

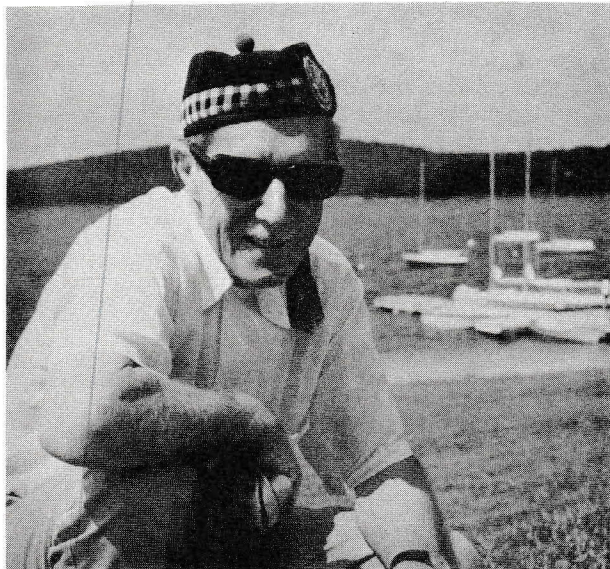
SCOTS

n' water

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. | 60 - BURNHAM PARK, CHICAGO, ILL. |
| | | 61 - NORTH FALMOUTH, MASS. |

4/1/67. Although this issue is being written on April Fools Day, please don't think for a moment that we will deviate in any way from our strictly factual reporting in the usual vein, and without levity which would of course detract from our serious FSSA mission.



SO, we will start off with another in our series of biographical sketches, this time about GORDON K. DOUGLASS. It is possible that, through his past artistic endeavors or because of his many years in the musical field, you have already heard of Mr. Douglass. Over the years, he has reportedly shown considerable interest in boats, under the appropriate name of "Sandy", such interest being detected in the accompanying photo background.

Born in Newark, New Jersey, "Sandy" grew up in New York City, received a B.S. degree from Dartmouth College and later studied fine arts at Art Student's League and at Carnegie Tech. In 1937, he decided that the world needed a good boat builder more than it needed a struggling artist, so he turned professional builder, starting with one of the most difficult boats to build, the International Sailing Canoe. After these came the International 14, Interlake, Star, Great Lakes 21, Thistle, Highlander and Flying Scot. Sandy went into designing because he believed there could be better boats than those available.

He started sailing at a tender age under the aegis of his father who was one of the very good small-boat sailors of his day. Sandy won the American Canoe Sailing Championship for the first time in 1923, and has since won sixteen other championships in the various classes, most of them with his wife Mary as crew. Paddled racing canoes with some success, winning thirteen Canadian titles, and selection for the 1936 Canadian Olympic Team. He is also an enthusiastic Barbershopper of some note (no pun intended), a baritone, and member for several years of the International Judges Panel of the SPEBSQSA, Inc. Sandy is still looking for a good tenor, lead and bass to make up that championship quartet.

FLEETING NEWS FOR APRIL * * * * * From Trudy Burch, Fl. 53 Secretary-two "sail-alongs" with picnic suppers planned this summer; one race with wives as skippers also - loud gasps, with wives the loudest; hope to have fleet represented at the Gananoque meet in July; Fl. 53 newsletter is called "scots on the rocks" due to the placing of Lake Cayuga rocks and many sad experiences - sounds like a distress signal, and is the local flag flown upside down? * * * * * Fred Tears writes in about the F/S District 8 Regatta in June; hope to have fine representation. * * * * * Edison Boat Club, Fl. 8, is re-dedicating their Com. J. R. Wilde Perpetual Team Catboat Trophy to Club Flying Scot Team competition use, with local club fleets 8, 16 and 18 vying for the 22" trophy. Pat Barry also comments adversely on longer hand lines on the Scots, with none of the 31 club boats using them nor feeling the need for them. Fl. 8 is launching a full-scale Junior Sailing Program and would greatly appreciate any suggestions or literature from fellow Flying Scotsmen elsewhere who have inaugurated such a program. Write to P. J. Barry, Edison Boat Club, 2000 Second Ave., Detroit, Mich. 48226. * * * * * Hempstead Bay Fl. 46 is holding F/S meetings and discussions that are proving so worthwhile that subsequent meetings will be open for all members of the Hempstead Bay Sailing Club with which Fl. 46 sails, according to Linda Rich; 18 Scots and 14 races for 1967, and several invitationals are scheduled for the area, which dates we hope to report later. Jerry Sachnoff also mentions that there are 12 new Sunfish in the Club, these being used for racing when there isn't enough water for Scots, and also for training junior members. Overnight cruising in Scots is planned, to start in May, a Father & Son type thing which sounds good. Jerry also asks for a sketch showing the method used to pull up and down the rudder blade without leaving the helm. Any takers from Scotters who have an idea on this? * * * * * Dr. Volney Wilson, Fleet 44 Captain, brings us up to date on the F/S Fifth (Midwest) District Regatta at Ephraim, Wisc. on July 14-16, with two races on Saturday and one on Sunday morning, box lunches available, free cocktail party, the Saturday night dinner, etc., with details to be mailed later to all F/S 5th District members. This will include accommodation data. Also on July 29-30 the EYC Regatta will be held; last year 30 Scots raced in four races at this event. * * * * * The Chicago area offers the Sheridan Shore Y. C. Race Week-End, about which Jack Beierwaltes will have more information next month, he says; quite a major event, larger than many regattas. Fleet 3 hopes to see many Scots there from adjoining states as well as from Illinois. And George Stokes promises to have further details about the City of Chicago One-Design Festival in August; although it is being sponsored by Mayor Daley, you don't have to be a Democrat to participate. * * * * * Orville White has a bit to add about the F/S Nationals in Montreal next August. Already, Jack Howlett, P. O. Box 103, Hudson, Quebec, Canada, has confirmed 56 Scot reservations, and has now reserved 90 rooms at the Airport Hilton. Looks like 80 to 90 Flying Scot boats will be at the Regatta, possibly about the largest of all the One-Design events during EXPO 67. For boats arriving on August 20th, these will be stored at Bob Van der Veken's Parkway Motors for the night, and then moved to PCYC premises Monday morning after another Class has moved out. Alf Cockburn is assembling a map, program folder and bulletins kit for all registered F/S people. The annual FSSA Meeting will be held Thursday night, August 24th, and on the following Saturday evening the Royal St. Lawrence Yacht Club will be the scene of the dinner and awards, with the suggestion that men wear jackets or blazers and tie, and the women cocktail dresses. More about the Regatta will be in future issues of S&W. * * * * * Gus Brannan, Raleigh, N.C. Fl. 27, writes in that the Scots, with 39 boats, make up the largest class in The Carolina Sailing Club. Bill Myatt has done a terrific job in promoting the Scots and is 1967 Chief Measurer, Howard Manning is Fleet Captain and Gus is Sec.-Corres. of this Kerr Lake Scot Fleet. A. C. "Tasso" Triantaphyllou was awarded the Misty Isle Trophy as the "Most improved Scotter this past year in Seamanship, Leadership and Enthusiasm". * * * * * Last month's Mobile Yacht Club Regatta ended like this - First, John Batte, followed in order by John McShan, Edwin Batte, Dr. Stuart Dowling, Capt. Joe Abrams and Paul Bruckmann for the Flying Scots.

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Nice note received from Bob Meese, FSSA Secretary-Treasurer the first year the F/S Class got underway, extracted as follows - "I am frequently reminded of that first year, when Tru Clark and I wrote a little mimeographed bulletin, about once a month, to the growing membership of the infant FSSA. We would sit around our dining room table (the same one I am sitting at, at this moment - but in a different house) and compose little ditties designed to encourage interest in the Class and start to draw it together into a functioning group. Having writ, Tru and Joanie Clark, and Joan and I would address envelopes, lick and stamp, and get them on the way. Our successors have done a marvelous job of promoting the Class and drawing it together. We have a good boat, and a lot of fine people interested in the Class."

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THE MERITS OF DAYSAILING - - Irmgard Schildroth*



Credit: -
"Beierwaltes Photo"

"For me it's strictly racing," say some skippers, and they never hoist sail unless for a race or a spinnaker drill.

Perhaps they are sophisticated seasonal salts who consider pleasure sailing a waste of time, or perhaps they are individuals so intensely geared to the rat race that they would bite their toenails if given a chance at leisure.

I realize that organized fleets and racing activities are the backbone of any one-design class, but it is my humble and unscientific opinion that racing only, without some time off for pleasure sailing, can produce rather grim-spirited competition that takes all the fun out of those precious leisure hours.

It has been my observation over some years on the boating scene that family members in general, and wives in particular, shy away from the togetherness with a taunted-nerved racing skipper. The girls feel they just don't know how to handle lines and gear efficiently and fast enough to suit the man at the edge of the tiller. Consequently, their crewing interests taper off until they stay away from the boating scene altogether, planning to entangle Capt. Bligh in other family activities.

At this point the tigers would do well to take stock of the situation. If the boat, and sailing as such, was intended for family pleasure, and if the skipper wants to hang onto both, family and boat, he should make a definite effort to engage the family in some pleasant sailing activities. And this is where daysailing (or some cruising) comes in.

In an atmosphere of leisure and fun, the skipper can teach his family the fundamentals of sailing for which there is no time during a race. Children, as a rule, are "naturals" when it comes to picking up boathandling techniques. But the mate (except Harris Garrett) may need a little more of the skipper's time and patience, and most of all encouragement for such a strange enterprise as sailing. If he succeeds in teaching her the ropes (oops - lines), his efforts will be richly rewarded. Once a wife has grasped the basic principles of sailing, she will prove herself a mate worth her salt. She will share her husband's enthusiasm and adventure, she will lend a hand in an emergency rather than freeze in fright, and she will make a most reliable crew -- one he can always count on to meet the racing schedule.

And by the end of the season he may even admit that he enjoyed the leisurely sailing with family and friends, and that in addition, he picked up some valuable bits of knowledge by just poking around the harbor.

*Mrs. George Schildroth, F/S #244, is the author of "The Joys of Cruising ... in a 19 Footer" and other articles on sailing.

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Yes, it is now official - two more Flying Scot Fleets have been chartered. #60 at Burnham Park Harbor in downtown Chicago has as charter members Mr. & Mrs. L.G. Cosentine, #930, Lou being Fleet Captain and Brenda is Fleet Correspondent. Others are Wm. F. Herrin, #1073, Randall Johnson #1011, R. T. Ver Halen, a new boat, Drs. Wm. & John Ertl, also a new boat, and Larry Dahlin is an Associate Member. Any correspondence should be addressed to Mrs. Cosentine at 1000 Hazel Ave., Deerfield, Illinois 60015.

The second Fleet, #61, is known as the Wild Harbor Fleet and sails on Buzzards Bay, North Falmouth, Mass. Charter members are Joseph Rafferty, #653, Charles R. Bleiler, #654, Fleet Captain, and Joseph H. Hoyt, #793. All correspondence should be addressed to Secretary, Wild Harbor Yacht Club, P.O. Box 174, Silver Beach, Mass. 02565.

No official information has been received about the proposed Scot fleets in Texas and in Maryland, which were referred to in the March issue of Scots N' Water.

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SANDY SAYS:



I would like to add a couple of thoughts to Vince DiMaio's excellent article on STORM CONDITIONS in the January and February 1967 issues of Scots N' Water. I agree with Vince that survival has to be the first thought when a squall approaches and that promptness is the first requirement in trying to anticipate the storm.

In this connection, my suggestion is that under storm conditions it would be far better and quicker after having lowered the mainsail, to slip the gooseneck from its track on the mast and to stow the boom and sail down inside the boat, well forward under the bow deck. This can be done much more quickly than the sail can be furled, and it gives a clean boat with no boom in the way, no windage.

In his discussion of anchoring, Vince recommends putting the centerboard halfway down after the boat is anchored. I think this has its bad as well as its good points, as compared with raising the board all the way. With the board down, the boat will yaw and skate more than it will with the board up, swinging at times almost beam to the wind. If there is no board down, the boat can slide off with the gusts, not being held against them by the board, and will not sail around so much. This is something which can best be determined by trial.

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And then Sandy Douglass presents his technical article for the month on -

GEL COAT REPAIRS

In the course of time, Flying Scots become nicked and scratched; and at this time of year, with launching just ahead for most of us, we receive many requests for information about how to make repairs to the gel coat of the hull and the deck. The Flying Scot is not indestructible, and she does require periodic maintenance. She does need a good cleaning and polishing to make her shine, if she is to be a boat we all can be proud of. Along with this, there often is the need to fill nicks and scratches.

Nicks and scratches. I am not attempting to cover the entire field of repairs to fiberglass boats, but only that part of it involving the treatment of minor and superficial damage to the surface. Any damage of a serious structural nature should be repaired by a professional. "Cosmetic" repairs, however, such as filling in nicks and scratches, can be made by the owner because here we are concerned only with appearance.

Owners write to us asking for a little gel coat with which to fill some scratches. It sounds simple, but what is gel coat and how is it to be used? Gel coat is a form of polyester resin to which pigments have been added. It comes in liquid form and does not harden until a catalyst has been added - (but cannot be kept long because it has a rather limited shelf life before it sets up in the container). Gel coat is "air-inhibited" in its cure, meaning that the surface of it which is exposed to the air remains sticky, and that not exposed becomes hard. This works well in building the boat because the surface next to the mold becomes hard and the exposed surface, in remaining sticky, makes a better bond with the first layer of the layup when it is applied to it. But this creates a problem in making repairs because the exposed surface remains sticky and difficult to sand and polish. Also, the repair material becomes so hard that excess material can be sanded off only at the risk of damaging or sanding through the surrounding gel coat.

Gel coat is used in the repair of deep nicks and gouges. All Scot builders can furnish small quantities of gel coat for the purpose, and the gel coat manufacturers have prepared instructions for its use. It sounds like a simple operation, and on a horizontal surface under ideal conditions, in the hands of an experienced operator, such repairs can be made quite well. Matching the color always is a problem. Even when some of the same color from the same maker is used, the repair seldom matches perfectly. In all too many cases I have seen more harm than good to come from amateur gel coat repairs, and that is why I recommend the use of other and safer materials.

Gel coat, too, is only for filling deep nicks and gouges, while in most cases the problem is to fill scratches in the surface of the gel coat - scratches too shallow and too widespread for gel coat to be used. Gel coat is not a paint, and will not adhere to and set up in microscopic scratches.

(cont.)

For filling scratches and gouges, I suggest an easily-handled material such as trowel cement, a material the average owner can handle satisfactorily. Such a material will do the filling just as well. Then for coloring the repair and for filling scratches, I suggest artist's oil paints. Often a tube of the right color can be found to match the boat color. If not, colors can be mixed. The paint is stiff enough to stay where it is put, and can be applied with finger or knife blade, after which the excess is cleaned off with a plastic or rubber squeegee, and any residue on the surface wiped off with a rag.

I realize that this is not the orthodox way to make repairs, but it is a practicable method for the average man, with little danger involved.

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- - - SANDY

1967 REGATTA DATES FOR FLYING SCOT SAILORS

- May 6-7 - Lake Norman Yacht Club Invitational, Davidson, North Carolina
- June 3-4 - Egyptian Cup, Carbondale, Illinois
- June 17-18 - Governor's Cup, Kerr Lake, Henderson, North Carolina
- June 17-18 - F/S District Eight Championship, Seabrook, Texas
- July 1-2 - F/S Invitational, Crystal Lake, Michigan
- July 14-16 - F/S Midwest Districts, Ephraim, Wisconsin
- July 21-23 - Sheridan Shore Y.C. Race Week-end, Wilmette, Illinois
- July 22-23 - Border Trophy Meet, Gananoque, Ontario
- July 25-26 - M.I.Y.A. Men's Championship Quarter Finals, Crystal Lake, Michigan
- July 29-30 - Annual Ephraim Y.C. Regatta, Ephraim, Wisconsin
- Aug. 5-6 - SMYRA Second Annual Regatta, Stone Horse, Y.C., Mass.
- Aug. 12-20 - City of Chicago One-Design Race Week Festival, Chicago, Illinois
- Aug. 24-27 - F/S NORTH AMERICAN CHAMPIONSHIPS, Montreal, Quebec

NOTE: Please send in dates for Regattas not listed above, or corrections if any to those shown. As suggested by Jerry Sachnoff, Fleet #46 Captain, we plan to include these each month during the summer season. Do let us know what is doing in your areas - President's Cup, F/S NE District Regatta, and those elsewhere - dates & data.

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AND HERE'S ONE OF
THEM THERE PITCHERS OF
THE OFFICIAL PATCHES
THAT WE'VE BEEN TALKING
ABOUT. (Just send your
\$2.00 per patch to Fred Weintz)



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We should like to again call your attention to the delay in forwarding S&W mail to Helen Rippel. This should go to Winnetka. All address data is in each issue of S&W. Helen does receive all dues, Yearbook data, etc. Incidentally, as of the middle of March, Helen reports 1053 Flying Scot boats with owner registration, #1105 is the latest number assigned to builders, and with reference to 1967 FSSA dues being received, so far these add up to 433 Active Members, 29 Co-Owners, 69 Associates and 3 Sustaining Members. If you haven't sent in your 1967 dues yet, please do so at your earliest opportunity. And, again, any F/S boat owners that you know of who are not members of the National Association? As you are aware, we are trying to interest all owners to become members.

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PLEASE SEND IN INTERESTING SCOT PHOTOS - TO S&W.

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AND NOW, ALONG THE TECHNICAL AND SEMI-TECHNICAL SIDE, WE HAVE ---

A question from Clarence Gross, #389, Grayling, Mich. about centerboard gaskets, which Sandy answers as follows - "Yes, the gaskets are really important. Without them, there will be a bad drag from turbulence, and at speeds the water will spout out the top of the trunk. We use a rubber with canvas embedded in it, a steam packing material, which we have found to be the best. The cost for a pair is \$4.65. They should last several years. They should overlap about $\frac{1}{2}$ -inch. They are easier to attach if you first set them in a bead of fast-tack cement to hold them in place."

And commenting on a question from a Star sailor about Scot aluminum masts, Sandy goes on to say - "No, we do not fill our masts with foam. It is next to impossible to foam it in place, and blocks of styrofoam at best will fill only a part of the cavity. In any case, you will add at least a couple of pounds of weight, and this is not good. Instead, we seal the mast, and tests indicate that they are watertight. But even this, or foam filling, will not prevent a boat from turning turtle in extreme conditions. Even wooden boats, with wooden masts, will, and do, turn turtle. I have seen them all, from big scows and Ravens down, bottom side up. Stars to not turn turtle. They sink."

Steele Griswold, National Measurer has compiled all the rulings of past Chief Measurers plus those made by Steele, along with his interpretation of the FSSA specification on jib sheet fairlead tracks. The rulings have also been sent by Steele to all sailmakers who have made Flying Scot sails, as well as being published in this issue of Scots N' Water as follows.

RULING OF THE CHIEF MEASURER-FLYING SCOT SAILING ASSOCIATION

Sometime prior to 1962 The Executive Committee of the Flying Scot Sailing Association ruled that venturi spinnakers are illegal.

Actions by 1962 Measurer (G. Kendall Parmalee)

1. The forestay and jib luff wire arrangement shown in the official drawings must be utilized in which the forestay is anchored to one end of a pivoted lever and the jib tack is connected to the other end of the pivoted lever so that the jib luff wire and forestay share equally in supporting the mast. The Executive Committee ruled that adjustable down haul arrangements on the jib tack are not permissible.
2. Spinnakers must measure-in and cannot be of less dimensions than the minimum dimensions shown on the Official Plan.

Actions by 1963 Measurer (John Thierman)

1. Outhaul winches are not permissible. The outhaul cleat may be moved to any convenient location on the boom and a knotted outhaul pigtail may be used to assist in quick adjustments of the tension on the foot of the sail.

Actions by 1964 Measurer (Edwin B. Cobb)

1. Mainsails with zipper-foots would be permitted provided the mainsail would measure-in with the zipper open.
2. Zipper-luff jibs were permitted for the 1964 Nationals provided that the tension on the jib luff could be accomplished by means of the rocker arrangement at the headstay as called for on the official plan. (See 1967 ruling.)
3. The trunk cap cannot be made wider than that furnished and installed by the builder.
4. Double-led jib sheets are not excluded by the class specifications. They must be led from the slides which in turn must be in their legal position.
5. The normal leach measurement of the mainsail shall be 25 feet 6 inches with a tolerance of plus 2 inches permitted but anything over that will be cause for rejection of the sail.

Actions by 1965 Measurer (Edwin B. Cobb)

1. Cunningham holes in the tack will be permitted in the mainsail and will not disqualify it.

Actions by 1966 Measurer (Steele T. Griswold)

1. The tack of the mainsail must remain in the location established by the builder.
2. An asymmetrical spinnaker is legal providing the luffs are of equal length and if all dimensions measure-in and the diagonal can be measured when all interior seams are straight and parallel.

(cont.)

Actions by 1967 Measurer (Steele T. Griswold)

1. Roach on foot of jib cannot exceed more than 4½ inches at any point. (This action approved by the Governing Board on January 20, 1967.)
2. The shortening of the wire which extends from the pivot plate to the tack of the jib is illegal and further that, as stated in the specifications, the pivot plate connecting the forestay and the wire which extends to the tack of the jib must be functional.
3. Zipper luffs on jibs are now illegal. (This action approved by the Governing Board on January 20, 1967.)
4. When measuring spinnakers the chords of the luffs are measured rather than the luffs. On our print "Directions for Measuring Sails" this would be the chords of "A", "X" and "L".

March 20, 1967

The "Barber Hauler" is illegal on a Flying Scot.

In our Specifications, Article S-II 5. d. it states that -

"Jib sheets must be led from blocks or fairleads on approximately 20" long deck tracks located 16" plus or minus 1" abaft the forward edge of cockpit on the molded cockpit coaming".

We have ruled in the past that these tracks must remain in this location.

STEELE T. GRISWOLD
CHIEF MEASURER

- - - S-&-W - - -

NEW FSSA ACTIVE MEMBERS

- # 89 - James E. Masters, 816 Yale Ave., Terrace Park, Ohio. Sails BLUE CHIP with F/S Fleet #1 on Cowan Lake.
- # 266 - Thomas R. Schmitt, 225 E. 73rd St., New York, N.Y. 10021. Boat is SPENDRIFT.
- # 273 - H. Logan Hill, 2001 E. 31st St., Baltimore, Md. 21218. Sails on the Magothy River and on Chesapeake Bay near Baltimore.
- # 584 - E. P. Rawson, 379 Wilshire, Jackson, Miss. Formerly a FSSA Associate Member; Sails ALETTA with F/S Fleet #45.
- # 652 - Richard W. Shriner, 77 Dean Road, Weston, Mass. 02193. Sails HINDU with F/S Fleet #57; Stone Horse Yacht Club.
- # 654 - Charles R. Bleiler, 2 Hampshire St., Everett, Mass. Sails ZEPHYR with new F/S Fleet #61; Wild Harbor.
- # 896 - Marcel Panneton, 65 de Caumont, Boucherville, Quebec.
- # 897 - Maurice St-Onge, 2695 40th St., Apt. 1, St-Michel, Montreal, Quebec. (No other information on #896-897 affiliations. Orville?)
- # 936 - Pete Rehm, 1007 Wilson Ave., Sturgis, Mich. Sails with F/S Fleet #9 on Klinger Lake - we think!
- # 946 - Raymond E. Lambert, 230 Elm St., No. Attleboro, Mass. Sails on Buzzards Bay - Magansette Harbor near Scraggy Neck, Cauaumet, Mass.
- #1011 - Randall Johnson, 348 Forest Ave., River Forest, Ill. Will be sailing with new F/S Fleet #60 out of Burnham Harbor, Chicago. Boat is HIGHLAND LASS.
- #1029 - W. Edwin Barnes, 5618 S. Quebec, Tulsa, Okla. Is a member of new F/S Fleet #59, and sails SILENT MAID II; Sequoyah Yacht Club.
- #1043 - G. Arthur Chamberlain, Jr., 44 Halcyon Rd., Newton Centre, Mass. 02159. Sails on Assawampsett Lake and Narragansett Bay.
- #1063 - Jerome Glassman, 2011 Lake St., Mt. Vernon, Ill. Crab Orchard Lake Fleet #30.
- #1073 - Wm. F. Herrin, 5312 N. Christiana, Chicago, Ill. Will be sailing LOG E with new F/S Fleet #60, Burnham Park, Chicago.
- #1074 - Dr. L. J. Van Horn, Sr. Co-owner, and Mrs. Sara Van Horn, Jr. Co-owner, 911 East Huber St., Weatherford, Okla. According to Carlton Chapman, the Van Horn's are new F/S Fleet #50 members and they will also sail on Ft. Cobb, Crowder Lake, Canton Lake, Foss and Lugent Lakes, all in Oklahoma. (Look to your laurels, Minnesota; Oklahoma is gaining on you in number of lakes).
- #1076 - Mohawk Boat Co., John C. Zimdars, Jr., 4101 Iroquois Drive, Madison, Wis. Sails SPOOK with F/S Fleet #44, Ephraim, Wisc; Ephraim YC.
- - Gerard Peplowski, 12781 Griggs Ave., Detroit, Mich. Edison Boat Club Fl. #8.
- - Anthony Pultorak, Jr., 7033 Jonathon Ave., Dearborn, Mich. Also EBC, Fl. #8.

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CAVEAT EMPTOR - (Subject to prior sale)

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 Ave., Wilmette, Ill. \$2,000. Owner - Thomas R. Schmitt, 225 E. 73rd St., New York, N. Y. (Apt. 6-B).

F/S #591 - White hull, light green deck. Tanzercraft built in 1965. Ulmer main and jib. Inspected and OK'd by Sandy Douglass last summer. No trailer. Stored at Trident Yacht Club, Gananoque Yacht Club, Gananoque, Ontario. \$2,200.00 Canadian funds. Am purchasing another Scot. Dr. Ford W. Stevens, 255 So. 17th St., Philadelphia, Penna. 19103.

F/S #866 - Sailed just one season, like new in every respect, red hull, white deck and boot stripe. Boston main and jib, also Boston spinnaker. Equipped with many extras. Complete with cover. \$2,500.00. This is \$450.00 less than present list. GATOR trailer which was used twice available at \$200.00; present cost \$275.00. Will deliver within 300 miles. Wayne Hutchison, 4511 Trier Road, Fort Wayne, Ind. 46805, or phone 748-0403 (AC 219). I have ordered a new Scot for this spring.

----- S-&-W -----
NOTE TO ANGUS MAC TAVISH
HEATHER UNDER THE DEW LANE, ZIP 3.1416

No, Angus, your letter suggesting that "Plaid" Trading Stamps be given with each new Flying Scot isn't too dumb an idea at all. Anything "Plaid" is naturally quite a logical consideration for an All-Scot craft such as the F/S. However, the Association law firm of Dilly, Dally, Doolittle & Stahl has given this careful study to determine if it could be licked and they arrived at the decision that it would be just too sticky to handle. Their answer is a firm "no" and they list their three convincing reasons - number one, number two and number three. We trust that this convinces you too, Angus.

Aye,
(Signed) Burr, April 1, 1967

--- S-&-W ---

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