

Office

# 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-CHAT TANOOGA, 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-CHARLOTTE, N.C.                        |
| 49-LAKE GRANITE SHOALS, TEXAS |                                   |   |

VOL. VII NO. 5

Thomas F. Meaney, M.D., Editor 2945 Corydon Rd., Cleveland 18, Ohio  
Merritt R. Hayes, Secretary, Flying Scot Sailing Association, 3715 North Lake Drive, Milwaukee, Wisconsin 53211

APRIL, 1965

### SCOT SCUTTLEBUTT

Incoming reports from fleets continues at a brisk rate. We hope that Fleet Correspondents will continue to send news of national interest to our very capable and hard-working Chairman of National Publicity

Charles S. Silsbee  
760 Foxdale Avenue  
Winnetka, Illinois 60093

If you are always first in your races, don't bother to read Joan Donley's article in this issue "Guide to Tail Boating". Others will find many tips on the new rage sweeping the country - "Reverse Status-Seeking".

Some confusion has arisen regarding the short rudder blades, which were mentioned in one of the previous issues of SCOTS N' WATER. One fleet measurer has told us about two skippers in his fleet who have already shortened their rudder blades. In an effort to clear the air, a portion of a letter from our measurer, Mr. Edwin B. Cobb, concerning shortened rudder blades, follows:

"Shortened rudders are not at this time legal for sanctioned FSSA events: This would apply particularly to interfleet, district and national competition.

"At my suggestion at the mid-winter Association meeting, we voted to appropriate \$150 for the purchase of as many shortened blades as Sandy could furnish for that amount. Sandy was requested to determine as best he could the optimum reduction in length of blade. When the blades are available, we propose to circulate them among the fleets (one to a fleet) requesting they try them on a round-robin basis in fleet races. Depending upon the results of experience with the shorter blades, we would determine whether a shorter blade would be made the standard."

### COMING EVENTS

- |            |  |
|------------|--|
| July 17-18 | Midwest District Championships, Sheridan Shore Yacht Club, Wilmette Harbor, Wilmette, Illinois |
| July 24-25 | Deep Creek Yacht Club Invitational Regatta, Deep Creek, Maryland                               |
| July 24-25 | Edgewater Yacht Club Annual Regatta, Cleveland, Ohio   |
| Aug. 6-7-8 | Northeast District Championships, Riverside, Connecticut                                       |



Aug. 8-9-10	Inter-Lake Yacht Racing Association Regatta, Put-In-Bay, Ohio
Aug. 14-15	Little Egg Harbor Annual Regatta, Long Beach Island, New York
Aug. 15-20	Flying Scot National Championship, Milwaukee, Wisconsin
Sept. -	President's Cup Regatta, Washington, D. C.

### SANDY SAYS:

by Gordon K. Douglass

### FLYING THE SPINNAKER

In the previous installment I outlined the mechanics of the spinnaker rig and the methods of handling the sail. Spinnaker handling is not difficult in any but extreme weather conditions, but success lies in the coordination of the crew members in following the proper sequences. If you are new to the spinnaker may I suggest your re-reading the instructions several times, picturing in imagination each step in the process, until you understand it thoroughly.

Now we come to the important part of spinnaker handling, that of making the sail work for you. Paradoxically, perhaps, the spinnaker pulls the best when it is near collapsing. By that I mean that while the sail may look as pretty as a picture when the sheet is over-trimmed just a little, it does not pull that way and always should be on the verge of luffing, on the verge of collapse.

Rule No. 1, then, is to fly the spinnaker always with the luff of the sail just starting to curl or break. On inland waters the wind - and apparent wind - seldom is constant in direction and velocity for more than a few seconds at a time. Therefore, if the sail is to be kept on the verge of luffing all the time, the trim of the sail must be adjusted every few seconds to suit the changes in the wind. The spinnaker man preferably handles both sheet and guy. He trims the pole at 90 degrees to the apparent wind (and normally does not change the trim of the pole other than for a change in course or a major change in wind direction), and then eases the sheet until he sees the luff starting to curl. He then trims the sheet a trifle until the luff flattens out. He eases the sheet until the luff curls a trifle. He trims it a trifle, eases, trims, eases, trims. The job requires complete concentration. One of the shortest known intervals of time is the one in which the spinnaker collapses the instant you take your eyes from it. But remember that the sail does not pull unless it is handled this way.

The spinnaker pole should be approximately horizontal and approximately at 90 degrees to the wind to obtain the maximum projected area.

The modern spinnaker for a planing boat is designed more for reaching than for running. You deepen the sail for running by lowering the pole. You flatten it for reaching by raising the pole; and the farther forward the wind, the higher should be the pole.

The sail always should be allowed to lift, and never should be sheeted in against the forestay. I always drop the head of the sail from six inches to a foot from the mast. In light weather, especially if there is a bobble of waves, this permits the mast to move around without dragging the sail with it. In heavy weather you may find that you want to let it out even more than this. Some skippers lower or furl the jib. I have found that I generally can carry it and make it work.

In light weather the spinnaker can be carried with the true wind abeam and the apparent wind slightly forward. The pole will be against the forestay. Here the jib is effective but hides the luff of the spinnaker. I have solved this problem by handling the sail from a position on the bow deck just forward of the cockpit or from the leeward side. The stronger the wind, the farther aft it must be if you are to be able to carry it.

At Port Clinton and at Rockport I was almost the only one to tack downwind, and I gained many places by it. Tacking is fun, and something of a gamble, but it can be very effective. Why do we do it?

The very broad reach and run are our slowest points of sailing. We are running away from the wind, thereby decreasing its velocity; and our sails become dead, aerodynamically, as well. By tacking downwind we sail across the wind, thereby building up the apparent wind and also getting it to flow across the sails to increase their drive. But in doing so we also sail a longer distance, and it will pay only if we can increase our speed sufficiently.

In very light weather a boat sailing on a run will hardly move, but will come to life when she is pointed a little higher. As she gains speed the apparent wind moves forward. As this happens she now falls off with it until she starts to die, at which time she again is luffed to bring her to life again.

In the medium range of wind, when the boat is at, or close to, her hull speed, you probably will not gain by tacking. The increase in speed will not compensate for the longer distance sailed.

In stronger winds you may gain in one or both of two ways: if the boat will not quite plane on a run, but will on a slightly higher course; or if the seas are such that she lacks the speed to ride them on the run, but can do so with increased speed on a reach, it then may pay to tack rather than to hold a straight course.

My technique is to take a short hitch and then to jibe and sail back to the course line to see if I have gained or lost ground in relation to the other boats. If I find that I have gained, I will continue to tack. But in any case, remember that sailing downwind should be an active process of trying to make the boat go, and not just a pleasant interlude as you sail from mark to mark.

### REGATTA NEWS

#### President's Cup Regatta

With spring just around the corner and summer racing schedules becoming more important in the minds of committees everywhere, it seems appropriate to call attention of FLYING SCOTers to the President's Cup Regatta which is held on the Potomac River in Washington, D. C., in September. This annual regatta attracts about 16 one-design classes which, last year, were raced over two courses between Hains Point and the National Airport.

Last year there were 15 Scots out of a total of 201 boats in all classes. Two races were raced on Saturday and one on Sunday, all twice around a triangular course in moderate winds.

E. H. D. Gibbs, Chairman  
President's Cup Regatta Committee for FSSA

#### Flying Scot Midwest Regatta

Fleet #3 and the Sheridan Shore Yacht Club are pleased to be hosts of the second annual Midwest District Flying Scot Championships to be held July 17 and 18.

Registration and rigging party will be Friday afternoon and evening, July 16, and races will be Saturday morning and afternoon, and Sunday morning. A party will be held Saturday night and presentation of the trophies will be made immediately after the Sunday race.

Only Flying Scots from the Midwest District will participate.

Robert M. Sullivan

#### Deep Creek Lake Regatta

Fleet #6, based on Deep Creek Lake, extends a cordial invitation to Flying Scot skippers to attend the Regatta and sail against Bob Smith ("A Boat is a Boat" of "One Design Yachtsman") and our own twenty-odd fleet members. The races will be held the week-end of July 24 and 25, 1965. (For further details see Fleet 6's news later on in the issue.)

A. J. Nicholson

#### Little Egg Harbor Yacht Club Annual Invitation Regatta

Little Egg Harbor Yacht Club has again asked us to invite all interested Flying Scot skippers to participate in their Annual Invitational Regatta which is being held August 14 and 15. Little Egg Harbor Yacht Club is close to Spray Beach Club and they do not yet have a Flying Scot fleet, so the invitation is extended through Spray Beach Yacht Club's Flying Scot Fleet No. 22. Spray Beach Yacht Club and Little Egg Harbor Yacht Club are located on Long Beach Island which is approximately 18 miles long and varies from one block to three blocks wide. It is about six miles from the mainland and has ocean on the east and Little Egg Harbor on the west. There are no rocks, no mountains, plenty of water and good prevailing winds. It is almost unusual to finish a race without having been "on a plane" for a part of the time. We think that all would enjoy sailing in our waters and that they would enjoy visiting Long Beach Island with their families.

For those planning to attend, I will secure hotel, motel or tourist home facilities for them and will see that they receive a map showing how to get to Long Beach Island.

Richard V. Clynes  
150 Manning Avenue  
River Edge, New Jersey

### GUIDE TO TAILBOATING

by Jean Donley, #365

It occurred to me at odd moments last summer, especially while making my lonely way back to the dock after races, that maybe the TOP SAILORS AREN'T AS SATISFIED as they seem. How could they be with all the SUFFERING they do?



I noticed that it was impossible for our fleet champs to eat their Sunday lunches in peace, with everyone crowding around offering congratulations. They spend all kinds of time dispensing tips, advice, and explanations of how they gained that big lead. Worst of all, I could imagine the spectacle they had to make of themselves at the sailor's banquet and their WORRY OVER TROPHY ACCEPTANCE SPEECHES. A mid-fleet position seemed much more desirable.

After a few more races I began considering a serious pursuit of last place -- A CONSISTENT DEAD LAST. Not only could I avoid all that misery, I would be building my character. Here was an unselfish goal, difficult to attain (as you will see when I show you the planning necessary to success) and undertaken for purely personal satisfaction. People have traveled to Zanzibar with the Peach Corps for no better reason. Besides that, with all the REVERSE STATUS-SEEKING going on in this country I might eventually find myself a person of some prominence.

Actually, I had been doing quite well right along in a rather disorganized way, finishing out of last place only once. But my crew was becoming restless, and now in retrospect I felt my choice of boat had been unfortunate: Flying Scots have an almost IRRESISTABLE TENDENCY TO GET UP AND GO, a deplorable characteristic in view of my new goal. I had great confidence in my considerable natural ability but for art's sake decided to follow the same regimen as the first place seekers: Study, contemplation, practice.

Alas, study what? Not one author had shown the foresight to envisage my newly discovered "nirvana." So I went ahead on my own.

And I did well, How well you may judge for yourself: ELEVENTH PLACE IN A FLEET OF TEN, in my first season.

Now, flushed with victory and in a spirit of magnanimity, I take up my typewriter in the interest of my deprived fellow man. For those of you who want to be PART OF THIS NEW SOCIETY, here are a few ideas distilled from my personal experience. It is by no means a complete program -- that will have to wait on the conversion of a Douglass or a DeMaio -- but each suggestion is in itself effective. I've tested and retested and each one is absolutely dependable.

For a good beginning, plan to spend some time on the rules and tactics. Just enough to acquire a little knowledge. Then in any THREATENING SITUATION you can be pretty sure of doing the WRONG THING. On a bad day when your crew has gotten out of hand and two or three boats have slipped behind you, this can be a life-saver.

Be very cautious, though, of the dangerous generosity of your fleet's better sailors. They'll probably look at your brilliant on-the-course strategy as a series of bonehead plays, and in a kind and diplomatic way WILL ATTEMPT TO SAVE YOU FROM YOURSELF by slipping little golden hints into an otherwise innocuous conversation. Should you be unwary enough to be paying attention, these little hints take root in your consciousness and DEVELOP UNCONTROLLABLY. If this negligence becomes habitual, you will find yourself, despite your reluctance, being borne slowly and inexorably upward through the fleet, to your ultimate complete ruin. So always GIVE YOUR MIND A CHANCE TO WANDER.

A related danger can be overcome with a little psychology. The binder of civilization is empathy, and no matter how clearly you comprehend the advantages of a last place way of life, there will be times when you experience a fierce longing for rapprochement with your leaders. The siren call of this Lorelei has destroyed the contentment of more than one cellar-dweller. It can usually be dealt with by getting busy on your income tax or cleaning the garage or something. I found it most troublesome during my solitary race-morning drive to the club, and for that particular time I devised A FOOLPROOF DEFENSE: LEAVE THE HOUSE LATE. Not just a little late, but QUITE LATE, so that in order to make the race at all you have to exceed the speed limit by a consistent twenty or thirty miles an hour. Never fear, between slow moving vehicles ahead and fast moving vehicles behind, you won't be in danger of rapprochement with anybody. (To be prepared, in case you are momentarily careless, send for my booklet, "DEALING WITH POLICE.")

There are so many advantageous side effects to a late-leaving habit (such as missing the skipper's meeting, upsetting the crew, getting to the line after the gun goes off and minus a starting plan) that I think it's worth cultivating. The problem is, most of the time it's such a beautiful morning -- dazzling sun, invigorating air, intoxicating breeze, birds squalling -- that the lure of the water is almost overwhelming, and unless you want to find yourself running out of the house DISASTROUSLY EARLY, you are going to need some POWERFUL DIVERSION: however, I am very reluctant, nay, I refuse, to intrude with amusing suggestions upon such a delicately private realm of time as early Sunday morning, other than to mention my own good fortune last summer in having an extraordinarily considerate baby who saved his most EXPANSIVE DISPLAYS OF AFFECTION for this particular time. (This idea won't help you much unless you have attended to certain advance preparations.) I think the better part of valor here would be to abandon you to conceive of your own solution.

Now, it's not all that easy. The FLY IN THIS BOOBY STEW is the crew. They're old-fashioned about wanting to win, and along about mid-summer they develop a DISTRESSING FACILITY WITH SHEETS and spinnakers and things. You will soon realize they are an enemy in the best modern tradition: You can't beat them but you must contain them.

My method consisted mostly of maintaining the proper atmosphere aboard ship. You've probably heard boats referred to as happy boats. MINE WAS CONSIDERED HYSTERICAL. How I managed to convey this impression -- and, by the way, my acting was superb; everybody thought I was just nervous and scared -- but how I managed it was to issue ORDERS IN A VOICE JUST THIS SIDE OF A SCREAM. It was not only generally effective but came in terribly handy in certain specific situations. For instance, if I noticed somebody was about to do something right, say, adjust the jib sheet for a better Venturi, all I had to do was issue a corroborative order in THAT VOICE and we practically stopped dead in the water. Or maybe we were getting uncomfortably close to a competitor on a reaching leg. I would wait until the crew's attention was glued on that approaching stern. Then suddenly, and by name, I would ask the jib man to check the spinnaker sheet block, and ask the man on the main to set the pole. With THAT VOICE and just the right timing, I would have them falling all over the center-board. Even if I was off a little and they missed a collision, their plunging around SLOWED THE BOAT WONDERFULLY.

Even if you're not lucky enough to have a screamy voice this last idea will keep your crew on edge for quite a few races. Before you put your boat in the water surreptitiously remove one of the screws from the stem guard, about three inches below the water line. Standing at the dock nothing appears amiss, but under way on a nice beat or reach the boat seems for all the world to be leaking. The effect is terrific. Most of us know that a Scot may capsize if abused, but nobody every heard of one that LEAKED and there is something INDEFINABLY THREATENING ABOUT IT. To get the most benefit in crew manipulation, display a rather worried attitude, especially at crucial moments. If you're in danger of passing somebody near the finish line, your spinnaker man is frozen with concentration on the blanketing operation, in a low intense voice say, "THAT LEAK SEEMS TO BE INCREASING." That 'chute will curl on three sides at once.

So ends the first installment of rules for reluctant realists.

I hear our fleet will be up to about 18 Scots this year, and from the calibre of the new owners I have seen, I will probably be giving you TIPS next year ON HOW TO FINISH 18th. If one of them happens to have lived all his life in the Mojave desert and I am able to fight my way up to 17th place, I will claim the WOMANLY PREROGATIVE of changing my mind and deny everything I've said here.

#### NATIONAL NEWS

by Charles S. Silsbee

FLYING SCOT 1965 activity in Canada is stepping up at a great rate, the third year for CANADIAN SCOTS, under the general guidance of Orville E. White, boat #394, who also issues the F/S newsletter to members of his own Fleet #36 which sails on Lake St. Louis, Montreal, and to members of Fleet #33 sailing on Fanshawe Lake, London, Ontario. Incidentally, Fleet #36 has SCOTS spread among six different clubs. Nine new owners, and probably more, will receive their new SCOTS before the 1965 season starts from Tanzercraft at Pointe de Cascades, Quebec, the franchised builder of the FLYING SCOT in Canada. One reason for the active Canadian interest in the FLYING SCOT is the number of prizes won in handicap and open class contests during the past seasons. With the 1967 WORLDS FAIR planned for Montreal, the F/S Northeast District Championships, with probably the Pointe Claire Yacht Club as host, have already been scheduled for August 4-6, 1967 for this New England-Eastern Canada district. These Canadians don't fool - they even are talking about holding the Flying Scot Nationals at Montreal during the Worlds Fair, subject to approval from the FSSA.

The MID-ATLANTIC FLYING SCOT DISTRICT is being formed, with fleets from New Jersey, Maryland, Washington, D. C., North Carolina, and possibly others, to be members. A 1965 District Regatta is contemplated.

Every Flying Scot sailor is welcome at the 1965 NATIONAL REGATTA to be held at Milwaukee, August 15-20, with boat assignments to be divided among groups A, B, C or D under the Bordes System, according to individual sailing ability.

The three well known local DETROIT CLUBS - Edison Boat Club (F/S Fl. #8), Detroit Yacht Club (F/S Fl. #16) and Detroit Boat Club (F/S Fl. #18), each with eight to twelve SCOTS as official Club boats, expect to start off their season for 1965 early in April. The Edison BC rigging date is set for April 3rd, trial sailing four hours later and official racing to start April 10th on Lake St. Clair where all three fleets sail.



Newsy comment received from Malcolm Runyon, SCOT #387, a consulting engineer, acknowledging his appointment as local correspondent for F/S Fl. #31, sailing out of Upper Barnegat Bay, New Jersey --- "It is conceivable that something may occur in our fleet which might make good reading, such as the SINKING OF A POWER BOAT by one of us (it really happened with the Thistles one year)". But most articles about fleets are simply 'ether in print' and of concern only to the members of their own organization. Some very good articles of GENERAL interest to all have been featured in publications - from Sandy Douglass, Harry Sindle and others - and from these most of us are able to profit by their perusal. Happy Days and Good Sailing

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1965 FSSA District Championships reported to date: -

Midwest at Wilmette, Illinois (Sheridan Shore Yacht Club) - July 17-18.  
Northeast at Riverside, Connecticut - August 6-7-8.

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FLYING SCOTers in the MID-ATLANTIC AREA are looking forward again in 1965 to the PRESIDENT'S CUP REGATTA on the Potomac River at Washington, D. C. in September. The 1964 Regatta, raced over two courses between Hains Point and the National Airport had around sixteen one-design classes entered. According to Ed Gibbs, FSSA Committee Chairman for the Regatta, 15 SCOTS from five fleets competed in 1964, out of a total of 201 boats in all classes, with Peter Nicholson, F/S #220 in 1st Place, Edward Gibbs, F/S #328 second, and Don Beelar, F/S #111 third, for the SCOTS

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DISTANCE ISN'T IMPORTANT! The correspondent for Flying Scot Fleet #44 in that attractive "New England type" village of Ephraim, Wisconsin on the Green Bay arm of Lake Michigan, is Dr. Volney C. Wilson, F/S #374, of Scotia, New York, near Schenectady, who is also Commodore of the Ephraim Yacht Club. Egg Harbor Yacht Club's 1965 Commodore, Jack Brebner, of DePere, Wisconsin, F/S #431, is Captain of the Flying Scot Fleet #47 at neighboring Egg Harbor, Wisconsin, with ten to twelve SCOTS in the local 1965 fleet; John McCoy of Milwaukee, F/S #433, was the 1964 F/S Champion at Egg Harbor.

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#### FLEET #8, EDISON BOAT CLUB

Fleet 8 is composed of Club owned Flying Scots of the Edison Boat Club in Detroit. The Edison Boat Club was the Scot class pioneer in the Detroit area and has sailed Scots competitively since 1958. Club Scots yearly travel to the Flying Scot Nationals and the Inter-Lake Yachting Association Race Week at Put-In-Bay, Ohio. Fleet 8 has hosted the Flying Scot Nationals in 1961. Detroit sailors took first and second place that year, quite a feat with "Sandy" on the course.

Rigging day for Club Scots is April 3 this year. Most of our avid sailors accompanied by sons and some hardy wives will turn out to get the boats shipshape.

Fleet 8 "off the dock" tune-up races begin April 10. The next issue of SCOTS N' WATER will describe our local racing and regatta conditions.

Patrick J. Barry

#### FLEET #11

On Friday, March 5, the winter meeting of Flying Scot Fleet 11 was called by fleet captain Dave Lamb at the Colonial in Lynnfield, Mass. In addition to its being a pleasant get together some business was transacted. Ralph Fritch was elected fleet captain for the next year and Ed Cobb presented a proposed constitution for our fleet so that the fleet might be organized in a more formal manner. The proposed constitution was very favorably received by those attending and it was proposed that a copy be sent to all members for their review.

At the meeting there was considerable interest expressed in trying to have at least 5 Scots at Marblehead Race week this summer and it looks as if we may make it this year.

The District Championships will be at Riverside, Conn., August 6 & 7, where we hope to be represented with a good group.

A new boat will sail with us this year. Dick Swanson of Cambridge has purchased boat 253 "Great Gaels" from New York and expects to be there when the first gun is fired.

Dave Lamb may be a little late joining us because of a spring Lamb due July 4.

Ed Cobb may not answer the starting gun because "business" will take him to Las Vegas and Hawaii but when he gets back his new Blue Boston sails may give us some trouble.

Ralph G. Fritch  
Fleet Correspondent

### FLEET #15

Flying Scot Fleet 15, at 1965 annual meeting, elected the following officers: Fleet captain - Harland Beers, Vice captain - John Albrets, Secretary-treasurer - Mrs. Harland Beers. Our fleet has, at present, 6 boats, 5 of which are expected to participate actively in our racing program. 1965 will be a year of change for our fleet. One boat having been sold off the lake and 2 other boats being sold, but staying with our fleet.

Our 1965 racing program calls for races every Sunday throughout June, July, and August, scheduled and sponsored by the Gull Lake Yacht Club. Our yacht club has large fleets of Snipes, Stars, and Lightnings, a moderate size fleet of 210's and small fleets of 110's and Flying Scots. Gull Lake Yacht Club is affiliated with the Gull Lake Country Club, and members enjoy the privileges and facilities of dining room, bar, beach, and golf, if so inclined.

Gull Lake is a truly beautiful Lake, large and spring fed, consisting of 2,030 acres. It is approximately five miles from tip to tip, and about one mile wide. The major part of the lake is 40 feet or deeper and has 2 "deeps" of 108 and 110 feet. We have good winds most of our sailing season, August being inclined to serve up drifters, however, we have our share of blows even during August.

We invite any Flying Scoters moving to our area, to look over our excellent facilities, or, if you are just passing through, plan on spending an afternoon sailing with us on beautiful Gull Lake.

Mrs. Harland Beers

### NEW ACTIVE MEMBERS

Dr. Ford W. Stevens #591 Suite 1307, Medical Tower Bldg. 255 S. 17th Street Philadelphia 3, Penna.	Sails - Wyoming Island Gananoque, Ontario Canada (summer address)	C. R. Mills 29484 Palomino Warren, Michigan	Edison Boat Club Fleet #8
John P. Barlow #692 1 Orchard Avenue Owego, Tioga Co., N. Y. 13827	Boat name - LADY JANET Sails on Cayuga Lake near Aurora, N. Y. Binghamton Boating Club	Ray E. Anderson #278 30017 Phillips Avenue Wickliffe, Ohio	Boat name - FAIRY TALE Edgewater Yacht Club Fleet #12 Cleveland, Ohio
Kenneth Norris 7301 Decarie Blvd. Montreal, Quebec, Canada	Boat on order Will sail with Fleet #36	Dr. C. J. Levinson #410 2711 East Newton Milwaukee, Wisconsin 53211	Fleet #25 Milwaukee Yacht Club
Malcolm H. Hunt #340 1400 Canterbury Road Raleigh, North Carolina	Carolina Sailing Club Fleet #27	Harold B. Amory #641 Candlewood Shores Brookfield, Conn. 06804	Candlewood Yacht Club Fleet #24
Robert F. Russell #141 6435 Pleasant River Drive Dimondale, Mich. 48821	Boat name - SKIBO Crystal Sailing Club Fleet #41	Kenneth E. Cochran #156 10670 Woodhaven Drive Galena, Ohio	Boat name - TO-KIN-SEN Hoover Yacht Club Fleet #37
Dr. R. H. Cram #487 230 Golf View Road Ardmore, Pennsylvania 19003	Sails in Canada Georgian Bay near Honey Harbour, Ontario	J. V. Rafferty, III #653 73 Porter Road E. Longmeadow, Mass.	Wild Harbor Yacht Club Buzzards Bay, Cape Cod
Jack Bute #583 1925 W. 52nd Street Cleveland, Ohio 44102	Edgewater Yacht Club Fleet #12 Cleveland, Ohio	Robert L. Buchner #20 5142 Cortelyou Houston, Texas 77021	Boat name - DEFENSE Fleet #32
John P. Knodle #627 13118 Conifer Houston, Texas 77024		Fleet #32	

### NEW ASSOCIATE MEMBERS

Donald Emery Fleet #12  
3416 W. 98th Street  
Cleveland, Ohio 44102

Judy Knodle Fleet 32 #627  
13118 Conifer  
Houston, Texas 77024

Joseph C. Lowey Fleet #3  
650 Judson Avenue Crew #26  
Evanston, Illinois

Dr. Edgar J. Filson Fleet #12  
5143 Lynd Avenue  
Cleveland, Ohio 44124

J. Lagace Fleet #36  
6530 Wilderton Ave., Apt. 27  
Montreal, Quebec, Canada

Joan Sheldon Fleet #41  
1020 West Superior Jr. Co-owner  
Alma, Michigan #582

Raymond A. Bowman  
422 E. Thompson Street  
Princeton, Ill. 61356

Joe Mastro Fleet #36  
5380 Coronation Avenue  
Montreal, Quebec, Canada

### TRANSFERS

Robert F. Russell #141  
6435 Pleasant River  
Dimondale, Michigan 48821

Former owner - John Deal

Robert Wollam #138  
1019 Pinehurst Blvd.  
Kalamazoo, Michigan

Former owner -  
Jack R. Blanke

Dr. William C. Street #163  
25 Perrota Place  
Burlington, Vermont

Former owner -  
Bennet B. Murdock

Robert L. Buchner #20  
5142 Cortelyou  
Houston, Texas 77021

Former owner -  
Col. H. B. Seim, Jr.

Francis Henry #114  
R. F. D. #1  
Canfield, Ohio

Former owner - W. E. Thill

Peter Gallagher #67  
53 Empire Blvd.  
Island Park, L. I., N. Y.

Former owner -  
Dr. J. M. Walker  
now owns #670

Jason L. Sox, Jr. #600  
409 S. West Street  
Coinjock, N. Carolina

Former owner - Bill Myatt  
now owns #710

Earl R. Priegel #710  
Route #1  
Cary, N. Carolina

Former owner -  
Bill Myatt

William Dean #318  
612 Humiston Drive  
Cleveland, Ohio

Former owner - Robert Lucy

Gus T. Brannon #399  
P. O. Box 1652  
Durham, North Carolina

Former owner -  
Howard E. Manning

Joseph Sigmund #658  
24001 Bruce Road  
Cleveland, Ohio 44140

Former owner - Emery Kamps  
Interlake Marine Sales, Inc.

Richard E. Young #22  
307 Riley Road  
Muncie, Indiana

Former owner -  
Frank E. Cooper

John W. Dyer #261  
323 Taylor Street  
Pendleton, Indiana 46064

Former owner - Miss Susan Bertermann

### NEW BOAT NUMBERS ASSIGNED

John C. Theirman #665  
3260 Mountview Road  
Columbus, Ohio

Former owner of #12  
Fleet #2

Vincent DiMaio #686  
Customflex, Inc.  
Toledo, Ohio

Former owner of #453

William Duncan, M.D. #668  
1607 Medical-Dental Bldg.  
Sequim, Washington

R. S. White #447  
111 Oakridge  
Baie d'Urfe, P. Quebec

Former owner of #443

Joseph Hansen #669  
458 Clear Lake  
Ray, Indiana

Mrs. J. Leger #588  
555 Des Erable  
Laval Sur le Lac, P. Q.

Robert Rolliston, M.D. #672  
6026 Skyline Drive  
East Lansing, Michigan

Former owner of #649

Dick Elam #474  
Route 4 - Box 120  
Abilene, Texas

Formerly reported as owned  
by H.G. Henderson, Jr.

Capitol City Sails #685  
Box 9292  
Lansing, Michigan

Edward Herman #691  
3405 Poplar Street  
Oceanside, L.I., New York



John Barlow #692  
Orchard Avenue  
Owego (Tioga Co.,) New York

William A. Myatt #710                      Former owner of #600  
1415 St. Mary's Street  
Raleigh, North Carolina

Howard E. Manning #712                      Former owner of #399  
2301 Gloucester Road  
Raleigh, North Carolina

M. Stewart Robertson, Jr., #714 Fleet #27  
3138 Waterford Drive  
Winston-Salem, North Carolina

A. van Wight #433                      New co-owner  
5112 Balmoral  
Pierrefonds, P. Quebec

Dr. Ford W. Stevens #591  
Suite 1307, Medical Tower Bldg.  
255 South 17th Street  
Philadelphia 3, Pennsylvania

Frank Licari #707  
3497 Frederick,  
Oceanside, Long Island, New York

Wm. A. Myatt #750                      Former owner #710  
1514 St. Mary's Street  
Raleigh, North Carolina

### BOAT EXCHANGE

#### FOR SALE

Flying Scot #179, black and white deck. Boston sails and spinnaker, (black & white), Gator trailer, cover, launching bridle. Condition excellent. Extra hardware and all latest Customflex equipment. Price \$2250.00 Henry D. Beale, M.D., 1614 S. Byrne Road, Toledo, Ohio 43614 Phone 385-5367.

Scot #452. Custom flex built, Boston main and jib. White hull and deck with blue boot top. Like new \$2195.00. Robert Rollstin, M.D., 6027 Skyline Dr., East Lansing, Michigan.

Scott #189, Yellow Hull and White Dock, Boston Dacron Main and Jib, Cockpit Cover and Outboard Motor Bracket, Trailer. Has been under cover for year and half. Excellent condition - \$2,000.00. Kenneth Arata, 5745 Day Road, Cincinnati, Ohio 45239.

For Sale: #312 all white with blue boot and red vinyl anti-fouling. Dacrons, spinnaker, spinnaker gear, cockpit cover, etc. Always stored inside -- condition excellent. Cox CT165 trailer. T. K. Sherwood, Smith's Point, Manchester, Massachusetts. Phone: 526-1880.

For Sale: One Boston main, dacron, Karnac, used about 6 times, bought 1963 mid season.....\$100. Matching Boston Jib .....\$40. One Ulmer main, (blue head), dacron, used about 12 times, bought 1964 ..... \$110. Malcolm Eagles Runyon, 35 Wood Haven Road, Green Island, Toms River, New Jersey.

Scott #252 - All white, cockpit cover, outboard motor, Boston main and jib, tarpaulin, running light and equipment - \$1,900.00. T. J. Moran, 1239 Sunningdale, Grosse Pointe, Michigan 48236. Phone TU 4-2636.

Flying Scot #159, excellent condition, dark blue hull, oyster-white deck, Douglass built, 3rd in National one year. Dacron sails, nylon spinnaker, many fine extras. Price \$1950. Gator trailer, British Sea Gull 100 Plus motor available at extra cost. R. B. MacDonald, 91 Bickford Lane, New Canaan, Conn. Phone 203-966-1374.

#### SCOTS WANTED

Spinnaker, colors of red, white, and blue combinations preferred, write Joel Nordeen, Box 501, Ottawa, Kansas.