering Committee, along with his address and certain parts of B-IX; this year Montreal, of course.

Stewart Swan, Chairman of the Racing Committee, has appointed Dr. M. Wisenthal, 72 Oxford Road, Baie d'Urfe, P. Q., Canada, as Chairman of the Chartering Committee.

The required paragraphs of Article B-IX (d) are as follows:-

d. Entries

(2) Rules for Chartering Boats in the National Championship Regatta:

(c) Prospective charterers will then write to the Chairman requesting a charter (Dr. Wisenthal in this case). This letter must be accompanied by a check for \$25.00, payable to the Flying Scot Sailing Association. No request will be considered without a check or money order. This money will be divided as follows: \$20.00 will be paid to the owner of the boat and \$5.00 will be retained by the Association. Prospective charterers must be qualified Flying Scot owners and reside at least 400 miles from the site of the National Championships except at the discretion of the National Race Committee.

(d) Closing date shall be August 1. On this day the Chartering Committee will apportion boats available. If there are more applicants than available boats, checks of the unsuccessful applicants will be returned. If boats are still available, requests received after August 1 will be filled on a "first come, first served" basis. Charterers shall cancel a charter within two weeks of the mailing of notice of acceptance hereof. If cancellation notice is not received within the two week period, the \$25.00 is forfeited and will be apportioned as originally planned, if the owner brings his boat to the site; otherwise, the \$25.00 goes to the Association.

(e) Boat owners shall be responsible for bringing their boats to the site of the National. Boats shall be fully found with all equipment required by the rules. Bottoms shall be cleaned and unfouled. Running and standing rigging shall be sound and able to withstand normal racing conditions.

(f) Charterers will use their own sails. They shall be responsible for all damages to the boat and spars and shall pay the boat owner for same. They will not be responsible for breakages of running or standing rigging in cases of collision or abnormal racing conditions. In the event of a dispute, the National Race Committee shall be the sole and final judge of responsibility. Charterers may not bore holes in the boat or do anything else that may be construed as defacing without permission of the boat owner. A boat will be returned to its owner in exactly the same condition and arrangement as it was received. This includes unrigging and replacing on a trailer.

(3) Only the sails bearing the number of the Flying Scot sloop in which the skipper qualified for entry may be used.

- - - S-&-W - - -

Our man in Vietnam is back home again! He is 1st Lt. Joe L. Abrams, to whom Helen Rippel sent his copy of Scots n' Water each month air mail while away. Joe has just written to Helen in appreciation, from Keesler AFB, Biloxi, Mississippi, and we quote - "Will be back at the old Flying Scot sailing area just as soon as my eyes become round again. People in Vietnam may not have a Scot, but you can be sure all have heard about them via me. Thank you again. Joe Abrams".

- - - S-&-W - - -

Jack Worsham, "Mid-America" editorial writer for YACHTING, is right on the job keeping us posted on future events, as well as reporting on Scot events of interest. This month Jack reminds us that the opening day at Klinger Lake, Sturgis, Michigan, which includes F/S Fleet 9, is May 28th; Egyptian Cup Regatta at Carbondale, Illinois is scheduled for June 3-4; and that the Crystal Lake (Michigan) Sailing Club will host the Flying Scot Invitational on July 1-2 - Sam Tellshow, Fl. 41, is Chairman for the event. As mentioned a few months ago, will fleets #9-15-20-29-30-34-41-52-54 please continue to send local Scot news direct to Jack Worsham at 243 Briar Hill Drive, Battle Creek, Michigan 49017 for YACHTING - - - also to SCOTS N' WATER in Winnetka.

- - - S-&-W - - -

Kilburn Adams, Midland, Texas, is about to become a Charter Member of a Flying Scot Fleet for the second time. After organizing Fleet 23 at Dallas a few years ago, and then being shipped farther west, he has just submitted an application for Fleet Charter in the FSSA at Lake Thomas, 75 miles northeast of Midland. The Lake Thomas Yacht Club draws members from Big Spring, Snyder, Lubbock, Odessa and Midland, with the lake, when normally full, 2 miles wide and 4 miles long. The three charter members of this F/S fleet being established, with more data forthcoming later, are Kilburn Adams, #101, Beaumont B. Cooley, also of Midland, #925, and William C. Young III, Snyder, Texas. Sounds mighty fine, Kil, with lots of chance for Scot expansion if you don't run out of water.

- - - S-&-W - - -

Dr. David Stratton from Charlotte, North Carolina, F/S Fleet 48, has asked that we announce at this time that the Carolina Sailing Club will have the annual Governor's Cup Regatta on Kerr Lake near Henderson, N. C. on June 17-18, 1967. Having missed last year by only a small number, the local Flying Scots are trying to have the greatest Class registration this year. We will expect to receive from Bill Myatt, Raleigh, N. C., further details to publish in the April or May issue of S&W.

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Dr. Stratton also has informed us that the Lake Norman Yacht Club will have its annual Invitational on May 6-7, 1967 near Davidson, N. C.

- - - S-&-W - - -

And this month in our technical department, John Batte of Fleet 45 goes to bat for us with an article on trailering a Scot. John mentions that the following is no great intellectual statement, and to feel free to file it in the trash or do with it whatever is desired. John and his family do trail their Scot a few thousand miles each year, and they have found the arrangement described below as the most satisfactory they have found. John says - "Despising to tie and untie knots and to have to use tools to undo nuts and bolts, I have developed what in my opinion is the quickest, easiest and most satisfactory arrangement for securing the boat to the trailer. This is using two crutches or brackets for the boom as made by Vince Dimaio, one sitting on the mast step and the other dropped in place of the rudder pin, and the mast being held in place by rubber straps with hooks in each end and carrying the boom in the bottom of the boat. By using a tie-down bar of medium weight channel iron with inset wood blocks to protect the boat, and using the chains with the large wing-nut arrangement Gordon Douglass uses, it is a very simple matter to secure the boat in position or to remove. The chain and bar arrangement keeps the keel of the boat from bouncing away from the trailer. It is messy in appearance, but we have found there is no need to disconnect the shrouds when trailering, merely letting them and the forestay fall down in the cockpit; and with the hinge-pin for stepping the mast, everything works out fine".

- - - S-&-W - - -

This must be centerboard question month. Joe Becker, one of the guiding lights of the new Tulsa F/S Fleet #59 has a good suggestion, and we hope that Sandy and Vince will be reading this issue. Joe would like to see a technical article about positioning of the centerboard under different racing conditions. Joe plans on being at the Scot Nationals this year, but would like to have this information soon so he can use it to practice up for the Montreal meeting. Sandy and Vince, won't you please toss a coin and decide who will write this requested article for the April issue of Scots n' Water? Thanks!

- - - S-&-W - - -

FLEETING NEWS - Dick Young, Muncie, Indiana Fleet 29 correspondent, reports on their recent meeting at the home of Fleet Captain Jack Walker, with 15 Scots lined up for 1967 serious and fun sailing. The oldsters hope to benefit from what the teen-age skippers taught them last year. - - - Elmer Manson will serve as Captain of Flying Scot Fleet 41, Crystal Lake, Michigan in 1967, and Max Ploughman as Secretary. Sam Tellschow was top man in the 1966 summer series and Duane Smith in the fall races. On July 25-26, 1967 the M. I. Y. A. Men's Championship Quarter Finals will be sailed at Crystal - Fleet 41 will provide Flying Scots for the event. - - - Sec. -Treas. and Correspondent of F/S Galveston, Texas Fleet 32, Sally Berner, informs us that they finished a very busy season with the annual meeting on January 17, 1967. Top trophy winners were Paul Berner (the new Seabreeze perpetual trophy), Ed Bluestein, Frank MacNeil, Walter Jensen and Jack Young. 1967 officers are Paul Berner, Fleet Captain, Scott Ewing, Vice Captain and Measurer, Walter Jensen, Race Chairman and Sally. - - - E. P. Rawson, Jackson, Miss. F/S Fleet 45 Sec-Treas. writes in that for 1967, Dr. Ben Benahan is Fleet Captain, Jim Reeves, Vice Captain and Edwin Batte, Race Committee Chairman. Plans are underway to provide Junior Sailors with training boats. Regular Fleet 45 meetings are held the second Wednesday of each month, with refreshments varying from steak dinners to hot-tamale suppers livening the business discussions. - - - Linda Rich tells us that Hempstead Bay, L. I., N. Y. F/S Fleet 46 held their meeting in February and elected Jerry Sachnoff Fleet Captain for '67. (Jerry sails #67 -

(cont.)

any connection, Linda?). Bob Rich is Measurer. Jerry Berg is welcomed back into Fleet 46 after being Scotless for a year, having purchased a new Scot recently. - - - Pat Barry, reporting for Edison Boat Club F/S Fleet #8, brings to our attention how well they maintain their fleet of Scots although used by some 250 Club members, and their replacement policy - two new blue and white Flying Scots having been purchased this spring. Their only complaint seems to be "But we sure go through the crank handles". (Pat, have the members read Vince DiMaio's article on crank handles in the August 1966 Scots n' Water?). The EBC Novice Sailing Class, with about 20 men and 20 women members, has already started 1967 indoor instructions. Pat has a question for "anyone" in the FSSA, but beamed more for Sandy and Vince (Maybe this could be a technical article for a future issue of S&W):- Has anyone ever had any success going to weather by moving the centerboard support rollers aft the base of the hump about four or five inches? The board thus rakes several degrees more vertical, is deeper in the water, and would logically help windward pointing ability. This would increase weather helm, but moving the crew back slightly should correct this. Please give us the benefit of your ideas. - - - John Batte, Jackson, Miss., Fleet 45, reports on the Houston Regatta held the week-end of February 18-19th. Out of approximately 300 boats entered, 15 were Scots, with the local Scot hosts and the Houston Yacht Club going all out on hospitality, a wonderful week-end even with overcast skies but just about the right amount of wind. (John, after a couple of months of snow, and with about 4 feet of it still in the yard, anything looks good to us up north - other than more snow, which is just what is happening while this is being written. - Ed.). The Houston results, partly based on John's memory, are:-Henderson the winner, Bill Garrett next, followed by Fred Tears, and then Elam, Swofford, Murphy, Grinnan, Baumbach, Berner, Batte, Dunn, MacNeil, Houser, Jensen and Bluestein.

- - - S-&W - - -

NEW ACTIVE FSSA MEMBERS FOR MARCH - (Looks like Spring is here, doesn't it!)

- # 34 - Thomas C. Francis, 915 Ranch Road, Connersville, Indiana. No other information about Tom.
- # 85 - Albert J. Wells, Jr., 524 Cory Place, Westfield, N.J. Sails SCOT FREE with F/S Fleet 31, Shore Acres Y.C.
- #121 - Edward J. Whyte, 7 Broad Street, Lynn, Mass. A member of new F/S Fleet 58, sailing in Boston Harbor, out of Squantum Yacht Club.
- #136 - Robert P. Fornshell, M.D., Lindencrest Drive, Danbury, Conn. Sails LUFFERLY (nice name, isn't it!) with Candlewood Y.C., Fl. 24.
- #155 - Mr. & Mrs. Robert J. Herguth, 2108 Sherman Ave., Evanston, Ill. Co-owners and relatives of Editor Charles Silsbee. Wilmette Fl. 3.
- #159 - George E. Wallace, 11 Hayden Place, Wellesley Hills, Mass. Sails TERI with F/S Fl. 11, Sandy Bay Yacht Club.
- #195 - Dr. Charles L. Fox, Jr., Saw Mill Road, Sherman, Conn. Boat name - SKYE, Candlewood Yacht Club.
- #336A- Ruth C. Peterson, 5117 Sherwood Road, Little Rock, Ark. New Jr. Co-owner.
- #376A- Kent H. & Erik K. Foster, 3300 Willow Brook Lane, Cincinnati, O. -Jr. Co-owners.
- #409 - Dr. George G. Susat, 808 O'Connor Road, Irving, Texas 75060. Has applied for membership in Dallas F/S Fleet 23.
- #454 - Lawrence C. Whitsit, 9 Tyler Lane, Riverside, Conn. Old Greenwich YC, Fl. 7.
- #628 - Richard & Robert Fornell, Jr., 4640 South Gary, Tulsa, Oklahoma. Are Jr. - Co-owners and members of new F/S Fleet 59.
- #702 - Peter J. Flynn, 63 Brunswick Drive, Beaconsfield, Quebec, Canada. Peter sails MONSOON with F/S Fleet 36 at Montreal.
- #748 - Wesley P. Pollitt, 36 Oberlin Street, Maplewood, N.J. Sails SECOND WIND both at Mallets Bay on Lake Champlain and on Barnegat Bay, N.J.
- #786 - John E. Murray, 55 Massachusetts Ave., Brockton, Mass. Will sail RIGHTS OF MAN out of Squantum Yacht Club with new F/S Fleet 58.
- #806 - Richard S. Tremaine, 2925 E. 57th Place, Tulsa, Oklahoma. Dick and BONDIR will sail with new F/S Fleet 59.
- #823 - Robert W. Goad, 2734 E. 45th Place, Tulsa, Oklahoma, with Steven R. Goad as Jr. Co-owner sail NAUT-I-LASS also with new Fleet 59.
- #833 - Charles E. Rauhauser, Jr., 2312 Meadow Drive North, Wilmette, Illinois, will sail with Wilmette Fleet 3.
- #903 - Donald Krishfield, 308 Page Street, Stoughton, Mass. Don, a charter member, along with FOLLOWING SEAS, belong to new F/S Fleet 58.

(cont.)

- # 905 - Dr. Gillis Seguin, 646 Blvd. Marie-Victorin, Boucherville, Quebec, Canada. No more data. Sailing with F/S Fleet 36, Doctor?
- # 911 - Dr. James Scala, 5950 Indian Trail, Sylvania, Ohio. Sails VARYKINO with F/S Fleet 26 out of North Cape Yacht Club.
- # 923 - Beaumont B. Cooley, 2514 Humble Street, Midland, Texas. Sails THE (Is that actually the name, Beau?) with the Lake Thomas Yacht Club on Lake Thomas near Snyder, Texas. See elsewhere in this issue about Lake Thomas activity.
- # 948 - Frank C. Brownell, 122 Sedgwick Road, Syracuse, N. Y. No other dope on Frank.
- #1021 - Charles A. Reamer, 5019 N. 33rd Street, Arlington, Va. Is with the Potomac River Sailing Ass'n., and Mt. Vernon, Y.C. So is DUBLUAR.
- #1022 - Robert C. Cieslak, 15470 Colebright Drive, Strongsville, Ohio 44136. Bob's boat number was reported in error in our Jan. issue, as #1032. Sails FASCINATION with F/S Fleet 12.
- #1026 - Daniel F. Murphy, 231 4th Avenue, Port Arthur, Texas. Sails PATRICIA with F/S Fleet 32, Port Arthur Yacht Club.
- #1030 - Paul L. Larson, 8547 E. 33rd Place, Tulsa, Oklahoma. Paul and BARBARA ANN belong to new F/S Fleet 59 sailing on Keystone Lake and on Mohawk Reservoir.
- #1034 - Alan B. Varley, M. D., 2146 Treehaven Drive, Kalamazoo, Michigan 49001. Sails BLUE BELLE with Fleet 15, Gull Lake Yacht Club.
- #1036 - Richard Alan Schwartz, Sunset Bay Road, Bemus Point, N. Y. Is with F/S Fleet 35, Chautauqua Yacht Club - boat name S--CAPE.
- #1038 - Mrs. Wm. E. Kobel, 118 Skyline Drive, Canfield, Ohio. Sails JOLLY OL' SOL with F/S Fleet 19 out of Berlin Yacht Club.
- #1041 - Emily F. Hibshman, 3323 Maynard Road, Shaker Heights, Ohio. F/S Fleet 12.
- #1054 - Bruce M. Steere, 2808 Fairmount, Dallas, Texas. Sails way up at Harwich Port, Mass., with F/S Fleet 57 out of Stone Horse Yacht Club.
- #1058 - Russell B. Morgan, 17 Sea Street, Harwich Port, Mass. Also sails with Fleet 57 out of Stone Horse Yacht Club - with AQUARIUS.
- # ? - Richard T. Lewis, 12 Wesskum Wood Road, Riverside, Conn. No boat number given. Fleet 7.

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NEW FSSA ASSOCIATE MEMBERS

- # 129 - Miss Holli Hodge, 19028 Schlather Lane, Rocky River, Ohio 44116.
- # 159 - George E. O'Liddy, 240-B Hilltop Lane, Annapolis, Maryland and Janet, Douglas and Shleagh Wallace, 11 Hayden Place, Wellesley Hills, Mass.
- # 293 - Dan Foley, St. George Hotel, Brooklyn, N. Y.
- # 394 - A. J. Cockburn, 23 - 15th Street, Roxboro, P.Q., Canada.
- # 376 - Dottie K. and Ted F. Foster, 3300 Willow Brook Lane, Cincinnati, Ohio.
- # 902 - Harold Lord, 175 Spring Street, Hanover, Mass.

NEW FLYING SCOT BOAT NUMBERS ASSIGNED

- #1026 - Dan Murphy, 231-4th Ave., Port Arthur, Texas.
- #1037 - Charles O. Morris, 2341 Berkshire Drive, Bridgeville, Penna.
- #1054 - Bruce Steere, P.O. Box 2998, Dallas, Texas.
- #1055 - Robert Jaffey, Forest Avenue, Woodmere, New York.
- #1057 - Wm. S. Webster, Thrushwood Drive, Riverside, Conn. (Formerly owned #194).
- #1058 - Russell B. Morgan, Sea Street, Harwich Port, Mass.
- #1059 - H. Raymond Weeks, Jr., 4943 Park Road, Charlotte, North Carolina.
- #1060 - Dr. Harvey W. Spurr, Jr., 1304 Ashburton Road, Raleigh, North Carolina.
- #1062 - Dr. Maxwell Borow, 515 Church Street, Bound Brook, New Jersey.
- #1063 - Jerome Glassman, 2011 Lake Street, Mt. Vernon, Illinois.
- #1065 - Clifford B. Cramp, Remsenburg, L. I., New York.
- #1066 - Wm. A. Myatt, 1514 St. Marys Street, Raleigh, North Carolina.
- #1070 - C. B. Billingsley, M. D., 617 Brookfield, Ponca City, Oklahoma.
- #1077 - T. J. Bruther, Jr., 531 Rutherford Avenue, Trenton, N. J.
- #1078 - Richard W. Boland, 793 Bryant Street, Rahway, N. J.
- #1079 - John Sankey, 3325 Barker Avenue, Bronx, N. Y.
- #1082 - Carl Marsden, 55 Park Place, New Rochelle, N. Y.
- #1084 - James C. Callison, 5301 40th Avenue, Hyattsville, Maryland.

BOAT TRANSFERS (Former owner in parenthesis)

- # 34 - Thomas C. Francis, 915 Ranch Road, Connersville, Ind. (Paul Nottingham).
- # 136 - Dr. N. Fornshell, 21 Lindencrest Drive, Danbury, Conn. (John D. Connor).
- # 195 - Dr. Charles L. Fox, Jr., Saw Mill Road, Sherman, Conn. (F. Bloomer & R. Pugh).

- # 349 - George Guarino, 190 Knapp Ave., Rochester, N.Y. (Dave Strassenburgh).
- # 408 - Dr. Aris A. Alexander, 4817 Sheboygan Ave., Madison, Wis. (John F. Penner).
- # 714 - Dr. T. L. Stallings, 3203 White Oak Rd., Raleigh, N.C. (M.S. Robertson, Jr.).
- # 750 - A. G. Borden, Jr., 1930 Parker Lane, Henderson, N.C. (Bill Myatt).
- # 833 - Charles E. Rauhauser, Jr., 2312 Meadow Drive North, Wilmette, Ill. and Vernon R. Shimanek, 3312 Wilmette Ave., Wilmette, Ill. (Jerry Chambers).
- # 855 - John W. Stackhouse, P.O. Box 1639, Goldsboro, N.C. (Bill Myatt).
- # 936 - Carl Rehm, 1007 Wilson Ave., Sturgis, Michigan. (Vince DiMaio).
- # 960 - James G. Ligon, 2107 Watkins St., Raleigh, N.C. (Bill Myatt).

NOTE:- Messrs. Stallings, Borden, Stackhouse and Ligon will sail with Fleet 27.

- - - S-&-W - - -

CAVEAT EMPTOR - (Subject to prior sale)

F/S #320 - Customflex built 1962, Tangerine Red hull and White deck, dacron main and jib, spinaker gear, Gator trailer (sandblasted and repainted last year), cockpit cover and unused boom tent. Always dry sailed, excellent condition with no dings in hull, etc. Will deliver within 500 miles of Los Angeles. \$2000. John H. Donovan, 9062 Christine Drive, Huntington Beach, Calif., 92646. Tele. 714-962-1560 evenings.

Ralph W. Manee, 71 Jefferson Blvd., Staten Island, N.Y. 10312, has a Wilson & Silsby jib (undersize for Scot measurement), white with attractive red panel through middle, bought originally for efficiency and ease of handling in heavy wind condition. Is in practically new condition, used only three times. \$50.00.

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The John Batte family were so sold on the vacation home they rented in 1966 fifteen miles from Pensacola and overlooking the Gulf of Mexico, with excellent sailing, that John wants other Scot sailors to know about it in case they are interested. \$150 per week rental May 15-Sept. 15 and \$100 the rest of the year. S&W has a full page of details on this "No tourist trap" beach home.

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Sandy - Your bulk mail copy may be rather late in arriving - Charles 3/18/62

~~MRS. HELEN M. RIPPEL~~
~~Corresponding Sec. F33A~~
~~9700 Sunbury Road~~
~~Westerville, Ohio 43081~~
SCOTS N' WATER
760 Foxdale
Winnetka, Ill. 60093



*Mr. Gordon R. Douglass
P.O. Box 28
Oakland, Maryland 21550*