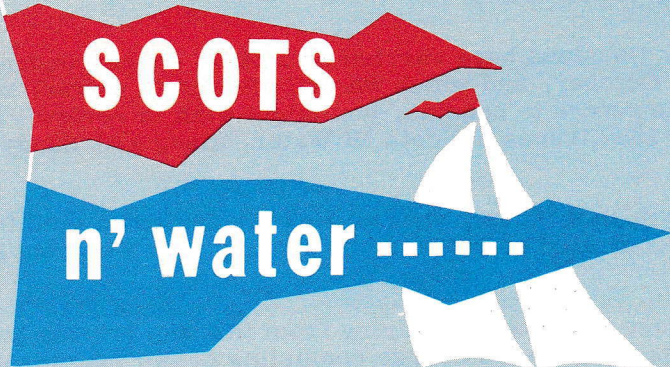


Office Copy



fleets

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

PRESIDENT'S NEWSLETTER

Dear Members and Associate Members:

For many of us located in the northern portions of the hemisphere, we are only now experiencing the joys of fitting out a fiberglass boat for the coming sailing season. Let me take this opportunity to wish all a very happy sailing season.

Because of the relative inactivity of many fleets during the winter season, local fleet organizations are only now beginning to meet or prepare for their summer sailing schedule. Many of our associates in the Flying Scot Class that we have not seen over the winter have now made their appearance in the boat yards or at the yacht club. Your Association would be most appreciative if each member, as well as the organized fleets, take this opportunity to encourage again all Flying Scot owners to become members of the Flying Scot Sailing Association. For a very modest cost, the benefits of membership are important to the continued growth and protection of our very fine class. Members may send their check for \$7.00 (\$2.00 for Associates) to Mrs. Helen Rippel, 9700 Sunbury Road, Westerville, Ohio, 43081.

We would also appreciate your support in the purchase of our very excellent-appearing Flying Scot patches which can be obtained for \$2.00 each from our Treasurer, Mr. J. Fred Weintz, Jr., c/o Goldman, Sachs & Co., 20 Broad Street, New York, New York 10005.

Finally, for those of you who belong to fleets, it is most helpful for us to know your newly elected officers. We would particularly like to know the names and addresses of your fleet captains, secretaries and measurers. Please forward this information to Mrs. Rippel.

Again, Happy Sailing, and I am looking forward to seeing many of you at the events this summer.

Yours truly,

THOMAS F. MEANEY, M. D.
President, FSSA.

- - - S-&-W - - -

As a reminder - By-Laws Article B - II #8, Eligibility, states that all persons hoping to sail in District Eliminations and Nationals must have FSSA dues paid by July 1st.

- - - S-&-W - - -

PLEASE TURN TO PAGES 7 AND 8 FOR INFORMATION ABOUT THE MONTREAL REGATTA

- - - S-&-W - - -

ROGER SAYS & SANDY SAYS

- - - S-&-W - - -

Roger Shipman of Jenkintown, Pa., and Sandy Douglass have carried on a bit of correspondence about an incident Roger had with his Scot last October, and which we will attempt to extract as an educational item of interest to others. As this refers to capsize, you might wish to review Vince DiMaio's article in the January and February 1967 issues of Scots N' Water, along with Sandy's comments last month.

It all started out as a mild fall day with 10-20 mile southerly winds, good planing and a cold front out of the northwest expected. Roger's crew consisted of his wife and a young chap weighing 200 pounds.

The wind became increasingly strong, with most of the boats retiring from the lake leaving two Celebrities, a Lightning and Roger's Scot to sail a selected course consisting of two long planing legs of about two miles each and an intermediate one mile leg to weather.

After rounding the first marker and the Scot well in the lead, in the next quarter mile Mrs. Shipman was so thoroughly drenched that they headed back for the starting point and their mooring. Enroute, they noticed that one of the two Celebrities had been knocked down and the second one was bottom up. Heading for the latter Celebrity directly before the wind, the Scot rolled violently, the boat then steadied, but suddenly the bow nosed under, even with all three aboard all the way back in the cockpit. Both sails were out and the centerboard down, and the Scot went over in about 14-feet of water, the mast being driven into the sandy bottom so hard that the centerboard dropped into the boat with so much force that the top of the centerboard trunk was cracked. The Lightning, with five adults aboard, did not go over, being fortunate to shear a cotter pin on the gooseneck, lowered their mainsail and returned to their mooring on a torn jib. Several rescue boats were swamped, but thanks to a Boston whaler with an outboard engine, and one rowboat, all people in the water were picked up. Much of the activity wasn't more than 150 feet offshore. Retrieving the overturned boats after an early darkness wasn't so easy. With the aid of an outboard motor and lines strategically placed, the Scot was dragged to shore, with an unsecured toolbox the only loss. Roger indicates that he rather wished that he had heard the weather report about the 50-60 mile winds expected that Saturday afternoon. His two questions to Sandy afterwards, were - "Once we found ourselves in the squall, what should we have done?" - and - "Is self-rescue possible with the mast stuck in the mud and centerboard hanging from the topside of the centerboard trunk?"

In his reply to Roger, SANDY SAYS:- You are to be congratulated that you came through the squall as well as you did, sailing in late autumn when sailing can be very dangerous. You were lucky that there were other boats around, for capsizing at such a time of year could mean death from exposure to the cold wind and water in a short time.

One thing to remember is that the force of the wind increases with the square of the velocity. Normally, a 20-mile wind is pretty strong for centerboarders, a 30-mile wind is more than double this and a 40-mile wind is four times. You should have dropped your mainsail like the Lightning did and sailed on the jib, removing the gooseneck from the slide and stowing the boom below the deck. Actually, you should have gone ashore much sooner. It is no disgrace - better that than to be a dead hero. Or you could have dropped both sails, sailed under bare mast until you were near the shore and then anchored to sit it out.

When you sail on a board reach or run, the centerboard should be perhaps 2/3 up, not all the way down. The boat will handle better and will have less tendency to trip and roll over. But leave part of it down for control, and to have something to stand on if you do capsize. Do not sail dead downwind. The boat is hard to control. On a broad reach you will sail more easily.

When you did capsize, your first instinct should have been to climb onto the topside, before the boat was over. You then could have stood on the centerboard and possibly kept her from going over and brought her upright, although in such a wind this is questionable. Once the mast is stuck in the sand, there is little you can do but what you did. I wonder if the mast is empty? There is a chance that the prolonged water pressure may have forced some into it, perhaps through the hal-yard winch bolt holes. Check this, with the mast horizontal. The strains, with your boom vang set as tight as possible, are tremendous, and it is a wonder that you have any boom or gooseneck left. Careful judgment must be used in handling the vang. On a beam reach, your board should have been half way down, not all the way, as you lose stability. With less board, the boat handles better, and also it can slide sideways a little in the hard slams, instead of tending to trip and roll.

In summation, then, the basic error was in trying to sail when conditions were almost impossible for centerboarders, in not reducing sail, by trying to sail on a dead run, by having the board down instead of well up and by not climbing onto the topside as you rolled over. With conditions that bad, get your sail off immediately. And, please-no more similar experiences. Next time you might not be so lucky. END.

- - - S-&-W - - -



If you don't like extra sailing fun, good well run races, excitement, good food, refreshments and friendly sailors - stop right here. Otherwise, start planning immediately to come to Sheridan Shore Race Weekend, July 21-23. We'd like to think we know how to pitch a Regatta. Some still comment on the fun they had with us at our F/S Nationals in 1960, the second one held. Race Weekend is a good old tradition at Sheridan Shore. The Stars discovered it long ago. We think it shades some Nationals we've attended. A rigging barbecue Thursday night, first race Friday afternoon, Friday evening a big cocktail party with ample food on a member's grounds. Saturday afternoon the second race and Saturday night a fine dinner dance in the Clubhouse. Late Sunday morning the third race - there could be time for two in case of a makeup. Impressive trophies are then awarded. You'll have time to pack up and be home before dark if you live within 150 miles. So, get some of your fleet buddies to load up their Scots with you, join us and treat yourself. - JACK BEIERWALTES, Capt. F/S Fl. #3.

WILMETTE, ILLINOIS HARBOR - F/S FLEET #3 IN THE LEAD
(L to R - BAHAI, LOCKS, SHERIDAN SHORE YC, USCG)

- - - S-&-W - - -

And a reminder from Paul McRoy, F/S #575, about the EGYPTIAN CUP REGATTA on Crab Orchard Lake, Carbondale, Illinois June 3-4, sponsored by the Crab Orchard Lake Sailing Club, around ninety boats are expected, based on past years' experience. With the several classes participating, this regatta has become increasingly a showcase for the Flying Scot. Sandy Douglass won the Egyptian Cup in 1966. Paul says that they are expecting the usual Scot group again this year - from Milwaukee, Wilmette, Muncie, Jackson, Miss., and all points in between, plus Jack Cochrane from Ft. Myers, Florida. If there are any questions, write to Don Shoemaker, 2706 Kent Drive, Carbondale, Illinois 62901.

- - - S-&-W - - -

Chuck Rettie reports on the 1967 F/S NORTHEAST DISTRICTS to be held at Long Beach Island, New Jersey on August 3-4-5-6, with the Spray Beach Yacht Club and F/S Fleet #22 as hosts. Dick Clynes, #214, is Chairman. All Scot sailors are welcome. Further details later. The Spray Beach Yacht Club is holding its annual Long Beach Invitational on July 29-30 and they suggest that any Scot sailors wishing to do so may participate in this regatta, leave their boats at the club and return the next week for the DISTRICTS. Bob Cope, F/S #8, and Spray Beach YC Commodore, guarantees that there are no rocks, no mountains, plenty of water and the average wind on sailing week-ends has been from 18 to 30 mph, making it most unusual to finish a race without having been "on a plane" for a good part of the time.

- - - S-&-W - - -

OHIO DISTRICT FLYING SCOT CHAMPIONSHIPS - Will be held at the Port Clinton Yacht Club on July 29-30, 1967, the first ever to be held for this district. Ned Wickes, District Chairman pro tempore, has appointed John Belknap and Walden Schultz, both Flying Scot sailors and members of the Port Clinton Yacht Club, as Co-Chairmen, who will be in charge of all arrangements. The regatta announcement has been mailed to all area skippers by Ned, who also invites any mid-west F/S skippers to participate. Scot racing in Northwest Ohio is on the verge of a real breakthrough. Any inquiries should be sent to John M. Belknap, P.O. Box 148, Port Clinton, Ohio 43452 (732-2811).

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- - - S-&W - - -

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
- June 20-23 - Richmond (Calif.) Y.C. Heavy Weather One of a Kind Regatta
- 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 27-28 - F/S Invitational, Crystal Lake, Michigan
- July 29-30 - Annual Ephraim Y.C. Regatta, Ephraim, Wisconsin
- July 29-30 - Edgewater Y.C. Regatta, Cleveland, Ohio
- July 29-30 - Long Beach Invitational, Spray Beach Y.C., Long Beach Island, N.J.
- July 29-30 - F/S Ohio Districts, Port Clinton Y.C., Port Clinton, Ohio
- Aug. 3-6 - F/S Northeast Districts, Long Beach Island, N.J.
- 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

- - - S-&W - - -

Yes, the new Texas and Maryland F/S Fleets have now been chartered. Here's how they line up:- Fleet #62 sails on Lake Thomas near Snyder, Texas. Beaumont B. Cooley, 923, is Captain, Kilburn Adams, 101, is Correspondent, with Wm. C. Young, 925, and Andrew R. Fish, 1112, the other two charter members. Fleet #63 sails on Upper Chesapeake Bay and the Susquehanna River, with George C. Whitney, 875, Captain, Chris Motz, 1080, Correspondent and John B. Shock, Jr., 733, Charles E. Thienel, 734, and C. Gordon Harris, 1000, the charter members. The fleet headquarters - Havre de Grace, Maryland.

- - - S-&W - - -

Crystal Sailing Club, Crystal Lake, Michigan, F/S Fleet 41, through Duane Smith, has a LATE FLASH:- With the approval of the F/S Fleet officers, and to avoid a late conflict in the Mallory Cup Elimination Schedule, the Flying Scot Invitational will be postponed from July 1-2 to July 27-28.

- - - S-&W - - -

Invitations have gone out to all F/S Midwest District sailors, giving details about the District Regatta to be held at Ephraim, Wisconsin on July 14-16, 1967, with F/S Fleet 44 the host. Any questions should be addressed to Mrs. Joan P. Neavolls, 618 Hull Terrace, Evanston, Illinois 60202, Fleet 44 secretary.

- - - S-&W - - -

We have received questions about two items mentioned in the "Chief Measurer Rulings" on pages 6-7 of the April S&W - "What are Cunningham Holes and what is a Barber Hauler?" Steele Griswold enlightens us, as follows: Cunningham Holes are those in the mainsail in the area where the boom secures to the mast to adjust the mainsail. Adjustment may be made with a line or use any hole for tack pin. Tack must remain at original location. The Barber Hauler (illegal to use on a F/S) is a block attached to a wire which is led through a tube secured to a deck plate, allowing the jib to be led further outboard as the breeze picks up or when sailing on a reach.

- - - S-&W - - -

Remember our reference to changing F/S crews during the Nationals in the February and March issues of S&W? And especially Bob Sullivan's (Fleet #3) letters of a typical Scot family, about which Flying Scot sailors were asked to write to Steele Griswold, giving their opinions about this proposal? Steele has passed one letter on to us as he felt it worthy of publication. It reads:-

Dear Mr. Griswold:

I have no objections to the Sullivans changing crews, but I do feel that in their case one stipulation should be made:-That Marcy, their daughter, be required to dress more conservatively while racing, especially in lighter air. She is quite distracting, although admittedly in a wonderful way. The concentration of any crew, with regard to their sailing, is bound to slip to nil.

Sincerely,

(A younger member of Fleet #12 who knows!)

- - - S-&W - - -

Paul McRoy adds a hearty "Amen" to the glowing reports about the F/S Mid-Winter Regatta at Ft. Myers, Florida. The McRoy's were among those who participated this year, spending two weeks in the Jack Cochrane area and taking in the Pageant of Light Regatta and the sail to the South Seas Plantation on Captiva Island. They recommend it highly for next year to any Scotsman who wants his long winter enlivened with thrilling sailing and a genuine good time.

- - - S-&W - - -

SANDY SAYS:

THE USE OF THE CENTERBOARD



Ye Editor reports that he has had requests for an article on the subject of how to use the centerboard. The centerboard is a necessary evil. It is necessary because without it the boat would slide sideways, and evil because in passing through the water it creates drag and slows the boat. From this the conclusion must be that the centerboard should be used only when it is needed, and retracted into the trunk when it is not.

I am sure that every sailor has had the experience at some time of casting off from the mooring, or of rounding the leeward mark, with the board raised all the way, and of finding that the boat would not head up into the wind. While it is true that the weight of the board does give the boat some stability and drive, the first purpose of the board is to make the boat go ahead instead of sideways. This being the case, the board is needed most when the boat sails close-hauled because this is when the boat wants most to slide off, and the board should be all the way down for sailing to windward. At the other extreme, when the course is dead down wind there is no lateral force, the boat is going just where the wind wants to take it, and therefore no board is needed except perhaps a little for steering control. In light winds the board can be raised all the way to reduce drag as much as possible.

Between these two extremes, on courses between close-hauled and dead run, the board should be raised or lowered as needed. The only rule for this is that the board should be down no more than it has to be, but that any great degree of sliding sideways creates drag and should be avoided. On any course other than close-hauled, raise the board until the boat starts to slide, then lower it just enough to keep the boat on her course.

As a rule of thumb for the Flying Scot, the rollers should be all the way down to the bottom of the quadrants for close-hauled sailing; about half-way down, or at the top of the quadrants, when the wind is abeam; and a quarter of the way down when the wind is on the quarter.

I never would raise the board all the way except under almost drifting conditions. When there is any wind to speak of, I recommend having the board down perhaps a quarter of the way. It then acts as a skeg to keep the boat on her course, to provide control; and in heavy winds it also is there for you and your crew to stand on, or to grab, in case of a capsized.

I do not agree that the board should be lowered all the way down at the end of a fast planing leg "to give the boat stability". On the contrary, at high speed the board all the way down will tend to trip the boat as it rounds up into the wind, will tend to make it roll over. Under extreme conditions I would prefer to jibe or to round up from a fast plane with the board not more than half-way down. The boat may slide a little, but this same sliding will ease the force of the wind and waves and there will be less tendency for the boat to roll over.

There are other times when it is desirable to raise the board to permit slipping. At the mooring your boat will ride better with the board all the way up. Do not lower it until you are ready, with sails hoisted, to cast off; and raise it immediately after you pick up the mooring. If it is down, the boat will try to sail away.

If you have been tied up on the lee side of a float or pier, or anchored in a crowded harbor, if the wind is strong and it is going to be difficult to fall off enough to go below another boat or other obstruction, and there is not room enough to pick up speed for rudder control, raise the board all the way and let the boat slide off; do not lower it until you are below the obstruction. It also will help to sheet in or back the jib and to let the main sheet run free until you are down to your course.

- G. K. Douglass

- - - S-&-W - - -

Here is a little news about F/S #1000 that you will recall was donated originally to the U.S.I.S.A. by Sandy Douglass and raffled, with Fred Crapo the winner re-donating it back to the association to be sold on open bid. It was purchased by Mr. C. Gordon Harris, 132 Woodland Circle, Downingtown, Pa., who has the boat at the Havre de Grace Marina, Havre de Grace, Maryland where he is a member of the new Flying Scot Fleet #63. In recognition of his generous gift, Fred Crapo is to be given a BENEFACTOR life membership in the United States International Sailing Association.

- - - S-&-W - - -

Ralph Hodge reports for Cleveland F/S Fleet 12 that they will have 22 boats this year, that Dr. Derrick Lonsdale is Fleet Captain, and that they wish to invite all Flying Scotters who can come, to attend the Edgewater Yacht Club Regatta on July 29-30, 1967. Interested sailors contact Ralph at 750 Leader Bldg., Cleveland, 'phone 771-3350.

- - - S-&-W - - -

WE'LL STICK TO THE HOT ONES! - (A story from The Edison Boat Club by Pat Barry, Fl. 8.)

In our area where we sail in the open waters of Lake St. Clair, Lake Erie and sometimes Lake Huron, the trend of the family man with means is to graduate from one-design class to M. O. R. C. boats in the 20 to 27 foot size, such as the Cal and Columbia line, Ensign, Folkboat, etc. It's sad to see these skippers depart the one-design brand of racing for what is, in most cases, racing on a rating system. But it is understandable and the picture is not a gloomy one for one-designs, the Flying Scot class in particular.

Each year we train 30 to 40 novice sailors at our Club in sailing and racing Flying Scots. This is a far larger group than might yearly leave the Scot ranks for larger cruising boats. The Detroit Yacht Club and the Detroit Boat Club, who also use Scots, have even larger novice classes than we do.

The one-design sailor knows that true racing is boat-for-boat, not against a time allowance. It's a fact that transplanted class racing sailors in keel boats usually are near the top of their standings (unless they've bought a dog!), due to their one-design heritage. We wish them well, those who move up to the world of M. O. R. C. and C. C. A., but until they can get a three-ton cruising boat up on a plane at 20 mph we'll stick to the hot ones, the Scot ones!

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

Bill Spaller, Sec.-Treas. of F/S Fleet 23 at White Rock Lake, Dallas, Texas, writes in that Manning Grinnan is the newly-elected Commodore, Jim Ubben the new Race Comm. Chairman; that Fred Tears captured the F/S Winter Series; that Fleet 23 will sponsor a separate race season for boats using the trapeze and will also permit the use of the trapeze in the regular Spring Series, but only on a "no-score, throw-out" basis, with the results of this experiment to be revealed to the rest of the world in due course!!! Bill also casually mentions that during the 1966 racing season, the Fl. 23 Scots raced with the local Lightnings and finishes were recorded on a boat-to-boat basis regardless of class. It turned out that the Scots liked it, but for the 1967 season the Lightnings have asked for a different starting time. Consequently, the Scots this year will start with (but not race against) the C-Scows and Y-Flyers.

--- S-&W ---

In a letter received from Mr. Robert Klein, Commodore of the Richmond Yacht Club, P.O. Box 295, Point Richmond, California 94807, an invitation is extended to the Flying Scot Class to sail in the Heavy Weather One of a Kind Regatta 1967 which will be held at the Richmond Yacht Club on June 20-23, 1967. The Regatta is intended to be a demonstration of boat speed potential, so the best boat and the best sailors in each class are expected to participate to accomplish the goal. A detailed information sheet outlines the structure of the regatta and which data accompanied the letter from Commodore Klein. One Design and Offshore Yachtsman is donating the trophies for boat speed in each division and overall. Over thirty classes have sent in entries as of April 11th.

--- S-&W ---

Gary Comer, President of LANDS' END Yacht Stores, Inc., 2241 North Elston Avenue, Chicago, Illinois 60614, has recently announced that the 1968 edition of their Yachtsman's Equipment Guide will go to all customers free, and will be available to others at \$2.00 a copy. As we mentioned earlier this year, the 1967 edition is one of the finest yacht equipment publications we have ever seen, and the 1968 issue will hold to this fine standard, we are told.

--- S-&W ---

CAVEAT EMPTOR - (Subject to prior sale)

F/S #391 - 19' Planing Daysailer. Excellent condition, ready to race. Dark blue hull, white deck, Two sets Murphy & Nye sails, spinnaker. Life jackets, paddles, Danforth anchor, nylon cable. Demountable outboard bracket. Complete running rigging and mooring equipment. Heavy duty trailer. \$2200. Call Ralph Bettman - AN. 3-7676 (Office), 1255 Sandburg Terrace, Chicago, Illinois 60610.

F/S #521 - Douglass Built 1964; white hull and deck; dark blue stripe; Boston dacron main and jib; fully equipped including cockpit cover, removable outboard bracket, winter cover. This boat is in superb condition and a steal at \$1850. Contact Paul J. Bell, 194 Columbia Heights, Brooklyn, N. Y. 11201; phone (212) TR. 5-1696. Business phone: (212) BO. 9-3438

--- S-&W ---

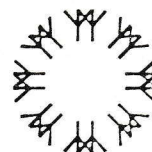
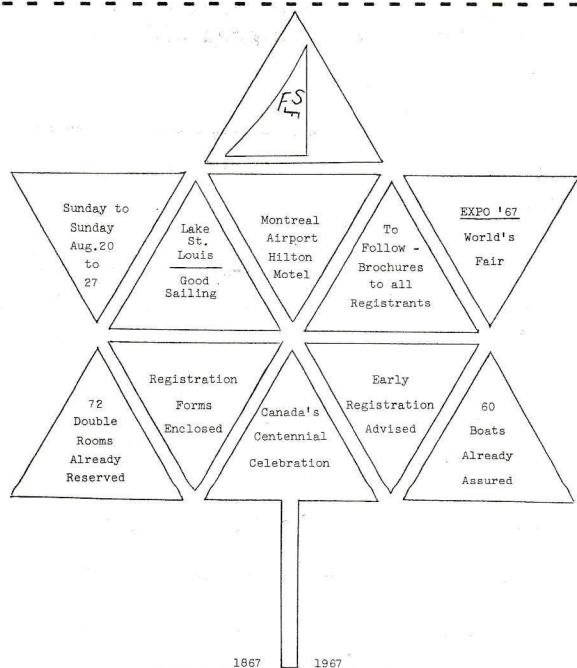
F/S #718 - Red hull, white deck, blue boot top, Ulmer main and jib, Boston spinnaker. Like new condition, built by Douglass 1965. Completely equipped, including Sterling trailer and 5 HP Seagull motor used one season. \$2600.00. Owner - John F. Grice, 918 Army Rd., Baltimore, Md. 21204; AC 301, VA 3-3336.

--- S-&W ---

We have pages and pages of New FSSA Members, New Boat Numbers Assigned, and Boat Transfers. We'll try to find room for them next month.

--- S-&W ---

THE 1967 FLYING SCOT NORTH AMERICAN CHAMPIONSHIPS AT POINTE CLAIRE YACHT CLUB, POINTE CLAIRE, QUEBEC (NEAR MONTREAL) - - - - AND THE COMMISSIONER GENERAL WELCOMES YOU TO THE 1967 UNIVERSAL EXHIBITION - EXPO 67



C'est un plaisir de vous accueillir à l'Exposition universelle de 1967, officiellement autorisée par le Bureau international des Expositions. Notre thème "Terre des Hommes" a pour but de souligner l'interdépendance croissante entre les hommes d'aujourd'hui et d'expliquer le monde en transition dans lequel nous vivons. Puissiez-vous partager notre foi en notre avenir commun.


Commissaire Général

We will be supplying to all registrants a map covering the general area between the Airport Hilton Motel and the Pointe Claire Yacht Club. We will mark liquor stores, coin laundromats, shopping centres (for the ladies) and local restaurants (for breakfasts and lunches). Brochures will also be mailed to all pre-registrants detailing Expo '67 activities and Route Maps. Please see the March 1967 issue of Scots N' Water for details of the Regatta Schedule and Boat Chartering information.

You are advised to have Canadian Funds available for payment of the balance of your registration fees and other incidental costs at the various functions at the Yacht Club. No arrangements will be made to allow you the premium on U. S. Funds.

No boats can be accommodated at P. C. Y. C. on Sunday, Aug. 20th, nor can trailers and boats be accommodated in the motel parking lot at any time. Arrivals on August 20th will go directly to a prearranged marshalling yard where boats will be parked under strict security measures until the next day. Arrivals on August 21st and later will unload boat and trailer at P. C. Y. C., and then proceed to accommodation.

The Annual FSSA Banquet will be held at the luxurious facilities of the neighboring Royal St. Lawrence Yacht Club. An outdoor cocktail hour will proceed a full course Canadian Western beef meal with all the trimmings. (In Montreal, the trimmings include an abundance of French wines). Jacket/blazer and tie necessary for the men; we suggest a cocktail dress for the women. We are limiting our Banquet to 250 adults and will handle tickets on a first come, first served basis. For the younger set, a swimming party at the R. S. L. Y. C. pool, followed by a weiner roast and dance with the R. S. L. Y. C. junior members will be held in their junior club facilities.

Evening music and bar facilities will be available throughout the week at the Pointe Claire Yacht Club. A la Carte meals are also available at reasonable prices.

- Planned Meals: Thursday, August 24th - Lunch \$1.00 at Pointe Claire Yacht Club. Sailors Supper \$1.50 at P. C. Y. C., with the FSSA Annual Meeting following, including the day's awards. Meeting is limited to 125 people.
- Friday, August 25th - Lunch \$1.00 at P. C. Y. C.
- Saturday, August 26th - Lunch \$1.00 at P. C. Y. C. Banquet (for adults) \$5.50 at Royal St. Lawrence Yacht Club. Junior Party (age 10 to 20 years) at the Royal St. Lawrence Yacht Club - \$2.00.

Note: Printed tickets will be available for the above planned meals only at time of registration. Lunches will be box lunches suitable for distribution to boats on the lake, if necessary.

(See the next page for accommodation and registration forms)

THE 1967 FLYING SCOT NORTH AMERICAN CHAMPIONSHIPS
ACCOMMODATION AND REGISTRATION FORMS - Return to Mr. J. Howlett, P.O. Box 103,
Burchill Avenue, Hudson, Quebec, Canada.

Accommodation---Luxurious Montreal Airport Hilton. Double Room suites reserved for the
"Clan" - 90 of them - must be taken for the full week, Sunday to Sunday. Family
rate - \$20.00 per day (Canadian Funds). \$20.00 deposit required with each re-
servation.

Name _____ Address: _____

Number of Double Room Suites _____

Indicate if your intention is to Camp _____ - or - Trailer _____

Registration---Entry Fee (Canadian Funds) - \$20.00 if postmarked prior to June 30
\$25.00 if postmarked June 30 or later.

Name _____ Address: _____

Boat # _____ Fleet # _____

Colour of Hull _____ Deck _____ Spinnaker _____ Boat Name: _____

Skipper's Name _____

Crew Names _____

Family Statistics--- (Return with your Registration)

Number of: (1) Male Adults _____ (3) Children requiring baby sitters _____

(2) Female Adults _____ (4) Children not requiring baby sitters _____

(5) Total _____

Time of Arrival: Date _____ Hour _____

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

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