

Vol. IX No. 12
October, 1967
Chas. S. Silsbee, Editor
760 Foxdale, Winnetka, Ill. 60093

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, TEXAS
- 33 - LONDON, ONTARIO
- 34 - RAY, INDIANA
- 35 - CHAUTAUQUA, 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.
- 64 - MENOMINEE, MICH.-MARINETTE, WIS.
- 65 - DELLROY, OHIO (ATWOOD LAKE)
- 66 - PORT ARTHUR, TEXAS

JACK COCHRANE, one of the Scot Class top boosters, 1st Vice President of the Flying Scot Sailing Association and recently elected National Measurer for 1968, passed away on September 26th. A note received from one of his Clear Lake, Indiana summer neighbors, Gerard Fogarty, also a Scot sailor, states that "Jack Cochrane here at the lake died this afternoon while taking a nap, probably from heart failure". Jack, with two degrees in Chemical Engineering from M. I. T., retired from Formica Corp., where he had been Technical Director in Charge of Research and Development and in 1948 he was honored at the White House for work he had done with Formica. He was mainly responsible for starting both the Ft. Myer, Florida F/S Fleet #56 where the Cochrane's moved as their retirement home several years ago, and also the Clear Lake, Indiana Fleet #34 where they spent their summers. The Cochrane Scot hospitality probably reached its peak after the 1967 Mid-Winter Regatta at Ft. Myers. Never have we received so many letters of appreciation from participating sailors as we did following, what we called, "The Cochrane Regatta". Many of us had a fine opportunity to be with Jack at Montreal in August where he crewed for Fred Crapo. He will be missed by all who knew him, and we offer our sincere sympathy from the Flying Scots to Mrs. Cochrane and the family.

- - - S-&-W - - -

ADDITIONAL NOTES FROM THE AUGUST F/S NORTH AMERICANS IN MONTREAL *** Both The Montreal Gazette and The Montreal Star gave us excellent coverage during the regatta; it is also noteworthy that these Canadian newspapers handle U. S. news in such a complete and interesting manner. *** Credit should be given to the Government of Canada who, as part of the Centennial celebrations, made grants that helped finance the operations of the Race Committee boats. *** There were many local people who did outstanding duty to help make our Regatta a success, including Al and Mary Cockburn, Eleanor Brown who steered us around so efficiently at the clubhouse, Lionel Peckover and many others we should mention. *** Orville White, we think, worked just a bit too hard, as he ended up flat in bed a few days after the regatta with an infection, that delayed his return to the Vice Principal's job just as school was starting. But we are sure that Norma pulled him through nicely. *** We do have a group of clippings about the Regatta, received from Orville, in case any Scotter wishes to read them. *** Bill Zimmie of Cleveland, who came within a fraction of a point of winning in the Challengers group at Montreal, mentioned at the Awards Dinner that he never expected to receive such a fine trophy for coming in 32nd at the North Americans. Things like that just happen, Bill. *** And at the Annual FSSA Meeting held at the Pointe Claire Yacht Club on August 24th, there are a few additional items to mention that were not in last month's Scots N' Water - Scots will not participate in future One-Of-A-Kind Regattas; Lew Howe again brought up the switching of crews at regattas, feeling that this should be reconsidered, but no changing of skippers, so Fleet #7 is to submit suggested changes for further study; Fred Tears commented on the fun they have with their trapeze installation and asked Mrs. Harris Garrett for her ideas, both being from F/S Fleet 23 - Harris felt that youngsters should not use them until they are four years

(Cont.)

old: Jack Cochrane voiced his views against hiking straps, but for the centerboard trunk extension - 2" on each side, 6" forward, 4" aft, attached easily with brackets, not needed for people over 7'4", Fleet 34 may submit amendment; The "technical article" FSSA bulleting was reported on by Tom Meaney, that considerable has been done, but no definite publishing arrangements have been completed; FSSA officers elected for 1968 are J. Fred Weintz, Jr., Pres., Coburn Marston, 1st V.P., Orville White, 2nd V.P., Charles Silsbee, 3rd V.P. & Editor of S&W, Henry White, Sec., Wm. Garrett, Treas. and Jack Cochrane National Measurer; non-fleet members of the FSSA must participate in a District Regatta to be eligible for future North Americans; one boat goes to national regatta for every three of fraction thereof in the local fleet.

- - - S-&-W - - -

VINCE'S VIEWS :-

The biggest single danger currently faced by the Flying Scot Class is the rather rapid recent trend toward the pseudo-sophistication of unnecessary gadgets. The increasing prominence of cam cleats, ratchet blocks, jib sheet block extensions, fancy spinnaker leads, yes, even trapeze straps at the North American's in Montreal was a very alarming thing to see. One of the most appealing characteristics of the Scot is her extreme functional simplicity and clean uncluttered appearance.

I know of no single maneuver or operation aboard a Scot that can be done any easier, safer or more quickly with extra hardware not supplied by the builders if that operation is done as recommended by the builders. I have often heard Scot skippers marvel at Sandy Douglass' superb performance in spite of his lack of gadgets (or even telltales) without wondering if that performance may not have been the result of the lack of gadgets to distract him from sailing his boat.

Many newcomers to the Class who see a hot-shot skipper's boat festooned with mechanical goodies feel that they too need these things and that the hardware will compensate for lack of skill and experience, so they add to their boat without really studying the need for it. By the time they have acquired skill, they have also acquired the bad habits and mistaken dependency on useless hardware. I have spent the last season studiously removing it from my own boat (yes, even the mainsheet cam cleat) and my performance has consistently improved.

The Flying Scot could be made a few percent faster with the addition of jib downhauls, barber hauls, adjustable travelers or mid-boom sheeting, but if everyone's boat is a few percent faster, who will benefit or even notice the speed increase, and who wants to pay another 5% to 10% for his boat?

Every time I see a Tempest's labeled center console, or the 5-drum winch, or the 26 cam cleat racing Lightning, I'm delighted that I build and sail simpler boats. Not that they do not serve their purpose, nor satisfy the desire of their purchasers, the racy Olympic classes certainly fill a need or they would not exist, and if someone likes this type of boat, this is what he should sail. But let us not attempt to Olympify the Scot. To do this would destroy one of the most valuable qualities that has so strongly contributed to her wholesome progression to a major National Class. A Flying Scot with Flying Dutchman hardware is as incongruous (and about as sensible) as a fat girl in a Bikini. Let's stamp out lousy sailing. Take off some hardware today.

---Vincent DiMaio, Customflex, Inc.

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George Foster reports on London, Ontario Fleet #33, giving us the results of the Annual Club Championship at the Fanshawe Yacht Club where the Scots raced as a fleet, as follows:- G. Foster and C. Ball, #437, first place with a 2-1-3-1-2 record, P. Luno and K. VanMeurs, #9, second, J. McGugan, B. McGugan and C. McGugan, #439, third and Bill Smith, B. Smith and M. Smith, #438, fourth. Top Scot skipper John McGugan appears to be taking a less aggressive approach to sailing since he became the owner of a new Classic 31. Bill Smith, a former champion "Y" skipper before recently changing over to a Scot is having a bit of trouble being so competitive, now he is racing in such a comfortable boat as a Scot. Commenting on the July Regatta at Gananoque, George mentions that this is a different kind of a regatta, sailed in the very attractive waters of the 1000 Islands, and suggests that anyone at all interested, keep it in mind for their 1968 plans. The Fleet 33 members attending the Gananoque event at the Trident Yacht Club in 1967 wish to thank especially Dr. Ford Stevens and Woody as well as Bob Bird, Sandy Douglass and the rest of the group for their fine efforts.

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We all prefer not to see Steele Griswold, present National Measurer, leave the Scot ranks, but he now has a 35' boat for racing. However, Steele will keep his Scot and it appears that son Douglas will continue with it (12th at Montreal, so why not!). Steele has done a fine job as Measurer and maybe we might still be able to ask him a question now and then.

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And to repeat a few of the items mentioned in last month's issue:- Scots N' Water, beginning the new fiscal year on November 1, 1967, will come out 9 times a year instead of 12, not in December, February and October. A charge of \$4.00 per ad, to sell your Scot, or for other advertisers, will be charged, starting next month, with the payment to be sent at the time the ad is forwarded to S&W; size of ad about 5 square inches and the same form as at present. It is possible, subject to further study, that annual FSSA dues will be increased to \$10. Also, we try to close each issue of S&W the final week-end of the month prior to publication - for example, the October issue closed on Saturday, September 30th, the final touches added and all material mailed to the printer on Sunday, October 1st. And please continue to send all Scots N' Water news, etc., to the editor, not to Helen Rippel. Thanks.

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SALLY SAYS: - "No sloop sails like a Scot sloop sails."

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The Presidents' Cup Regatta in Washington, D.C. became a victim of the imminent hurricane on September 16-17th. No races!

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The Charles W. Allen, Jr. family, 32015 W. Chicago, Livonia, Michigan 48150, is thinking seriously of becoming a Flying Scot owner. They are considering either a new or used Scot. Anyone help them out?

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John Batte, Jr., the newly appointed District Pro Tem Chairman, from Jackson, Mississippi, informs us that Flying Scot Fleet #45, with Dr. B. F. Banahan as Fleet Captain, has designated the Jackson Yacht Club Hospitality Regatta the weekend of October 21-22 as a District Championship Race for the Flying Scots. This will be an open district race, meaning that any boat, regardless of location, will be invited to sail and race. John mentions that they have reached an agreement with District 8 to hold a regional championship in Shreveport, Louisiana the weekend of November 11-12th. Direct publicity will go out shortly and a large turnout of boats is expected at these regattas. Fleet #45 is one of the six Scot fleets in District 7.

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Dallas, Texas Flying Scot Fleet #23 reports the Fall Race Series, which began on September 3rd, will continue through December 10th. They also expect to have good representation at the Flying Scot Southern Regionals, Shreveport, La. Nov. 11-12th, as well as at Jackson, Miss., on October 21-22nd. New Fleet #23 members include Jon Bartell, George Susat, Dr. Terry Allen (Associate) and Frank Burke who has recently acquired a high Scot number - 1117. In the summer series, Commodore Manning Grinnan took first place, with Fred Tears second; others in order are Crawford, Ubben, Drum and Spence.

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Now for some F/S Fleet #62 news from our old friend and correspondent Kil Adams who captured the Lake Thomas Yacht Club Championship with the same Scot #101 he had in Dallas before being moved to West Texas. Second was another Scot sailor, Andy Fish, followed by Thistles in third and fourth places and a Y-Flyer fifth, out of the sixteen boats competing on a handicap basis in this summer series. Bill Young, F/S #925, was seventh and Beau Cooley eighth, sailing F/S #923. The Winning ways of these Scotsmen sort of shocked the L. T. Y. C. members, as in past years the core of racing experience was largely in the Thistle Class. All four Scots of the neophyte fleet raced with the skippers' families crewing for them, the F/S summer series ending in this order:- First place - Adams, second - Fish, third - Young and fourth - Cooley. Considerable travelling to regattas in the West Texas area took place in 1967. At Lake Concho Y.C., San Angelo, Texas, Andy Fish took first place both in May and again in September, the races actually being held on Lake Brownwood because Lake Concho just about ran out of sailing water, a real handicap. Beau Cooley was second in both of these Lake Brownwood regattas. The Annual Sandlubber Regatta sponsored by the Lake Thomas Yacht Club will be held October 7-8th, with plenty of water this year; we'll expect a report from Kil on this. Fleet #62 charter member Bill Young is moving to Liberal, Kansas and taking F/S #925 with him and the members are sorry to see Panhandle Eastern move him away from West Texas. It is possible that Paul Moore, F/S #1015, may be a 1968 member of Fleet #62. Kil and his family spent their late summer vacation in New England, sailing out of Marblehead and even ran into the Garrett's on the Cape.

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Nate Dreyer, F/S #1056, of Jamestown, New York, Fleet 35, won the Border Trophy Meet at Gananoque, Ontario July 22-23 with a total of 4-3/4 points, edging Sandy Douglass with 5-3/4 points. Others finished in this order: Foster, Wright, Howlett, Brown, Henward, VanDeVeken, Flynn and Stevens.

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Literature has been received recently from the Boat Owners Association of the United States, 1028 Connecticut Ave., Washington, D.C. 20036, a new National Organization under the name of BOAT/U.S., offering group savings, one source convenience, personal service and national representation. If interested, write to the above address for further information.

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Twenty-seven Scots from five states and eleven fleets participated in the Hoosier Hot Scot Regatta on September 2-3 at Prairie Creek Lake in Muncie, Indiana, with Creston Stewart, Fleet 2, the winner. Sponsoring Fleet 29 awarded beautiful half model trophies of the Flying Scot to the top five winners - Stewart, Dick Elam from Texas, Francis Henry (19), Paul McRoy (30), and Vince DiMaio (26). The remainder of the top ten in proper order, and also with fleet numbers in parentheses, were Bob Piros (29), Dean Spangler (34), Bob Hanawalt (29), Ed Thistlethwaite (9) and Carl Rippel (2 & 37). The races were ably managed by Ad Scholes, the Saturday night dinner was well attended, with sailmaker John Greiner presenting a most interesting dissertation on sails, and following the last race Jack Cochrane demonstrated his radio controlled model yacht. - (As reported by Dick Young).

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The Crystal Sailing Club, Crystal Lake, Michigan, is truly a "Flying" Club, their three local fleets being Flying Scots, Flying Dutchman and Flying Juniors, plus a flying mixed fleet. Duane Smith, editor of The Jib Sheet, in the current issue, lists the Summer Series winners announced at the Annual Meeting on September 3rd. For the Scots, Steve Redman came out on top, and of the 19 competing boats during the summer, the next 9 in order were Tellshow, J. Sheldon, Manson-Martineau, Kopchick, Remsberg,

Rassmussen, M. Whipp, Orr and Duane Smith.

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In the fall of 1966, John Jones, dealer in the Boston area, sold a Flying Scot to a family who had never before owned a sailboat, but who were intrigued with the Scot as a family boat and who wanted to join the racing fun in their area. He quotes from a letter recently received from this family, and points out that this is a magnificent example of how a Scot is suitable not only for experts, but for the novice. The letter reads in part: "We have had an enjoyable season and learned a lot more about sailing. As you heard, we have come in last in about every race we sailed the Scot, but I believe it mostly was due to foolish things, i. e., forgot to put centerboard down; couldn't find buoy and sailed half way across the bay; first across the starting line ... heading in the wrong direction. As you know, I love to take children out sailing. We are all still much in favor of the Scot. Incidentally, we are about out of wench cranks, could you get me 4 more please?" John was not certain exactly what wench cranks are, but he reports sending the halyard winch cranks.

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Samuel J. Besner, Jr., 752 Graefield Court, Birmingham, Michigan 48008 writes in that he is interested in purchasing a Scot.

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Gene W. Canfield, P.O. Box 874, Utica, New York has recently asked about a used Scot that might be for sale.

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We would like to quote from a letter written to Sandy Douglass by Francis G. Cole of Chevy Chase, Maryland, F/S #190, about a most unique experience some weeks ago, as follows: "Your son Alan responded very promptly to my plea for help when I found my main halyard had parted sometime Saturday night while the JACKPOT was moored out. At first I assumed the halyard was defective and had rusted at the top of the mast. However, it puzzled me somewhat because there was little or no strain on the halyard at the time, my sails being furled. Later I recalled that we had a heavy thunderstorm Saturday night, and on inspection of the severed cable ends I came to the conclusion that it might have been a burn caused by a discharge during the storm. I enclose one of the severed cable ends, because it is a matter of interest. If the break occurred as I now suspect, it probably wouldn't happen again in a lifetime, for there was no damage to the cable, to any part of the mast, or to the boat as far as I could see. I would assume that during an electrical storm the mast system might develop a rather high potential and discharge suddenly from the highest point, which would be the cable passing over the top sheave."

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We have just received a copy of the full page in color and accompanying article in the September 17th Milwaukee Journal describing the new \$375,000 Milwaukee Yacht Club, home of Flying Scot Fleet 25 and where the 1965 Scot Nationals were held under the supervision of Bill Claypool and his efficient staff. (at the old clubhouse). The beautiful new club has been kept simple and functional with a neat, trim appearance. A number of pieces of furnishings in the clubhouse were made out of souvenirs from ships which sank in the Great Lakes. In the photos we see such familiar names as former Scotter Merritt Hayes and John Penner. It is a fine addition to the large group of home port yacht clubs out of which Scots sail.

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As of August 14, 1967, Helen Rippel reports that, in the Flying Scot Sailing Ass'n., there were 841 Active Members, 56 Junior Co-Owners and 107 Associates, pushing the total membership just beyond 1,000.

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BOAT TRANSFERS (Former owner in parentheses)

- 52 - Edward T. Loughridge, 521 Woodland Rd., Mansfield, Ohio 44906 (Henry L. Huber).
- 110 - William S. Myers, 623 Cherry St., Winnetka, Ill. 60093 (Charles Brooks).
- 221 - Lloyd M. Hughes, 29172 Grandon, Livonia, Mich. (Edison Boat Club).
- 250 - Roswell D. Merrick, 4739 Neptune Dr., Alexandria, Va. (Edison Boat Club).
- 266 - George W. Ferns, 1415 N. Foster, Lansing, Mich. 48912 Fl. 41 (T. R. Schmitt).
- 418 - John W. Lillard, Jr., Box 613, Fort Clayton, Canal Zone (Bill Joiner).
- 428 - Loren L. Thompson, M.D., 234 Terrace Court, Green Bay, Wisc. 54301 (Dr. W. Troup).
- 438 - Bill L. Smith, 334 Regal Drive, London, Ontario, Canada (Fred Simmonds).
- 474 - Cliff Fontenot, Sr., 222 - 7th St., Port Arthur, Texas (Dick Elam, Jr.).
- 521 - Taylor F. Affelder, 26 Locust Lane, Bronxville, N.Y. (Paul Bell).
- 538 - John Langkau, 12050 Lake Avenue, Lakewood, Ohio (Herbert Bernstein).
- 583 - Stephen Vajda, 626 Glengary Drive, Pittsburgh, Pa. 15215 (Jack Bute).
- 594 - Douglas L. MacMillan, 1765 Hollyrood Rd., Pittsburgh, Pa. 15227 (James M. Wallace).
- 626 - Robert F. Dunn, 708 Handell, Pasadena, Texas (L. F. MacNeil).
- 634 - Jerral W. Derryberry, 7355 Bellford Blvd., Houston, Texas 77017 (Gene Baumbach).
- 718 - Henry R. Hunezak, 17863 Lake Road, Lakewood, Ohio 44107 (John F. Grice).
- 731 - John P. Bodle, R.R. #1, Portland, Indiana (Seth Stoner).
- 846 - Russell J. Avant, 605 Fifth Street, Port Arthur, Texas (Mark E. Houser).
- 920 - Howard T. Milman, 48 Wall Street, New York, N.Y. (Westhampton Marine, Robt. P. Rice).

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NEW FSSA ACTIVE MEMBERS

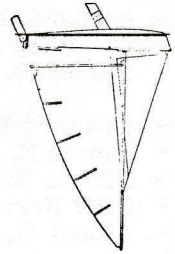
- 110 - William S. Myers, 623 Cherry Street, Winnetka, Ill. 60093. Sails CONTAGIOUS II on Lake Michigan
- 294A - Richard G. Hadley, 1301 W. Maple, LaGrange, Ill. 60525. Sr. Co-owner of GREAT SCOT. Fleet 34, Clear Lake, Ind.
- 294A - Byram E. Dickes, 319 S. Dunton, Arlington Heights, Ill. 60005. Jr. Co-owner of GREAT SCOT. Fleet 34, Clear Lake, Ind.
- 300 - Leonard M. Lansky, Ph. D., 3758 Clifton Ave., Cincinnati, Ohio 45220. SCOTER.
- 375 - James N. McGruer, 4867 Hunter Drive, Murrysville, Pa. 15668. Fleet #6
- 438 - Bill L. Smith, 334 Regal Drive, London, Ontario. SONA SEOL ("Happy sailing" in Gaelic).
- 474 - Cliff Fontenot, 222 - 7th St., Port Arthur, Tex. DREAM BOAT, with new Fl. 66.
- 550 - Albert O. Trostel III, 2652 N. Lake Drive, Milwaukee, Wisc. 53211. Sails PANDA with Fleet 25.
- 587 - Robert J. Brandon, 9 Flagg Road, Acton, Mass. 01720. Sails in Marblehead Harbor.
- 593 - Wm. E. Crawford, Jr., 354 Newburn Dr., Pittsburgh, Pa. 15216. Fleet 6
- 594 - Douglas L. MacMillan, 1765 Hollyrood Rd., Pittsburgh, Pa. 15227.
- 626 - Robert F. Dunn, 708 Handell, Pasadena, Texas 77502. With Seabrook Sailing Club, F/S Fleet 51.
- 737 - Joseph Neubauer, 1355 Terrace Drive, Pittsburgh, Pa. 15228.
- 843 - Douglas Humm, Smith Level Rd., Chapel Hill, North Carolina.
- 846 - Russell J. Avant, 605 - 5th Street, Port Arthur, Texas 77640. Sails WILD THING with new F/S Fleet 66 on Lake Sabine.
- 854 - Dr. Robert I. Newman, 18435 Van Aken Blvd., Shaker Heights, Ohio 44122. Sails TANGENT with Fl. 12 at Edgewater Y.C.
- 922 - Dr. Jack H. Redman and Stephen Redman, 4500 Andre, Midland, Mich. 48640. They sail with Crystal Lake Fleet 41.
- 928A - Dr. Markell W. Kohn, 3412 Hudnall St., Apt. 201, Dallas, Texas 75235.
- 991 - Larry Bandfield, 1920 Collingwood Ave., Toledo, Ohio 43624.
- 1037 - Charles O. Morris, 525 William Penn Place, Pittsburgh, Pa. 15230. Fleet 6.
- 1062 - Dr. Maxwell Borow, 515 Church St., Bound Brook, N.J. 08805.
- 1078 - Richard W. Boland, 793 Bryant St., Rahway, N.J. 07065. Fleet 31.
- 1141 - George U. Brake, R.R. #1, Hometown, Indiana 46748. Sails at Lake George in Steuben County, Indiana.

- - - S-&-W - - -

COMING: In the November issue of Scot N' Water an interesting article by Sandy Douglass.

- - - S-&-W - - -

Official Publication of the
Flying Scot Sailing Ass'n.
RETURN REQUESTED



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