

SCOTS

n' water

OFFICIAL PUBLICATION OF THE FLYING SCOTS SAILING ASSOCIATION

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-COLD SPRING HARBOR, LONG ISLAND, N. Y. |
| 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-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-HEMSTEAD BAY, L.I., N.Y. | 47-EGG HARBOR, WISC. | 48-LAKE GRANITE SHOALS, TEXAS |
| 49-CHARLOTTE, N. C. | | |

VOL. VII NO. 4

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MARCH, 1965

SCOTT SCUTTLEBUTT

Response to the yearbook questionnaire has been DAZZLING. The mailman has been complaining every day about the increase in mail to 2945... It is interesting that with a few exceptions the newer fleets have provided the greatest yield of information.

NO FLEET CORRESPONDENTS HAVE BEEN RECEIVED FROM THE FOLLOWING:

8, 9, 13, 14, 15, 16, 17, 18, 35, 42, 43

COMING EVENTS

- | | |
|------------|--|
| July 17-18 | Midwest District Championships, Sheridan Shore Yacht Club, Wilmette Harbor, Wilmette, Ill. |
| Aug. 6-7-8 | Northeast Districts, Riverside, Conn. |
| Aug. 15-20 | Flying Scot National Championship, Milwaukee, Wisconsin |

SANDY SAYS:

by Gordon K. Douglass

SPINNAKER HANDLING MADE EASY IN ONE LESSON

The spinnaker, one of the most challenging and enjoyable aspects of sailing, is perhaps the least understood by many sailors. To the neophyte it is a monster to be approached in awe and fear. His great concern is in the physical aspects of HOISTING THE BEAST, KEEPING IT FROM COLLAPSING, and then GETTING IT BACK into the boat. After he has mastered these fundamentals he may reach the stage of boasting that he can have it up and flying in eight seconds - but wonders why even some of the boats without spinnaker go by him.

In actuality the spinnaker is fun, and is quite simple once it is understood. Skillful handling is the PRODUCT OF PRACTICE with the proper equipment. Making the spinnaker work for you is another matter. Since each of these subjects is more than enough to fill my column, I will have to limit myself in this article to spinnaker handling and equipment, and leave flying the spinnaker to next month's article.

Spinnaker equipment consists of the sail, halyard, pole, sheet, guy, pole lift, and down guy. The guy is the line,

to the outboard end of the pole, which trims the WEATHER clew of the sail and prevents the pole from going forward.

The sheet is attached to and trims the LEEWARD clew of the sail. Being the same and interchangeable, which is called which depends on which tack you are on. The pole lift regulates the height of the pole, while the down-guy prevents the pole from lifting when it shouldn't. In addition, of course, there must be the necessary small connecting fittings.

There are many variations to this theme, some simple, some complicated. As is true of most things, the SIMPLEST WHICH WORKS IS THE BEST, and I will describe what I have found to work the best.

The sail must have fittings for attaching the halyard and sheets. In most cases the halyard can be snapped directly into the grommet at the head of the sail. To each clew we lash a Brummel hook. With braided line for the sheets, swivels are not needed or even desirable.

The two sheets are 40 feet each, of 1/4 inch braided cotton line, with a Brummel hook attached to one end.

The halyard also is a 40-foot length of 1/4" braided cotton line, with a harness snap at each end. It passes through the pad eye on the mast just above the forestay tang, and each end is snapped onto a ring at the chain plate on its side.

The pole has a snap socket at each end, with a tripline connecting the two sockets; and has a ring lashed to the center of the pole for the lift. I prefer it to be rigged with the JAWS OF THE SOCKETS FACING DOWN so that the guy will drop out of the jaw when the trip line is pulled.

The lift is 1/4" cotton line, passed through the pad eye on the mast. The business end has a harness snap, and the other end is belayed around the small cleat on the aft side of the mast just above the deck. When not in use, the snap is attached to the spinnaker pole slide ring on the mast.

A down or forward guy is used by larger boats. The Flying Scot, instead, uses the chainplate hook method whereby the guy, as it leaves the pole, is hooked under the chainplate hook. The resulting downward pull holds the pole down, obviating the need for a separate down guy.

Before we leave the mooring we rig the spinnaker sheets. (I generally keep mine set all season.) Each passes through its fairleader on the stern deck and forward, outside the shrouds and jibstay, to meet and be attached to the other at the bow. If our race course is the usual triangle or gold cup, the first reaching leg will be on starboard tack. The spinnaker will then be rigged and hoisted from the port (leeward) seat, and so we adjust the sheets to meet just forward of the port shroud. A BOW KNOT in each, just inside the fairleader, will keep it from running out. (A tug on the line at the proper time will free the knot.) The ends of the lines, each with a STOPPER KNOT, are stowed under the stern deck.

THE PURIST will say our fairleads should be as far aft as possible. He will be right, but here I prefer to sacrifice a trifle of theory in order to have them where I can reach them when I need to. The purist may say we should have a block instead of a fairlead. I DISAGREE. Under most conditions we never cleat the sheet and guy - on the small boat it is necessary to play them almost constantly - and we need the friction of the fairleaders to help us overcome the pull of the sail.

Also before we leave the mooring the spinnaker should be carefully packed with the two clews protruding and the head on top. (I like the HEAVY WAXED BEER case with its double lids for this purpose.) The spinnaker pole lift should be adjusted so that the pole will be horizontal when it is set.

Now let us suppose that we are approaching the weather mark and plan to use the spinnaker. The job of the bow crew, No. 1, is to set the pole to starboard - assuming that our next leg will be starboard tack - and to get ready to hoist the spinnaker as soon as we round the mark. Here is the sequence, all done from WITHIN the cockpit:

The skipper frees the sheet and guy. No. 1, holding the pole at its center, in horizontal position, places it across the boat forward of the mast, and hangs it from the lift. Dipping the weather end down, he snaps it around the guy, then pushes the pole outboard and snaps the end into the ring on the mast. No. 2, handling the jib, assists by making sure the sheet and guy have enough slack.

No. 1 places the spinnaker box on the forward end of the leeward seat, attaches halyard, sheet and guy to their respective parts of the spinnaker. The sail now is ready for hoisting.

HOISTING: as soon as the mark is rounded, No. 1 grabs the spinnaker halyard on the starboard side, NOT DISCONNECTING IT FROM ITS ANCHOR, and hoists the sail. (I hoist it all the way, then lower it about a foot and belay it on the spinnaker cleat on the starboard mast stanchion.)

Simultaneously, No. 2 starts trimming the sheet and guy to open the sail, to pull it around the jibstay to meet the pole. No. 1, having belayed the halyard, now pushes the pole forward to the stay and holds it there until the sail reaches it and the guy then starts to trim the pole. No. 1 now puts the guy under the chainplate hook - and sees to it that it stays under the hook.

No. 2 trims and PLAYS the spinnaker, aided by No. 1 or the skipper if necessary.

JIBING THE SPINNAKER: this also is done from the cockpit. No. 1 crawls under the vang on the leeward side and sits on the bow deck, FACING AFT with his legs in the cockpit. The skipper sheets in the mainsail and effects the jibe. Just before, and as, the boom goes over, No. 1 reaches up, disconnects the pole from the mast, drops the old guy from the end of the pole by pulling on the trip line, attaches the end of the pole to the new guy, pushes the pole out to port and attaches the inboard end to the mast.

No. 2, in the meantime, has kept the sail trimmed and pulling (WE HOPE!), trimming the old guy and easing the old sheet, then trimming the new sheet and guy.

LOWERING: this is essentially the reverse of hoisting. No. 1 gets hold of the sheet, pulls the foot of the sail into the cockpit as No. 2 eases sheet and guy. No. 1 then casts off the halyard and pulls the sail into the boat as it comes down, stows the sail under the bow deck, removing the halyard from the sail and putting it back onto its anchorage at the chainplate. No. 2 takes up the slack of sheet and guy as No. 1 takes in the pole, first detaching the pole from the mast, next dropping the guy from the pole, then releasing the pole from the lift.

This is the mechanics of spinnaker handling. IN THE NEXT CHAPTER we will discuss FLYING THE SPINNAKER, THE WHEN and THE HOW of it.

VINCE'S VIEWPOINT

by Vincent DiMaio

TUNING THE SCOT, Cont'd.

A word about the jib. On a Scot the jib track runs fore and aft. The location of the jib sheet block along this track is determined by TRIAL AND ERROR. By slowly bringing the boat up into the wind a point is reached where the jib just starts to luff. If the luff first starts at the top the sheet block can be brought forward which tightens the leach and loosens the foot. Gradually repeating the procedure a point is found where the jib breaks instantaneously along its full length. This position of the sheet block is then permanent for that jib on windward legs. ON A REACH the fairlead can be moved aft to open the slot since the main is now moved well off center and is readily backwinded by the jib. I have found that any error should be toward making the TOP OF THE JIB LUFF FIRST since there is very little sail area there and by watching the top of the jib you are warned that the main portion is about to luff. On mitered jibs the lead of the sheet does not necessarily follow the mitre seam and any coincidence between the two is simply accidental. On a Scot, there is no athwartship adjustment of the jib block so that EXCESSIVELY FULL MAINS are often backwinded by the jib.

Many sailors ask about CAM ACTION CLEATS for the jib track. This is DEFINITELY INFERIOR to the two winch arrangement on original boats. With a cam cleat only a single ratio of pull is obtained to flatten the jib and because of the high crown of the deck and the wide hull it's very difficult to uncleave cams in a hurry. With the original winches, if the leeward fairlead is brought around its winch without turns (90 degree angle change) then across to the opposite winch with 2 turns, by pulling between the lines (a 3-foot crank handle exists), ENORMOUS POWER can be applied to the sheet and the windward winch takes up the slack and can hold the load easily. Release is instantaneous by simply letting go the line. A TEN YEAR OLD GIRL using this method can actually OVERTRIM THE JIB in heavy weather. With the jib properly trimmed, let us return to the problem of weather helm and its causes. When a Scot is not heeled, its underwater shape is symmetrical. When it heels this symmetry ends and the boat tends to be driven in a direction opposite its heel. If heeled to port it will steer itself to starboard and vice versa. This applies even when being towed without sails. Consequently a SMALL ANGLE OF HEEL (10-12 degree) is beneficial since it produces a slight weather helm, helps the boat point higher and it reduces wetted surface and hull drag. For more details see Sandy Douglass's articles in October-November issues of One-Design Yachtsman. When heeled excessively however, the severe distortion of underwater symmetry produces a very ACUTE WEATHER HELM and BAD DRAG. In addition, the C.E. of the sails being about 10 feet above the deck moves out about 5 feet from the hull when heeled badly and this forward pull some distance out from the hull pulls the bow around into the wind, producing more helm and drag. Under these conditions, no amount of reducing centerboard can correct these tendencies and the MAIN MUST BE SLACKED and the jib kept tight to reduce heeling and to move the C.E. of the sails forward. In addition, the taut jib backwinds the main reducing its heeling pressure while still driving the boat forward and giving the skipper good steerage and rudder control. In EXTREMELY HIGH WINDS slacking both main and jib eases the boat enormously and actually speeds her up. One other factor against severe heeling of a Scot is the exposed hull area of a wide hull simply PUSHES HER TO LEEWARD and the centerboard becomes ineffective at these angles. Therefore, in heavy weather do not heel a Scot and in light air heel her only till the slant of the bottom is level with the water, 10-15 degrees. Heeling some also helps in light air to hold the sail in its proper curve and not be shaken out of shape by waves.

A Scot sails best when trimmed for a slight weather helm. There is a tendency for skipper and crew to CROWD BACK INTO THE STERN so the boat sets on her tail. (Possibly to escape sitting on those uncomfortable winches.) This is alright when trying to plane but depressing the stern of the boat moves the C.L.R. aft, drags the stern creating suction and looks bad. If the CREW IS SHOULDER TO SHOULDER and the skipper forward of the aft end of the centerboard trunk, the boat will SIT ON HER PROPER WATERLINE and sail faster to windward.

To Be Continued

CONTROVERSY CORNER

HIKING STRAPS

Lately whenever several Flying Scot skippers meet among the many topics discussed, the one sure to come up, is the use or lack of use of hiking straps.

This is being written, not necessarily to favor either side of the argument, but only -- as far as possible -- to include all association members in the discussion.

At the New York Boat Show, many Scot skippers visited Sandy's exhibit and hiking straps were often discussed and, to be fair, the attitude was generally against them. However, the minority had many interesting arguments.

First, the question of safety: It was felt by some that those who want to hike, will and do, hiking straps or not. There is always a way to improvise. This seems to be true. I know from personal experience that, for all practical purposes, straps, or something just as good, exist now.

The argument continues that the legal admission of such straps would make it equally fair for all and safer for the improvisers.

Then, there is the question of class image. Some feel that the class is hurt by such restrictions and cannot be seriously considered as a racing class with such limitations.

On the other hand, more seem to feel that one of the appeals of the Flying Scot is that it can be raced successfully with a family crew having no special athletic prowess.

Sandy pointed out that even if hiking straps were legal there would be a problem, especially for those who are short, placing straps in an effective place. Sandy's right, our Scot does present a slight problem in this regard. Perhaps our approach to the hiking problem should be something more original, such as some form of harness or safety belt. Incidentally, when the term hiking is used, for the purposes of this discussion, it is meant in the extreme sense, naturally hiking is practiced by everyone to some extent.

The question of need is also a point of disagreement. Admittedly, there probably isn't the same need as exists in some classes, but this is really an individual matter and would in no way seem to resolve the question.

Why not permit those who would feel safer, profess their need of hiking straps have their symbol of racing status. If the need is not truly there, none of us will suffer.

Another subject brought to the fore in the Boat Show discussions is the "traveler." The informal poll would seem to have been more in favor of the admission of this change.

The general attitude was that it probably would make sail trim more effective in heavy weather and, in addition, would cost so little as to have no real effect on the one-design principle.

There was, of course, the loyal opposition who felt that the boom vang properly used would result in the same benefits as the traveler.

However, individuality may be something of a virtue and discussions like this may help to suggest the direction our class should take, now that it has matured into a major national class.

John Foley F/S 293
Fleet #28 Sheepshead Bay

GADGET SECTION

Deck Cover for the Flying Scot

I believe that I found the only way to keep the fiberglass deck of the Flying Scot from oxidizing and fading. This idea is shown in the photo.

My boat has a rather dark green deck which requires considerable time and effort each year to restore its lustre. Any deck, even the white ones, begins to show the effects of sunlight after one or two seasons.



For Christmas (1963) my first (and only) mate gave me a gift certificate for a deck cover, custom made to my own specifications. The photo shows the finished product and believe me, it really works.

The cover is in two pieces, one covering the forward deck back to the cockpit. You can see the slot provided for the spar. This piece snaps in place with "dot" fasteners (button-type) located under the "gunnel" and across the front edge of the cockpit.

The second piece forms a "pup-tent" the full length of the boom and is closed in at the after end. Here again "dot" fasteners were used along each side easily hidden from view. At the forward end of this part of the cover, it overlaps the deck cover mentioned above by a few inches. One longer, "twist-type" fastener on each side of the boat holds the two pieces together. A collar around the spar at the goose neck completes the method of securing the cover to the boat.

By keeping the ultra-violet rays off the fiberglass, my worries about maintaining the deck finish and appearance are ended.

V. W. Kenerson
Bay Village, Ohio

EVERYONE WELCOME AT NATIONALS

Everyone and anyone is welcome to come and sail in the '65 Nationals. Of course, you do need to be a paid up member, but that's about all.

The Executive Committee has approved using the Bordes System which has worked so well for the Thistles. This will permit 45 - 50 visiting boats to be guests of Fleet 25 in Milwaukee. After registration you will be assigned to Group A, B, C or D depending on your sailing ability.

August 17 - Tuesday P.M.	1st Race	DIV I DIV II	A & B C & D
August 18 - Wednesday A.M.	2nd Race	DIV I DIV II	A & C B & D
August 18 - Wednesday P.M.	3rd Race	DIV I DIV II	B & C A & D

(Since the Thistles sail six races we shall drop their fourth race procedure.)

Points are now totaled and the top half will sail for the Championship, the remainder for the Challengers Cup.

August 19 - Thursday A.M.	4th Race	DIV I DIV II	Championship Challengers
August 19 - Thursday P.M.	5th Race	DIV I DIV II	Championship Challengers

This will permit 25 more boats than last year. With such a concentration in Wisconsin, Illinois, Indiana, Ohio and Michigan the spaces should all be taken if we permit one boat for each three active members. In subsequent issues we shall be bringing more information, but plan your time now. We want YOU at the '65 Nationals.

CHARTER BOATS FOR THE NATIONALS

Thomas D. O'Brien has been appointed chairman of the Chartering Committee for the '65 Nationals. Please acquaint yourself with the rules and send your request early.

ARTICLE B-IV - NATIONAL CHAMPIONSHIP

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

(a) The President shall appoint a chairman of a Chartering Committee from the local fleet holding the champion-

ship, whose duty it will be to handle all the details of Chartering which follow:

- (b) The name and address of this chairman together with these rules will be published every year in the March issue of Scots N' Water.
- (c) Prospective charterers will then write to the Chairman requesting a charter. This letter must be accompanied by a check for \$25.00, payable to the Flying Scot Sailing Association. No requests will be considered without a check or money order. This money will be divided as follows: \$20.00 will be paid to the owner of the boat and \$5.00 will be retained by the Association. Prospective charterers must be qualified Flying Scot owners and reside at least 400 miles from the site of the National Championships except at the discretion of the National Race Committee.
- (d) Closing date shall be August 1. On this day the Chartering Committee will apportion boats available. If there are more applicants than available boats, checks of the unsuccessful applicants will be returned. If boats are still available, requests received after August 1 will be filled on a "first come, first served" basis. Charterers shall cancel a charter within two weeks of the mailing of notice of acceptance thereof. If cancellation notice is not received within the two week period, the \$25.00 is forfeited and will be apportioned as originally planned, if the owner brings his boat to the site; otherwise, the \$25.00 goes to the Association.
- (e) Boat owners shall be responsible for bringing their boats to the site of the National. Boats shall be fully found with all equipment required by the rules. Bottoms shall be cleaned and unfouled. Running and standing rigging shall be sound and able to withstand normal racing conditions.
- (f) Charterers will use their own sails. They shall be responsible for all damages to the boat and spars and shall pay the boat owner for same. They will not be responsible for breakages or running or standing rigging in cases of collision or abnormal racing conditions. In the event of a dispute, the National Race Committee shall be the sole and final judge of responsibility. Charterers may not bore holes in the boat or do anything else that may be construed as defacing without permission of the boat owner. A boat will be returned to its owner in exactly the same condition and arrangement as it was received. This includes unrigging and replacing on a trailer.

FLEET NO. 23, WHITE ROCK LAKE, DALLAS, TEXAS

The Annual Meeting of Fleet #23 was held Friday, January 22nd at the home of Commodore Bill Glasgow. Officers for 1965 were elected. There was a discussion of the scoring system used in the Fall series for the Garrett Trophy. Kilburn Adams presented figures on a comparative basis as to how the participants would have ranked under various other systems.

Harry Spence

FLYING SCOT FLEET #32, GALVESTON BAY, TEXAS

At the called meeting of Flying Scot Fleet #32 on January 27, 1965, the following officers were selected to serve for 1965:

Fleet Captain	Jack Young (#519)
Fleet Correspondent	Marsha Bluestein (#42)
Fleet Measurer	Gene Baumbach (#634)
Race Chairman	Ed Bluestein, Jr. (#42)

Our Fleet has seen a substantial increase in size since the end of last season. Where we had ten Scots on Galveston Bay at the end of last summer, we now have sixteen, with the very good likelihood of another Scot being added in the immediate future.

Marsha Bluestein

FLEET #36, MONTREAL, QUEBEC

At the St. Lawrence Valley Yacht Racing Assoc. meeting last Saturday (all day and evening) a number of points of interest were brought forward. One was that the Handicap "A" championship for 1965 for Montreal area went to a Flying Scot, and we should also mention that another Flying Scot won the trophy at the Annual Hudson Yacht Club Regatta last summer. The Flying Scots are beginning to be known and respected by out competition. More Scot entries in 1965 will make the fun even greater.

Orville White

FLEET #45, JACKSON, MISSISSIPPI

At its monthly meeting held in January, Mississippi Scots, (Fleet 45), elected the following officers for 1965:

Fleet Captain: John C. Batte, Jr. #484
 Assistant Fleet Captain: Dr. B. F. Banahan, Jr. #516
 Secretary Treasurer: Edwin A. Batte #352
 Race Chairman: William E. Suddath #626

Our fleet is enjoying regular monthly meetings in the homes of various members, with very interesting and educational programs brought by the individual members on various aspects of sailing. We are looking forward to what promises to be an excellent sailing year, on the new Reservoir, just completed, approximately 5 miles from the Jackson city limits. This Reservoir contains approximately 30,000 acres of water, and is centrally located as to the State of Mississippi. The Jackson Yacht Club has already completed \$52,000 worth of piers, breakwaters and slips and is shortly going to commence construction of its club house and swimming pool. Fleet 45 expects the addition of several new Scots during the coming year, and good growth of our Fleet. Dr. Walter Neill #375, a member of our fleet, is the commodore of the Jackson Yacht Club for 1965.

Edwin A. Batte

NEW ACTIVE MEMBERS

W. G. Voight #651 120 Placid Drive San Antonio, Texas	Boat name - REINE-MARGUERITE Blue Lake Yacht Club Marble Falls, Texas	Ejner Gotberg #187 Sails on Cass Lake 27320 Goldengate Dr. Pontiac, Michigan Lathrup Village, Mich. 48037
Joseph Burda #598 Egg Harbor, Wisconsin	Egg Harbor Yacht Club Fl. 47 Sails on Green Bay	Paul C. Berner #462 Boat name - HY-TIDE 5831 Valkeith Dr. Sails on Galveston Bay Houston, Texas 77035
Marvin A. Kaufman #570 2713 East 65th Street Brooklyn, New York 11234	Boat name - SIR PATRICK SPENS Expects to join Miramar Yacht Club Fleet #28 Sheepshead Bay, N. Y.	Joseph S. Holt, Jr. Boat name - SCART #315 Sails on Vineyard Sound 18 Spruce Street' Cape Cod Foxboro, Mass.
Charles M. Wilkinson #675 1615 Verbena Street Denver, Colorado 80220	Boat name - FINDORA Denver Sailing Club Carter Lake near Denver	John J. McCarthy Boat name - Queen of #122 Scots Fleet #48 1001 Redcoat Drive Carolina Sailing Club Charlotte, N. C.
Rev. Seth W. Newton #618A 122 Pine Street Florence, Massachusetts	Boat name - MAID O' SKYE Menauhant Yacht Club Vineyard Sound, southern shore Cape Cod	

NEW ASSOCIATE MEMBERS

Miss Emma M. Cooper 29 High Street Rockport, Massachusetts	Crews on #121
Joseph C. Lowey 650 Judson Avenue Evanston, Illinois	
Thomas R. Reynolds 21700 East 11 Mile Road St. Clair Shores, Mich.	Sails on Portage Lake with #489

TRANSFERS

Marvin A. Kaufman #570 60 East 42nd Street New York, New York 10017	Former owner - Donald Z. Bailey
Ejner Gotberg #187 27320 Goldengate Lathrup Village, Michigan	Former owner - Thomas Rochford
Joseph S. Holt #315 18 Spruce Street Foxboro, Massachusetts	Former owner - John C. Jones, III

TRANSFERS cont'd.

Rev. Etherton #64
St. Michaels, Maryland

Former owner - J. R. T. Alford

James E. Masters #89
816 Yale Avenue
Terrace Park, Ohio

Former owner - Daniel Howland

Malcolm H. Hunt #340
1400 Canterbury Road
Raleigh, North Carolina

Former owner - Edward M. Hill

NEW BOAT NUMBERS ASSIGNED

#675 Charles M. Wilkinson
1615 Verbena Street
Denver, Colorado

#684 Fred Joyce
2719 Asbury Ave.
Evanston, Illinois
and

Former owners of #96

#680 George L. Parmentier Sails on Cape Cod
800 Edgehill Road
Wilmington, Delaware

John T. Geldermann
422 10th Street
Wilmette, Illinois

#690 Dr. Curtis W. Tarr
Lawrence University
Appleton, Wisconsin 54910

#703 Julius Blankstein
6 Broadlawn Ave.
Great Neck, L.I., N.Y.

Former owner of #37

NEW FLEET CHARTERS ISSUED

FLEET #48 Charlotte Fleet
Sails on Lake Norman
near Charlotte

CHARTER MEMBERS:

John J. McCarthy	#122
Donald E. Voyles	#142
W. B. McGuire	#106
Dr. J. David Stratton	#572
Alfred B. Kister, Jr.	#571
John Paul Lucas, Jr.	#619
Douglas W. Booth	#620
Fred E. Gray	#621
William O. Parker, Jr.	#631

Fleet Captain
Fleet Correspondent

FLEET #49 Blue Lake Yacht Club Fleet
Sails on Lake Granite Shoals
near Marble Falls, Texas

CHARTER MEMBERS:

Edward Yerger	#492
John K. Meyer	#512
W. P. Rogers	#540
W. G. Voight	#651

Fleet Captain and Correspondent

BOAT EXCHANGE

FOR SALE

#290 all white with red boot top. Murphy & Nye dacron main and jib. Murphy & Nye nylon spinnaker, spinnaker gear, cockpit cover, etc. Has always been dry sailed. Excellent condition. New 1964 Gator trailer. Complete \$2250.00. John A. Luke, 9 W. William St., Mt. Prospect, Ill. Phone: 312-CL 3-4074.

SCOTS WANTED

John C. Jones, III
43 Leon Street
Boston 15, Mass.