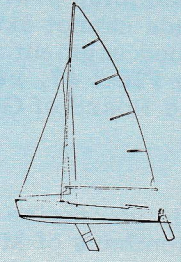


Office Copy

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August, 1967  
Chas. S. Silsbee, Editor  
760 Foxdale, Winnetka,  
Ill. 60093

# SCOTS n' water .....



fleets

- |                                     |                                    |                                       |
|-------------------------------------|------------------------------------|---------------------------------------|
| 1 - COWAN LAKE, OHIO                | 23 - WHITE ROCK LAKE, DALLAS, TEX. | 45 - JACKSON, MISS.                   |
| 2 - COLUMBUS, OHIO                  | 24 - CANDLEWOOD, LAKE, CONN.       | 46 - HEMPSTEAD BAY, L. I., N. Y.      |
| 3 - WILMETTE, ILL.                  | 25 - MILWAUKEE, WISC.              | 47 - EGG HARBOR, WISC.                |
| 4 - MANSFIELD, OHIO                 | 26 - TOLEDO, OHIO                  | 48 - CHARLOTTE, N. C.                 |
| 5 - BURLINGTON, VT.                 | 27 - RALEIGH, N. C.                | 49 - LAKE GRANITE SHOALS, TEXAS       |
| 6 - OAKLAND, MD.                    | 28 - SHEEPSHEAD BAY, N. Y.         | 50 - OKLAHOMA CITY, OKLAHOMA          |
| 7 - RIVERSIDE, CONN.                | 29 - MUNCIE, IND.                  | 51 - SEABROOK, TEXAS                  |
| 8 - DETROIT, MICH. (EDISON)         | 30 - CARBONDALE, ILL.              | 52 - LAKE ORION, MICH.                |
| 9 - STURGIS, MICH.                  | 31 - SHORE ACRES, N. J.            | 53 - LAKE CAYUGA, N. Y.               |
| 10 - MANHASSET BAY, N. Y.           | 32 - GALVESTON BAY, TEXAS          | 54 - LAKE GEORGE, INDIANA             |
| 11 - ROCKPORT, MASS.                | 33 - LONDON, ONTARIO               | 55 - WICHITA, KANSAS                  |
| 12 - CLEVELAND, OHIO (EDGEWATER YC) | 34 - RAY, INDIANA                  | 56 - FT. MYERS, FLORIDA               |
| 13 - CHATTANOOGA, TENN.             | 35 - CHAUTAUQUA, N. Y.             | 57 - HARWICHPORT, MASS.               |
| 14 - SPRINGFIELD, OHIO (KISER LAKE) | 36 - MONTREAL, QUEBEC              | 58 - BOSTON, MASS.                    |
| 15 - GULL LAKE (KALAMAZOO) MICH.    | 37 - WESTERVILLE, OHIO             | 59 - TULSA, OKLAHOMA                  |
| 16 - DETROIT, MICH. (DYC)           | 38 - MOBILE, ALA.                  | 60 - BURNHAM PARK, CHICAGO, ILL.      |
| 17 - GROSSE POINTE, MICH.           | 39 - PORT GROVE, OKLA.             | 61 - NORTH FALMOUTH, MASS.            |
| 18 - DETROIT, MICH. (DBC)           | 40 - INVERNESS, CALIF.             | 62 - LAKE THOMAS, TEXAS               |
| 19 - BERLIN LAKE, OHIO              | 41 - CRYSTAL LAKE, MICH.           | 63 - HAVRE DE GRACE, MD.              |
| 20 - PORTAGE LAKE, MICH.            | 42 - WASHINGTON, D. C.             | 64 - MENOMINEE, MICH.-MARINETTE, WIS. |
| 21 -                                | 43 - SOUTHPORT, CONN.              | 65 - DELLROY, OHIO (ATWOOD LAKE)      |
| 22 - SPRAY BEACH, N. J.             | 44 - EPHRAIM, WISC.                |                                       |

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AN IMPORTANT WORD OR TWO FROM OUR PREXY  
AMENDMENTS COMMITTEE REPORT

FSSA President Tom Meaney, M. D. has received the committee's action and has passed it along to be incorporated in this issue of Scots N' Water. The committee consisted of Jack Beierwaltes, Chairman, with Bob Meese and Ralph Fritch as members, to whom were submitted the following three questions resulting from the FSSA Executive Committee Meeting on January 24, 1967:

I. Would it be possible to change crew members during the National Championship? This question was raised by a member who, prefacing his remarks by indicating this class was devoted to family sailing and racing, indicated that it would be desirable to alternate the members of the family as crew during the Nationals so that they would have a chance to sail, provided that the substitute crew member would be approximately of the same weight and ability as the original member.

The Amendments Committee reported that they were sympathetic with the problem which was raised, but they believed that the Constitution should be adhered to and that no changes in the crew should be allowed except in the case of an emergency.

II. Should the "National Championship" of the Flying Scot Sailing Association be changed to "North American Championships" or "International Championships"?

The Amendments Committee recommended that the name be changed to "North American Championships" until such time as the class becomes "International".

III. Should clarification be given to the duties of the skipper during a sanctioned event? This problem arose during the National Championships when a protest was lodged against the skipper who flew his own spinnaker on the downward leg and gave up the tiller to a member of the crew. A protest was lodged because it was felt that the skipper should only help to set the spinnaker and thereafter return to the helm.

The Amendments Committee recommended no change in the Constitution and By-Laws with reference to this matter.

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Tom Meaney also calls our attention to the fact, that according to the Constitution, any amendments to the Constitution shall be submitted by Fleet action. He has therefore asked Fleet #11 to sponsor the change in the title of the National Championships from "National Championships" to "North American Championships". FSSA membership should be given notice of this proposed amendment not less than thirty days prior to the date of the annual meeting. However, such notice was not received until too late for the July issue, so we'll just have to wait and see how we come out on this one.

A second notice of proposed amendment to the Specifications will also be voted on by the membership at the annual meeting. This is an amendment to the Specifications, Article S-V, Racing Restrictions, No. 4, to read, as amended, as follows: "Up to two hand lines affixed to the centerboard cap are permissible, providing their ends are terminated in a whipping, back slice or knot (not a loop) and their ends cannot extend beyond the rub rails when fully extended with the ends touching the deck." (Underlined segment represents change in existing specification.) This amendment was properly submitted by Fleet #7, reviewed by the Measurement Committee, and approved for vote of the membership by the Board of Governors at its meeting on January 20, 1967.

- - - S-&-W - - -

Did you notice the Fleet Roster? Two new ones this month - Ohio and Wisconsin-Michigan. Charter members of M & M Yacht Club F/S Fleet #64, sailing out of Menominee, Michigan-Marinette, Wisconsin twin cities on Green Bay, are Edgar L. Nelson, #1137, Fleet Captain, who lives at 600 5th Avenue, Menominee, Michigan, Gary Wieck, #1136, R1, 267 Shore Drive, Marinette, Wisconsin and Mrs. Robert Sexmith, #1138, 1722 7th St., in Menominee. - - - - - And Charter for F/S Fleet #65 has been issued to the Atwood Yacht Club, sailing on Atwood Lake at Dellroy, Ohio. John C. McDonald, M. D., #282, 2030 Glenmont Avenue, N. W., Canton, Ohio, is Fleet Captain, Myron R. Koyle, #1176, 1101 Miles Ave., S. W., Canton, Ohio is Correspondent and the third Charter member is Edward K. Brown, #117, 22275 Parnell Rd., Shaker Heights, Ohio. - - - - - Good Sailing to these two new fleets; let us know if we can help in any way, and do keep S&W informed of your progress and local news of interest.

- - - S-&-W - - -

CAVEAT EMPTOR (Subject to prior sale)

F/S #695 - Red with white top, Lucas sails - main, jib, Zip-R-Turtle spinnaker and gear. Cockpit and winter covers, trailer, 5 HP Sea Gull outboard. Excellent condition, built 1965. Reason for selling - bought an Alberg-30. Glendon F. Hagerman, 1220 Greening Ave., Cooksville, Ontario, Canada. 'Phone 277-1386. Price \$2500.

F/S #278 - Looks like new, excellent care. Boston sails, including spinnaker and a new Wilson & Silsby jib. Like-new Sterling trailer. Navy anchor, dacron line, dacron sheets, manila deck lines, paddle, four life jackets and two canvas pillows, compass. Price \$2300. Contact Mrs. Raymond Anderson, 30017 Phillips Avenue, Wickliffe, Ohio 44090. Tele. WH 3-4189.

F/S #937 - 1966 model, Racelight hardware, Dacron sails, full equipment. Painted, ready to launch. Must sell. Make offer. Location - Long Island. Contact Alan Fischer, 425 E. 63rd St., New York, N. Y. 10021. Telephone: Days- A. C. 212 - TN 7-5555; nights- A. C. 212 - TE 2-9632.

F/S #301 - Good condition. Mallet's Bay Champion several times. Dark blue with white deck. Complete with spinnaker and trailer. Price - \$2250.00. Contact Timothy C. Davis, 2 Tower Terrace, Burlington, Vermont. Telephone - A. C. 802 - 862-0483 or 893-7864.

F/S #731 - With 1965 Gator Trailer model 367. Customflex Cove Green hull, white deck and boot topping. Rolly Tasker sails. Extras include boom tent and cockpit cover, outboard bracket and others. \$2400 complete, minus motor. Almost new Evinrude Yachtwin motor may be purchased separately if desired. Boat may be seen at Prairie Creek Reservoir, Muncie, Indiana, Fleet 29 Headquarters. Seth H. Stoner, 412 West 8th Street, Anderson, Indiana. Bonafide inquirers call 644-1812 collect.

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Clyde Haas of Coffeyville, Kansas, now F/S #1121, reports on the District 8 Meeting for F/S Fleets 39-59-50-55 (represented) held during the Oklahoma City CSSA Regatta June 24-25th. The local Oklahoma City Boat Club, under the direction of Commodore Steve Taylor, who was also Race Committee Chairman, did a magnificent job putting on the Scot Districts and supplying wonderful hospitality. The Scots, with 12 boats, was the largest Class in this Central States Sailing Association Regatta. Weather left something to be desired for the 68 boats in the several classes, with seven capsizes, two broken masts, etc., but the Scots came through OK except for Clyde looking back to see his rudder and tiller planing behind his boat at the end of the main sheet, making his steering just a bit difficult for awhile. Might add also that Clyde doesn't appear to be entirely sold on Sandy's new fangled winches, and although it would not be within propriety to quote Clyde's thoughts here, he just might pass them on to Sandy, making it quite clear what to do with them. Lofland Sailcraft again this year presented chevrons to the winners. The new FSSA District Governor elected was Carlton Chapman of the Oklahoma City Fleet. Joe Becker of Windycrest at Tulsa was elected Alternate. E. D. Kahoe was first for the Scots in the Regatta, Joe Becker was second and Preston Pate of Joplin, Missouri took third.

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JOHN C. JONES III, the Boston area dealer for both Douglass and Customflex boats, along with Flying Scot National advertising, has a few suggestions of a semi-technical nature to help Scot sailors, especially the newer ones, in addition to his booklets "Rigging and Maintenance" (\$1.50), "A Minimum Sailing Primer" (50¢), "Check List Re: Launching and Trailering Your Flying Scot" (25¢), etc. We hope that John won't mind extracting these few comments.

One of John's recent additional instruction sheets is on that old topic - F/S halyard winch cranks, and it starts off "Remember - that breakage is your safety factor from causing greater damage." He continues with the suggestion that, after breakage, you file the remaining rounded portion into a square, similar to the piece which broke off, to get extra crank mileage. Heavy metal cranks of brass or stainless steel are not recommended for a Scot. Are you always sure that the entire portion of the square section of the aluminum crank, which is tested for 70 lbs. strain, is fully inserted into the winch itself? Inexperienced persons, in attempting to lower the sail, sometimes exert pressure in the winch against the dog of the ratchet - it just doesn't give and the crank handle snaps. It is good practice to get used to placing the crank in the same side of the winch. And when inserted in the starboard side, for example, it is helpful in remembering that the handle moves clockwise, forward toward the bow in the upper portion of its arc when tightening the halyard (or when about to loosen the dog). Sometimes, the whole rig of your boat has been set up much too tight.

John's two-page F/S Check List gives pointers on (1) the trailer itself, what to do (2) after the F/S is loaded for trailering, (3) before launching, (4) while launching, a list of (5) gear and equipment and (6) check all lines for wear. In these six paragraphs are such reminders as - Are your trailer lights working properly and is insurance adequate? Heavy metal objects not secured or padded in boat on trailer should be removed to the vehicle; don't forget the red cloth at the outer end of the mast. For the kind of buoyancy you like, put the drain plug in the transom prior to launching. Leave trailer winch cable hook secured to the stern eye when first beginning to launch your boat directly into the water to give full control, should it be necessary to haul the boat back on the trailer for readjustments. Length of lines on a Scot include the 36' centerboard pennant, 20' boom vang, 57' main sheet, 30' jib sheet, 40' (each) spinnaker sheets, 40' spinnaker halyard, etc. We'll probably extract a few more of John's pointers in a future issue. In the meantime, to reach him, the address is 56 Hawes Street, Brookline, Mass. 02146, Tele. 277-6612.

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1967 REGATTA DATES FOR FLYING SCOT SAILORS

(Getting a bit skimpy, isn't it!)

- Aug. 4-6 - F/S Northeast Districts, Long Beach Island, Spray Beach, N. J.
- Aug. 5-6 - SMYRA Second Annual Regatta, Stone Horse Y. C., Mass.
- Aug. 19-20 - City of Chicago One-Design Race Week Festival, Chicago, Ill.
- Aug. 24-27 - F/S NORTH AMERICAN CHAMPIONSHIPS, MONTREAL, QUEBEC.
- Sept. 2-3 - Hoosier HOT-SCOT Regatta, Prairie Creek Lake, Muncie, Ind.
- Sept. 2-4 - William Garret Lead Memorial Invitational, Hempstead Bay, L. I., N. Y.

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Bob Meese, Mansfield, Ohio, F/S Fleet 4, (host to the first Scot Nationals), sends us a copy of the Clear Fork Lake weekly "Clearforker Log". This issue is particularly important in that the article on Racing Rules points out two alleged errors by top sailing authorities on the right to tack at the mark. It calls attention to Bavier's book erroneously stating that the rule applies only on a downwind leg of the course, and Elvstrom's book mentions that the right to tack is from a reach to a reach. Those dozen Scot sailors in Fleet 4 evidently know all the rules as well as how to sail.

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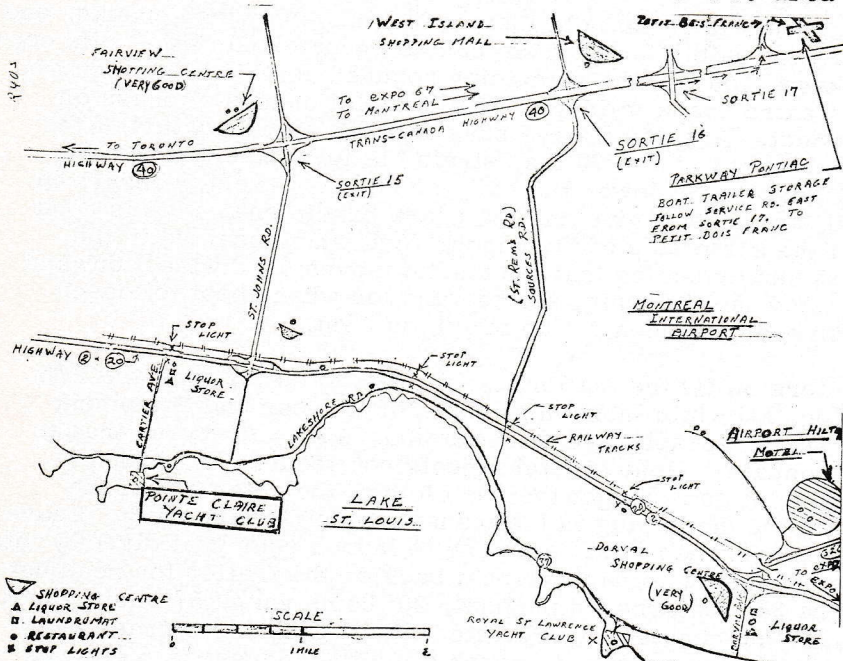
The Flying Scots were the first class to enter the Annual Grand Hotel Regatta at Point Clear, Alabama last month, followed by another dozen classes, according to Stuart Dowling, F/S Fleet 38 Correspondent. With all kinds of wind conditions, it ended in a three-way tie for the Scots between John Batte, John McShan, and Dr. Ben Bannahan. All, we are told, are still arguing. Dr. Dowling has colored slides of the race if anyone wishes to borrow them. Our old friend Russ Fetter who sailed F/S 61 for years, now owned by Captain Abrams formerly of Viet Nam, is the proud owner of a Newporter 40 at the Fairhope Yacht Club.

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Sam Tellschow, Fleet 41, reports on the Michigan Inland Yachting Association's Mallory Cup Quarter-Finals held at Crystal Lake, Montcalm County, on June 30 through July 2nd in Flying Scots. The first three places, in that order, went to Heron Portage, Dr. Avery Bartlett-skipper; Orchard Lake, Ted Geuthing-skipper; and Crystal Lake, Paul Christensen-skipper. The other teams were from Cadillac Mitchell and Gull Lake. Real brisk winds were reported - beautiful Scot weather.

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**WE'LL SEE YOU IN ST. LOUIE, LOUIE!** That is, Lake St. Louis near the Fair. Here are some final comments from Jack Howlett and Orville White about the approaching F/S North American Championships in Montreal August 24-27th. Also refer to the Regatta Schedule in the March 1967 issue of Scots N' Water. Those already signed up to attend should have received the initial EXPO 67 kit from Jack to help in planning the trip. More complete maps of the EXPO 67 Site will be available upon arrival. The hand-detailed map of the P. C. Y. C. area is reproduced here.



Sunday arrivals go to the Airport Hilton, to be escorted to the Parkway Pontiac yard for boat and trailer storage until Monday. Arrivals Monday, August 21st and later, proceed directly to P. C. Y. C. with your boat, register and then go to your accommodations.

Your Host Fleet 36 has a few reminders - "You will save money by changing your American Funds to Canadian Funds before leaving home\*\*\*men bring jacket or blazer, and ladies a cocktail dress for the closing dinner\*\*\*bring comfortable shoes if you intend to do much EXPO 67 visiting\*\*\*measuring on Monday and Tuesday, remeasuring Wednesday\*\*\*first race Thursday morning\*\*\*'Phone numbers, just in case, are - A. C. 416, Orville White 481-1294, Hilton 631-2411, P. C. Y. C. 695-2441\*\*\* Have a safe journey. We'll be waiting to greet you."

Orville, we understand, has been doing everything in his power so that the "fun and frolic" weather that was so evident at the Lord Reading Yacht Club Regatta July 1st on Lake St. Louis is not repeated. On that date, the 65 mile line squall approached, following directly a doldrum with all boats piled up like sitting ducks, capsizing all Lightnings and Finns, all but two Scots, and about the same story for the other dozen or so classes. There were no injuries, a tribute to the fine seamanship displayed, but there was considerable boat damage. For those not familiar with shallow lake sailing, as at Lake St. Louis, we quote a couple of Orville's sentences - "We wondered as the storm hit whether to anchor and ride it out that way, but I felt that this put a much greater strain on the boat bouncing in the short sharp seas that are common on these shallow lakes. Running free with half-board, it showed no problems, no tendency to broach, just speeding along like a big surfboard."

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It was nice to hear from Jack Witherspoon, F/S Fleet 40 Racing Chairman, reporting on the District 10 Championships held on Tomales Bay at the Inverness Yacht Club, Inverness, California on July 22-23rd. We never receive as much news from this west coast area as we would like, Fleet 40 being the only Scot fleet in the entire western third of the United States. Jack tells us that the interest and enthusiasm of the local sailors at the Districts was evidenced by the fact that of the 11 boats which started the first race also finished the last race. Mezsaros, with three firsts, a 5th and a 4th, was the winner, Wells, 3-2-5-1-2, was second and the others in order were Tellefsen, Witherspoon, Daniels, Quesada, T. Williams, Silvers, C. Brock, T. Brock, G. Williams and Wistar.

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The City of Chicago has mailed out official brochures on the Chicago Lakefront Festival, A One Design Sailboat Regatta to be held on August 19-20th, with a large number of participants expected.

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**SANDY DOUGLASS HAS A FEW COMMENTS ON BOTTOM PAINT:** - Vinelast, wet sanded, makes just as fast a racing bottom as anything. Don't repaint it until you begin to see the white undercoat. Then, don't wait. This way, you don't build up a coat an eighth of an inch thick which will have to be removed, a nasty job. We put on two quarts of Vinelast to begin with, which generally will last at least two seasons. If you start to get barnacles or growth, it may be that the surface of the paint has become dead, and a wet sanding will remove it and expose the fresh and active paint underneath.

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The top part of page 5, July '67 Scots N' Water, was Comdr. Charles Silsbee, USNR, Editor Scots N' Water and 3rd V.P. FSSA.

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Retiring Governor Paul F. McRoy of the F/S Midwest District 5 voices his and the comments of others attending the 40 boat District Regatta held at Ephraim, Wisconsin July 14-16th with "It was one of the most satisfactory regattas I've attended. It was in an atmosphere of gracious hospitality that the whole regatta moved along." The Klinkenberg's entertained at their summer home at Fish Creek in the area at a lovely evening affair. Jack Lacey took over as race committee head and did his usual fine job, regardless of what he undertakes. Last year's District Champion, Henry White, who also is FSSA National Secretary, fell down miserably; arriving at Ephraim with a sore throat, Henry and the Dr. decided that penicillin would do the trick, which it did - to the point of Henry being confined to bed for the entire regatta, leaving Betty to assume all #841 responsibility. Ernie Godshalk, of Fl. 3, who, in his spare time heads up the legal department of Standard Oil (Ind.), was the Regatta winner and will have his name suitably engraved on a brass plate attached to the F/S half-model trophy. Other trophy winners were Jack Beierwaltes, also of the Wilmette Fleet, second place, John Zimdars of Madison, Wisconsin, third, Tim Stearn, Sturgeon Bay, Wisconsin, fourth, and John Lewis, also of Wilmette, fifth. Other top winners, in this order, were-6. Fritz Hanselman, 7. Sidney Podell, 8. Charles Egan, 9. Robert Sullivan and 10. Lee Wilson. Volney Wilson, who was overall regatta chairman, was confined to the hospital and was unable to attend this memorable regatta which proceeded with the smoothness that pre-planning always assures. Volney was chosen F/S District Governor for the new year, not being present to defend himself. Robert Hanna of Clear Lake, Indiana F/S Fleet 34, was named Vice Governor.

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"11-YEAR OLD STILL UNDEFEATED SKIPPER" - headlines from the local Falmouth, Mass. paper recently. It was non other than Calvert Garrett, who was at the tiller because his mother, Mrs. Harris Garrett, the 1963 Flying Scot National Champion, was taking his father Bill, another top Scot sailor, to the bus station. Calvert nosed out all of the adult sailors, his crew being brother Ralph, 14 and sister Jane, 13, at this Manauhant Yacht Club race. Two weeks earlier, Calvert won too. The Garrett's, of Dallas, Texas, spend summer vacations in Massachusetts, and naturally bring along F/S #808.

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BOAT TRANSERS (Former owner in parenthesis)

- #188 - Wesley H. Durant, Jr., 247 Highland St., Berling, Mass. (J.C. Jones III)
- #244 - Maurice Boucher, 130 Upland St., Manchester, N.H. (George Schildroth)
- #248 - Wm. B. Wieda, RR #4, Redings Mill, Joplin, Mo. (Clyde Haas who now owns #891)
- #249 - John A. Egan, 540 6th St., Traverse City, Mich. (Dr. Virgil E. Haws)
- #267 - Francis D. Curran, 344 Merrimac St., Newburyport, Mass. (Gilbert P. Wright, Jr.)
- #273 - H. Logan Hill, 2001 E. 31st St., Baltimore, Md. (Chuck Rettie).
- #298 - Wm. N. Wahl, 526 Gingham Ave., Portage, Mich. (Dr. H.L. Beers-now owns #1031)
- #300 - Dr. Leonard Lansky, 3758 Clifton Ave., Cincinnati, Ohio (Ernest Lee)
- #375 - James N. McGruer, 4867 Hunter Drive, Marrysville, Penna. (Dr. Walter Neill).
- #391 - Bryan C. Bruemner, 3005 Indian Wood Rd., Wilmette, Ill. (Bettman & Keim)
- #408 - Dr. Aris A. Alexander, 4817 Sheboygan Ave., Madison, Wisc. and Dr. Arnold J. Marx, 1212 Gilbert Rd., Madison, Wisc. (John F. Penner)
- #423 - Wm. H. Hawley, 531 W. Parkway, High Point, N.C. (Dr. Eleanor Rodwell)
- #467 - Jon D. Bartell, 4126 Druid Lane, Dallas, Texas (Ted Beach)
- #484 - R.V. Tye, 1003 Laurel Wood, Clinton, Miss. New member of F/S Fleet 45. (John C. Batte, Jr.).
- #487 - Richard A. Engle, 4504 River Edge, Lansing, Mich. (Mrs. Lucille Christensen)
- #530 - Robert M. Clark, M.D., 3124 University, Muncie, Ind. Formerly co-owned #341 with Dr. Taylor. (Norman R. Tice).
- #560 - Dr. Ward R. Stoops, 63 Fairview Rd., Needham, Mass. (Jason Levine)
- #584 - E. P. Rawson, 379 Wilshire, Jackson, Miss. (Maury Knowlton).
- #587 - Robert J. Brandon, 9 Flagg Rd., Acton, Mass. (S.J. Herman)
- #591 - O.B. Jansen, 71 Dahlia Ave., Dorval, P. Quebec, Canada (Dr. F.W. Stevens).
- #606 - John Albert, 29 Coral Drive, Belleville, Ill. (Dr. Alex Harell)
- #625 - Stanford Miller, 2709 Tomahawk, Shawnee Mission, Kansas. (Dan E. Bramhall).
- #665 - Harry VanderVelde, 1575 Belle, Lakewood, Ohio (John Thierman)
- #687 - Frederick C. Grilling, M.D., 533 Lincoln Rd., Grosse Pointe, Mich. (R. Agnelly)
- #846 - Russell J. Avant, 605 Fifth St., Port Arthur, Texas (Mark E. Houser, Jr.)
- #857 - Joseph D. Cancellare, 20385 Westpointe Ct., Southfield, Mich. (Reigle Marine-James Reigle).
- #862 - R. Sachs, 701 S. Elmer Ave., Sayre, Penna. (Nicholas Kucherov).
- #866 - Robert A. Hanawalt, 411 N. Lenfesty, Marion, Ind. (Wayne Hutchison)
- #891 - Clyde Haas, 903 East 5th, Coffeyville, Kas. (John Tuggle).
- #935 - Harold H. Williams, 8348 Davison Road, Davison, Mich. (Reigle Marine-J. Reigle)
- #981 - Thomas Williams, P.O. Box 305, Inverness, Calif. (Clipper Yachts)
- #1007 - Richard T. Lewis, 12 Wesskum Wood Road, Riverside, Conn. (R. D. Mollison).

LATE, LATE NEWS :

CAVEAT EMPTOR - F/S #358, Douglass built; 2 suits Boston sails, including spinnaker (latest main and jib, 1 year old); cockpit cover; outboard bracket; 150-lb. mushroom mooring, \$2,000. Ken H. Norris, 14 Osee Place, Cos Cob, Connecticut 06807, A.C. 203, 869-4635.

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1966 F/S National Champion Wickes, Vince DiMaio, Carl Rippel and others will be at the Fleet 29 Hoosier Hot Scot Regatta September 2-3 at Prairie Creek Lake, Muncie, Indiana. Scot half model trophies, Toledo sailmaker John Greiner will speak at the Saturday night dinner, excellent launching facilities, nice clubhouse and top notch race committee assure you of a grand weekend. Complete entry blanks and detailed information are now being mailed. Write R. E. Young, 307 Riley Road, Muncie, Indiana 47302

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CAVEAT EMPTOR IN REVERSE - To Editor, Scot N' Water. Hello Ed: Hope you are able to print my attached desire - "F/S Captains: Shouldn't you seriously consider purchasing a New, clean bottom, lively Flying Scot this fall? This winter you could individualize her as you wished, while I, a beginning sailor, could tinker around on the Scot purchased from you. Write Robert Wilson, 3400 S. Dixie Avenue, Dayton, Ohio 45439 to find a good price and home for the old gal. Tel: A.C. 513, 434-4399."

- - - S-&-W - - -

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



Mr. Gordon K. Douglass 850  
Pennington St.  
Oakland, Md. 21550

