

Office



## fleets

- |  |                                    |                                  |
|--|------------------------------------|----------------------------------|
| 1 - COWAN LAKE, OHIO                   | 18 - DETROIT, MICH. (DBC)          | 37 - WESTERVILLE, OHIO           |
| 2 - COLUMBUS, OHIO                     | 19 - BERLIN LAKE, OHIO             | 38 - MOBILE, ALA.                |
| 3 - WILMETTE, ILL.                     | 20 - PORTAGE LAKE, MICH.           | 39 - PORT GROVE, OKLA.           |
| 4 - MANSFIELD, OHIO                    | 21 -                               | 40 - INVERNESS, CALIF.           |
| 5 - BURLINGTON, VT.                    | 22 - SPRAY BEACH, N. J.            | 41 - CRYSTAL LAKE, MICH.         |
| 6 - OAKLAND, MD.                       | 23 - WHITE ROCK LAKE, DALLAS, TEX. | 42 - WASHINGTON, D. C.           |
| 7 - RIVERSIDE, CONN.                   | 24 - CANDLEWOOD LAKE, CONN.        | 43 - SOUTHPORT, CONN.            |
| 8 - DETROIT, MICH. (EDISON)            | 25 - MILWAUKEE, WISC.              | 44 - EPHRAIM, WISC.              |
| 9 - STURGIS, MICH.                     | 26 - TOLEDO, OHIO                  | 45 - JACKSON, MISS.              |
| 10 - MANHASSET BAY, N. Y.              | 27 - RALEIGH, N. C.                | 46 - HEMPSTEAD BAY, L. I., N. Y. |
| 11 - ROCKPORT, MASS.                   | 28 - SHEEPSHEAD BAY, N. Y.         | 47 - EGG HARBOR, WISC.           |
| 12 - CLEVELAND, OHIO<br>(EDGEWATER YC) | 29 - MUNCIE, IND.                  | 48 - CHARLOTTE, N. C.            |
| 13 - CHATTANOOGA, TENN.                | 30 - CARBONDALE, ILL.              | 49 - LAKE GRANITE SHOALS, TEXAS  |
| 14 - SPRINGFIELD, OHIO<br>(KISER LAKE) | 31 - SHORE ACRES, N. J.            |                                  |
| 15 - GULL LAKE, (KALAMAZOO) MICH.      | 32 - GALVESTON BAY, TEX.           |                                  |
| 16 - DETROIT, MICH. (DYC)              | 33 - LONDON, ONTARIO               |                                  |
| 17 - GROSSE POINTE, MICH.              | 34 - RAY, INDIANA                  |                                  |
|  | 35 - CHAUTAUQUA, N. Y.             |                                  |
|  | 36 - MONTREAL, QUEBEC              |                                  |

Vol. VIII No. 3

January, 1966

THE ANNUAL INFORMAL FLYING SCOT SAILING ASSOCIATION MID-WINTER RECEPTION AND DINNER MEETING will be held in the Park Suite of the Barbizon Plaza Hotel, 106 Central Park South, New York City, convenient to the Boat Show, on Friday, January 21, 1966. Cocktails will be served at six P.M. and dinner at seven. Everyone is invited --- members, wives and crews, to this festive occasion, with a choice of chicken or fish available. Please mail reservations to J. Fred Weintz, Jr., Goldman - Sachs & Co., 20 Broad St., New York, N.Y. 10005, or telephone Fred at A.C. 212 - WH 4-2300. All reservations postmarked no later than January 18th - \$10.50 per person, overall charge including cocktails; \$12.00 per person after that date.

S --- & --- W

Bill Claypool reports that the 1966 Flying Scot Nationals will be held at the Edgewater Yacht Club, Cleveland, Ohio about the third week in August. The definite date, either directly preceding or following the Annual Put-In-Bay Regatta, will be announced later by Tom Meaney of Host Fleet #12.

S --- & --- W

All those interested and wishing to do so, but not having done so, may do so immediately.\*

S --- & --- W

There is quite a backlog of SCOT news and items as 1965 ended, so this issue is lengthier than our standard. Don't let it bore you; we might have nothing for February, but we did want to clear the decks.

S --- & --- W

\* Helen Rippel's 1966 FSSA Dues Project.

The Scot Nationals will be held at the Edgewater Yacht Club, Cleveland, Ohio the week of August 15, 1966.

Ed Bluestein, Jr., SCOT #42 of Bellaire, Texas, informs us that their local Galveston Bay Fleet #32 will elect officers at a meeting to be scheduled sometime in January and that it now looks like their fleet will reach twenty in number by that time. Ed, were you successful in prevailing upon Marsha (Mrs. B) to fulfill her duties as FSSA Fleet #32 Correspondent for 1966 and continue sending us resumes of the local SCOT activities? Please advise. Incidentally, Ed is quite responsible for the change in roster of fleets on page one of SCOTS n' WATER to the vertical lineup, which we started last November.

S--&--W

No, Bilgewater, Figure No. 1 in the November 1965 issue of SCOTS n' WATER is not "Tom" Sawyer of Riverside's Fleet #7. Thanks for your interest, anyway.

S--&--W

Jack E. Little, retiring Captain of Fleet #5 and Director of Resident Instruction in the College of Agriculture and Home Economics at the University of Vermont in Burlington, advises that at a recent meeting Dr. George Welsh was elected Fleet Captain for 1966, Dr. Bill Macmillan, Treasurer and Mr. Duncan Case, Corresponding Secretary. Fleet #5 news releases - and suggestions are always welcome. Jack also mentioned that 1966 looks like a big SCOT sailing season for them at Mallets Bay, with a total of around twenty boats.

S--&--W

Linda Rich has assembled interesting Fleet #46 news covering their local Middle Bay operation, Long Island, N.Y. Linda states that there is no doubt that an extension of Summer for another six months would make life just about complete. However, many of their SCOTS are still stretching the season a bit, and here and there on Middle Bay one or two can be seen usually planing in the heavy November and December winds. The majority of the die-hards are the newest SCOT owners-Jim McMahon and Jerry Sachnoff. However, at the time of writing, Bob Rich, #662, and who we believe is a relative of Linda's by marriage, had also not relinquished his mooring space as yet for the Winter. Scot Fleet #46 is pleased to welcome Jim and Jerry, as well as Frank Licari, who now owns #777. The awards dinner for Hempstead Bay Sailing Club, with which Fleet #46 is affiliated, was held on December 11, 1965. Ed Herman, #691, was awarded the overall trophy for the best sailing performance during the Spring and Summer series. Needless to say, Ed also won first prize in both the Spring and Summer series. Second place in the Spring series went to Les Goldman, #630, and third place to Don and Edna Bailey, #570. Second place, Summer series, was awarded to Bob Rich and third place to Les Goldman. Sam Rosenfeld, #663, was awarded a trophy for first place in the Saturday Scot series, and Jerry Sachnoff for coming in first place in the Hempstead Bay Sailing Club Queen of the Bay. (Fleet #46 also suggested that we list new owners and transfers in columns and not like we did in the past two issues to save space; we agree, and this issue brings us up to date too. The last two issues were in error also, but not to save space, just in spelling, and our printer is taking under advisement the restoring of the "P" in Hempstead on page one of all future issues of SCOTS n' WATER. We enjoy suggestions and the interest taken by the various fleets and by individuals, to make our little monthly paper more enjoyable for all-. Ed.).

S--&--W

Don't be an old fuddy-duddy and drive your car down to the harbor to sail your SCOT. Get a Vince DiMaio SAILCART by Customflex and sail from your home to your harbor destination in style. Durably built like a SCOT, this fiberglass single seater, with aluminum mast and boom, three wheels and 72 sq. ft. of sail also has ice runners and ski runners optional for winter fun.

S--&--W

Please keep us informed of address changes so that you won't miss any issues. (Or maybe you would just as soon miss a few of them now and then.) The U.S. Post Office card Form 3578 will do the trick. We will probably continue bulk mailing, rather than first class as we did for December, so none are returned to us.

S--&--W

Don Voyles, Correspondent for SCOT Fleet #48, writes from Charlotte, North Carolina as follows:  
"Fleet #48, now one year old, grew to ten members during the year in spite of losing two members by transfer. The Fleet averaged five boats for each of the twenty-eight races of the 1965 season, with Bill and Anita Parker taking the Fleet Championship. 1966 Officers are Dr. J. D. Stratton, Fleet Captain, Don E. Voyles, Correspondent and Hallam Walker, Measurer."

S--&--W

Our good friend John Foley sends in Fleet #28 news for their Sheepshead Bay, N.Y. group. John tells us that plans for the Sheepshead Bay's Flying Scot Regatta were begun at their December 1965 Fleet #28 meeting, with dates set for July 16-17, 1966. They hope that neighboring SCOT fleets will take note of these dates when making up their own 1966 racing schedules. John says that they have sailing conditions made to order for the SCOT at Sheepshead Bay - just come to the Regatta and see for yourselves. At the recent Miramar Yacht Club elections, four Flying Scot owners were elected to office - Bill Kossman, Vice-Commodore, Dr. Sam Leibowitz, Fleet Surgeon, John Foley, Secretary and Neil Raskin, Treasurer. The 1966 SCOT Fleet racing series was won by Neil Raskin, with John Foley second and Dan Beyer third.

S--&--W

Orville White continues to keep us up to date with his excellent local coverage of Fleet #36, Montreal area. Orville reports that all of Montreal seems to be torn up, making it bright and shiny for the 1967 Worlds Fair, the site of the SCOT Nationals, as well as several other Classes. For 1966, July 16th has been designated as a special Flying Scot day by Pointe Claire Yacht Club. And Dr. Ford Stevens has already even got the trophies lined up for the Second Annual CanAmerican Regatta at Gananoque, Ontario set for August 6-7, 1966. Canada now has 34 Flying Scots, and Tanzer Industries has scheduled ten new SCOTS for its initial 1966 run. At the recent annual meeting of Fleet 36, permission was requested \* of the F/S National Association to experiment with and to test hiking straps in Fleet #36 area through the 1966 season. The request was limited to straps to be attached only to the centerboard trunk and these with a recommended outward bow under tension of 8 but with 12 being the maximum. No straps to be permitted under the seats or attached to the floor. All owners were requested to equip their boats with the SAFETY HAND LINES. Fleet #36 executive group for 1966 consists of Donald Brown-Fleet Captain, Jack Howlett-Treasurer, Measurer-S. Lionel Peckover, Correspondent-Ken Norris and Secretary-Orville White. (\* Decision to be made at NYC Jan. meeting. Fleet 12 has prior request).

S--&--W

Pat Barry sends in some interesting Fleet #8 news and includes local Detroit Inter-Club data, meaning information on Fleets #16-18 representing the Detroit Yacht Club and the Detroit Boat Club, as well as Pat's own Edison Boat Club. The EBC's "News Buoy", edited by S&W 1961 editor Art Beck, reports 1966 officers: Commodore-Alfred Sangster, Vice Commodore-Alex Marcaccio, Rear Commodore & Fleet Correspondent-Patrick Barry, Secretary-Vernon Nelson, Treasurer-Edward Offer, Fleet Captain-Charles Mills. 1966 season awards and perpetual trophies were given out at Fleet #8 Sailors Award Night, with Bob Greening the Champion and Gerry Peplowski the Novice Class Champ. Don Lundquist did a fine job as Award Night Chairman. The eight EBC SCOTS are now being repaired where necessary and readied for April 1966. ----- The Inter-Club Flying Scot Committee, an arm of the Detroit River Yachting Association, with 28 SCOTS sailed by hundreds of club skippers, is made up of the Detroit Yacht Club with 12 SCOTS and the Detroit Boat Club and Edison Boat Club with 8 SCOTS each. Two members and an alternate from each club comprise the Inter-Club committee, with meetings held four times a year or when the need arises. Each year, three sailing events are sponsored - a "Round Robin" weekend series held at the three member clubs in July, the Novice River Championship race in August (1965 Champion - EBC), and a River Championship Series in September (1965 Mens's winner - Bob Greening, EBC and Women's Champion - Cherie Moore of the DYC). Inter-Club F/S Officers for 1966 are Burk Schneider, EBC, Chairman, Frank Perry, DYC, Secretary-Treasurer and Patrick Barry, EBC, Correspondent. We'll look for news from Pat regularly for both Fleet #8 and the Inter-Club group during 1966. OK Pat?

S--&--W

ATTENTION all Egyptian SCOT sailors who are also model hobbyists! Are you aware that long ago Egyptian kings were laid in their tombs with ship models ready for the voyage round the polar stars? - (Historical Note).

S--&--W

Some of the newer Flying Scot sailors might like to know more about how SCOTS n' WATER started - with just the right initial push by Bob Meese, Truman Clark and others of Fleet #4 at Mansfield, Ohio. That first year, 1959, each issue consisted of a single mimeographed sheet, with a different name each month, subject to decision on a final title in August. SCOT-tlebut, THE PIBROCH, THE MASTHEAD, UNDECIDED, SCOT-ISSUE, SCOTS n' WATER and a few others were all considered. SCOT-ISSUE nearly won out, but the furfural group lobbied against it and, as you all know, SCOTS n' WATER ended up in first place. The present format was then adopted, as was our current F/S stationery design, created by Jack Lacey and Jack Beierwaltes of Wilmette's Fleet #3, graphic arts, design and paper specialists. There has been little change in the general SCOTS n' WATER concept of the first water since late 1959, although we do receive an occasional good natured complaint such as "the F/S letterhead looks like someone has been playing with paper airplanes" or "the little gadget between the F and S is ridiculous", but most of the members' comments have been favorable. Do keep your suggestions, criticisms and news coming - that's one way we know you are reading what we mail out monthly.

S--&--W

Dr. Virgil E. Haws, Department of Pathology, Traverse City Osteopathic Hospital, Traverse, Michigan has recently changed his address from Plymouth, Michigan to that scenic wonderland better known as Grand Traverse Bay. He states that he will continue to sail, as far as he knows, the only Flying SCOT (#249) on the Grand Traverse Bay and he will do his best to get a new fleet started in that area. It is one of the beauty spots of the United States and we wish Doctor Haws luck in his desire to have others benefit by becoming SCOT owners. Vince, Toledo isn't too far from Traverse City - maybe there are some live prospects for a SCOT up there.

S--&--W

### THE SELECTION AND CARE OF YOUR FLYING SCOT SAILS

By Vince DiMaio

With few exceptions, the one-design concept for Class boats is ridiculous unless the same meticulous restrictions that are applied to hulls are also applied to sails. A practical impossibility? Within the broad tolerances established by Classes for sail specifications, enormous variations are permitted which in my estimation is comparable to specifying the length, width and minimum weight of a hull and allowing any hull shape. Within the average sail specifications, draft, shape, material, etc. can be selected to produce a sail that is either very inefficient or extremely efficient for this particular kind of boat. On certain courses, or in certain wind velocities, this could produce a real winner or a real dog. Therefore it behooves the serious student of sailboat racing to learn as much as possible about his sails and how to select and adjust them for optimum performance within the rules. Fortunately, in most cases the prospective purchaser with no experience places himself in the hands of the builder or sailmaker who usually makes a conscientious effort to give him the type of sail most suited to his needs. As opposed to the neophyte, the experienced, competent sailor usually has a very good idea of the type of sail he wants. Some of the factors which affect his choice can be enumerated as follows, not necessarily in the order of their significance: 1) type of material; 2) weight of material; 3) draft of the sail; 4) shape of the sail; 5) size of the sail; 6) finish on the sail and 7) cost of the sail. Only 15 years ago the most common material for producing sails was Egyptian cotton. Because of the disadvantages of these organic fibrous materials which would swell and shrink, had a rough surface, were difficult to weave uniformly, mildewed

cont.

badly and had very little elasticity, cotton sails were almost immediately replaced by Nylon, one of the earliest synthetics. Nylon eliminated many of the difficulties inherent with cotton since it was a monofilament type of fiber much less absorptive to moisture, more readily cleaned and more dimensionally stable, but it had several shortcomings of its own. Its chemical resistance was not as good as it should be, nor was its resistance to light. Its stretch was greater than current materials, but it did not require the careful breaking in period that cotton sails needed, and was a major step in the development of more efficient, more durable sails. Nylon ran its course of popularity and was ultimately displaced by Orlon which had greater stability, better resistance to light deterioration and greater strength, but it too was soon replaced by Dacron which is currently the most popular material for sails. Present day sails made of Dacron are tough, durable, extremely efficient and very closely woven—with sufficient elasticity to regain their original shape after being distorted. Dacron represents a substantial advancement over earlier counterparts. Most sail cloth is woven to extremely high specifications for snags, closeness of weave, uniformity of thickness, color and weight. Only about one third of all material made for sail cloth is good enough to use as sail cloth, and at least one sailmaker is weaving his own because of his exactingly high quality requirements. Even a relatively inexpensive present day sail is made of exceptionally good quality Dacron.

While the same basic principals are applicable to jibs, genoas, mains and spinnakers, I would like to confine this initial discussion to mainsail. There are many reasons why one sail is more efficient than another and there are many theories (as many as there are sailmakers) on what constitutes a fast sail. The purpose of this article is not to support or attach any of these theories but simply to present enough information to the neophyte so that he can make a better selection for his needs, and so that he will know more about the sails he may have already purchased. The first question that comes to mind is "why aren't sails made all in one piece?" There are several reasons, the most important being the fact that it is practically impossible to weave a piece large enough so that there are no seams. Other reasons are that seams are deliberately put into the sail to strengthen it, to help shape it, and to distribute the strains. Most sailmakers use 18 or 36 inch panels in their sails. Generally speaking, the narrow panel sails are more expensive because more sewing is required. The narrow panels offer greater opportunity for shaping the sail in small increments, but the more panels the greater the chance for error and the less uniformity or consistency in duplicating desired shapes. All sails are sewn with a zig zag stitch so that when a sail is put under strain these stitches will slip a bit, tending to equalize and to make the stitch much more uniform in tension, and to eliminate the tiny puckers and wrinkles that would occur if a chain stitch were used. This makes the sail stronger, since, if the tension were not evenly distributed over all of the stitches, the strain would break just one stitch at a time and tear the seam open. Practically all sails have a head board which can be made of plastic or aluminum or some other reinforcing material to distribute the strain of hoisting over a relatively large area at the head. They all have some sort of edge reinforcement along the mast and boom and they all have grommets for holding them out on the extremities of the spars. Most sails also have battens which are stiffeners extending beyond a line from the end of the boom and the top of the mast to hold up the excess material and to prevent it from falling over. In general, most mainsails have the panels slanting upward at an angle from the boom, the seams being made approximately parallel to the flow of air in the sail so as to reduce surface turbulence at the seams as much as possible. Mitered mainsails depart from this and are made mitered so that additional shaping can be done to the sail in a fore and aft direction which gives a slightly better contour all the way from the mast to the leech. All sails have names for the sides and corners. The corner at the top of the mast is called the head, the corner at the junction of the boom and mast the tack, the corner at the end of the boom the clew, the side against the mast the luff and the side against the boom the foot. The side running from the top of the mast to the end of the boom is called the leech, and the amount of curvature from a straight

line joining the head of the mast and the end of the boom is called the reach. The girth is the distance from the middle of the luff to the middle of the leech and is not to be confused with the reach. Most sails are attached to the spars by using some sort of slide which may go over a track or in a slot, or by attaching a rope to the side of the sail which slides in a slot in the mast. There are pros and cons on the effectiveness of each type of attachment to the spars which we will discuss in a later article.

Now that we have briefly described the sail let us examine some of the factors that effect its performance. First of all, there is the weight of material. Most Flying Scot sails, for example, are made of 5 oz. Dacron. This means 5 oz. to the yard and is generally used because it is heavy enough to resist excessive distortion in strong winds in a boat the size of the Scot. The weight of sailcloth depends largely on the type and size of the boat since a heavier boat places greater strains on the sail. For example: a 3.2 oz. sail is fine on a Penguin in a 20 knot wind because the boat can only offer a resistance of about 500 pounds before she is blown over. The mizzen sail on a Yawl, while only the same size, must be of 6 or 8 oz. material because the boat can offer much more resistance to the wind and far greater forces are developed on the sail at the same wind velocities. The weight of material is not to be confused with surface finish which is the hand or texture or surface feel of the material. Some 3 oz. Dacrons with a hard finish feel heavier than 5 oz. Dacrons with a soft finish. The softer the finish the less wrinkles will appear in the final sail. A soft finish will abrade easier and roughen quicker from use.

Editor's note - Vince DiMaio, the head of Customflex, Inc., Toledo, Ohio and the first SCOT boat builder franchised by Sandy Douglass, will continue this discussion on SAILS in an early issue.

S--&--W

KILBURN ADAMS IS INTERVIEWED ABOUT THE FIRST ANNUAL SANDLUBBER REGATTA LAST OCTOBER BY OUR ROVING REPORTER J. LAPSTRAKE GUNWALE III.

Lap - Mr. Adams, you are a regular annual entry in this here Regatta?

Kil - Well, yes and no, Lapstroke, especially as this was the first Sandlubber Regatta ever run by the Lake Thomas Yacht Club. You know, Lake Thomas is a man made lake on the Colorado River about 75 miles from Abilene and the LTYC is the farthest west sailing club in Texas.

Lap - You are an oldtime Regatta competitor from Texas, Mr. Kilburn?

Kil - Not actually. I'm from New England, padner, but there is more oil and geology down here, and I was particularly interested in eating back in the depression days, and TEXACO recognized my need. I didn't know that they were going to uproot Mrs. Adams, me and my SCOT #101 in 1965 and move us from Dallas to Midland, Texas. You know that Midland is the "scientist" capitol of the U.S.? But it is terribly short on Flying Scots.

Lap - And Mr. Kil, just how did you happen to enter this West Texas Regatta?

Kil - Well, Lapstuck, it is an invitational affair and I thought that Dallas Scot Fleet #23 should be represented, even if "The Man with the Star" planted me and my #101 down in West Texas last May. And Dick Elam, a fine SCOT sailor (#474), lives in Abilene and was going to enter. We could have made it three SCOTS and a bonafide fleet. IF. M. M. Benjamin, Jr. hadn't moved, with his #308

SCOT, from Midland to Fort Worth earlier.

They don't know too much about SCOTS out there in West Texas and they of course felt sorry for the lonely SCOTS sitting there on the starting line, just Dick and me and our crews, with all those strong fleets - Thistles, Flying Dutchman, along with some Y-Flyers and Windmills, lined up for the start. Little did they know that we were going to take both first and second places in the Handicap "A" Class, a real "eye-brow raiser", pushing back Y-Flyers and Lightings, and even, giving Thistles and Flying Dutchman Classes, who started earlier, a run for their money, regardless of starting times. Jim Pace in a Y-Flyer did give Dick and me a good race, finishing third in our Handicap "A" group.

It is a bit embarrassing, believe me, to find your SCOT up in the middle of the earlier starting Flying Dutchman and Thistle fleets during some of the races.

Lap - Did you or did Mr. Elam come out on top in the Regatta, Mr. Adam?

Kil - It was mighty close! Some light winds favored the lighter boats, but Dick and I were pretty even, and passing a Flying Dutchman and almost ending up in the Thistle fleet in the last race, I managed to get a hard earned first, with Dick Elam second for the Regatta. The local yachting enthusiasts were really impressed with the SCOT and how she sails. I'm willing to bet that several of these fine West Texas people will be owning SCOTS in the not too distant future.

Lap - This was your first major Regatta, Mr. Kil?

Kil - Oh, mercy, no! You have never heard about my fancy sailing at the 1963 Flying Scot Nationals at Port Clinton on Lake Erie? OR, I'll give you the details if you'll find a comfortable seat, Lapstuck. That was a Regatta where I -----.

Lap - Well, just a minute Mr. Adam. I'm sure it would be mighty interesting, but with time and space at a premium, we will just have to put off such a wonderful story until a future interview, I am afraid. I know that our little talk today covers only a part of your Sandlubber Regatta story, and I saw the full page of photos in the WEST TEXAN Sunday Pictorial. But I understand that you have filed the complete news release with my SCOTS n' WATER home office, available to anyone interested - theirs for the asking.

One question final, Mr. Kiladaw -- the Sandlubber Regatta was a success in your opinion, and will be an annual affair?

Kil - Very much so, Lap. The people were wonderful, the new clubhouse has an ideal setting up on the bluff and the harbor is well protected. There is only one thing locally that worries me a little, and which I have always felt is a prime requisite for good yacht racing. Will Lake Thomas be there next year? Those SCOTS will do most anything, but they just have to have some water under them to do their best. See me at the 1966 Sandlubber Second Annual Regatta, Lapstrake.

## NEW ACTIVE MEMBERS

#91A - Richard S. Barrett,  
721 Lincoln Ave., Winnetka, Ill. 60093  
Jr. Co-owner of O DAD II.

#189 - Joe C. Atkins, 3817 Indian Rd.  
Toledo, Ohio 43606. Sails *PATTIE ANN*  
with Fleet #34 on Clear Lake, Ind.

#203 - Wm. F. Westerhold, 1040 Mary Ann  
Dr., Bucyrus, Ohio. Sails *GAY LADY II*  
on Clear Fork Lake, Mansfield, Ohio,  
where the first F/S Nationals were held  
in 1959 --- Fleet 4.

#353 - Ernest R. Heyworth, 1209 N. 7th St.  
Herrin, Ill., Fleet #30, Crab Orchard  
Lake, Carbondale, Ill., boat - - *MO LASSIE*.

#380 - Alex F. Weir, 2918 Jan Ave, Tyler,  
Tex. 75706. Sails *HUSTLER* on Lake Tyler.

#479 - Canby Ryles, 2885 Ashby Rd.,  
Columbus, Ohio 43209. Sails *SCOT FREE*  
with Fleet #37, Hoover Yacht Club,  
Westerville, Ohio.

#675 - Jess L. Ashinhurst, Jr., 4620 W.  
Moncrieff, Denver, Colo. 80212. Sails  
*FINDORA* out of the Rocky Mountain  
Sailing Club.

#700 - Dr. Robert T. Collyer, 7 Chalmers  
Ave., London, Ont., Canada. Fanshawe  
Yacht Club, London, Ont. Boat - *SINBAD II*.

#706 - Everett Crosby Glenn, M.D.  
130 Shore Acres Drive, Wisconsin  
Rapids, Wisc. 54494. Sails *Dotty G II*  
on the Wisconsin River.

#728A - Walter T. Miiller, 2319 Schiller  
Ave., Wilmette, Ill. Sails *LOCHINVAR*  
with Fleet 3 at Wilmette.

#735 - Lt. Col. Coburn Marston, USMC,  
Rm 1205 Main Navy Bldg., Wash., D.C.  
20360. Sails the Potomac near Wash-  
ington or Colton's Point, Md.

#742 - Jack T. Orr, M.D., 5 Concord Rd.,  
Danbury, Conn. Sails *PRETENDER* with  
Fl. #24 at Candlewood Lake, Conn.

#744 - Edgar Lepine, M.D., 251 Simcoe Cres.,  
Montreal 16, Canada. Sails *LA MARIE*  
*GALANTE* on Lac Des Deux Montagnes.

#745 - John B. Stirling, 4898 Western Ave.,  
Montreal 6, Quebec, Canada. Sails *SANDRA II*  
at the Royal Nova Scotia Yacht Squadron  
and on Lake Champlain near Rouses Pt., N.Y.

#756 - Dr. Stuart P. Dowling, DVM,  
19 Macy Place, Mobile, Ala. Sails  
with Fl. #38 in *AEOLUS* at Mobile  
Yacht Club.

#759 - Avery A. Bartlett, DDS, 525  
David Whitney Bldg., Detroit, Mich.  
48226. Sails *MOON LUFF* at the  
Huron Portage Yacht Club.

#760 - Richard E. Gerbracht, 27346  
Santa Clara Dr., Westlake, Ohio  
44091. Sails *SPIDER* on the Clev-  
land waterfront and at Erie, Pa.

#762 - John C. Arnold, Jr., 125  
Ledge Rd., Burlington, Vt. Sails  
*SCOTCH 'N WATER* with Fl. #5 at  
the Malletts Bay Boat Club, Inc.

#767 - James C. Ives, 806 Bon Haven  
Drive, Annapolis, Md. Sails *BLUEBELL*  
on the South River near Annapolis.

#772 - W.J. Woodill, 626 Palm Circle  
West, Naples, Fla. 33940, Is with  
the Naples Sailing Club and sails  
on the Gulf of Mexico and in bays  
near Naples.

#773 - Wm. J. Hines, Sr., 324 Dupont  
Circle, P.O. Box 10453, Raleigh, N.C.  
Sails with Fl. #27 at Kerr Lake  
Reservoir, Henderson, N.C. and also  
on Bogue Sound and Neuse River  
near Morehead City, N.C.

#775 - Ernest G. Myatt, 530 Audubon  
Dr., Greenboro, N.C. Is another  
Fl. 27 sailor, in *SPLURGE* at  
Kerr Lake.

#776 - M. Olive Krogman, 201 East Ave.  
Burlington, Vt. Sails with Fl. #5,  
Malletts Bay Boat Club.

NEW ACTIVE MEMBERS (CONT.)

#789 - Rev. T.P. Jackson, Box 203  
Falmouth, Mass. 02541. Sails JACANA  
at Falmouth Yacht Club on Vinyard  
Sound, Buzzards Bay.

#790 - Howard M. Gottlieb, 5602  
Woodridge Dr., Toledo, Ohio. Sails  
on Lake Erie with Jolly Roger SC.

#802 - David Chall, 95 Bowen St.,  
Jamestown, N.Y. Sails BRENDA II  
with Fl. #35, Chautauqua Yacht  
Club near Jamestown, N.Y.

#803 - Hans J. Bruns, M. D. 211 Goodrich  
Ave., Syracuse, N.Y. Willowbank Yacht  
Club and sails on Cazenoria Lake.

NEW ASSOCIATE MEMBER

Dr. Robert R. Kitchen, 335 N. Hampton Rd., Wichita, Kansas

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#808 - Mrs. Harris Garrett, 3508 Lexington  
Ave., Dallas, Tex. 75205. Co-owner  
with Bill of this new boat, replacing  
#267.

#809 - Gerald D. Gieseke, Box 55, Menno,  
So. Dakota 57045. Sails GIGI on Lewis  
and Clark Lake near Yankton, S.D.

#811 - Walter J. Gunderson, Holiday  
Point, Sherman, Conn. 06784.  
Sails DESTINY on Candlewood Lake.

#818 - Frank T. Remeikis, 150 W.  
Main St., Waukesha, Wisc.

#829 - Leon Hall Fish, 6191 Wanlow  
Lane, Dayton, Ohio 45459. Sails  
KE MI TI (like Tahiti) with Fl. 1  
on Crown Lake.

SCOT TRANSFERS

#96 - Helene Marie Leuchenmueller  
212 Orchard St., Newton Falls, Ohio  
Former owner - Fred Joyce and John  
Gelderman who now own #684.

#111 - Howe LaGrade, Gabriel's  
Landing, Oxford, Md. Former  
owner - Donald C. Beelar, now #711.

#131 - John C. Lorenz, R.D. 1, Box 529,  
Hokesin, Del. Former owner - Robert J.  
Tennant, now #774 owner.

#203 - William F. Westerhold,  
1040 Mary Ann Lane, Bucyrus, Ohio.  
Ex-owner - Edward Cobb, now #800.

#246 - Alex Mac Leod, 121 Montgomery  
Ave., Riverview Heights, Albert Co.  
New Brunswick. Ex-owner - C. Dixon.

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#262 - G. A. Kuechenmeister, 2040  
Beaufait, Grosse Pointe, Michigan  
Donald Mott - former owner.

#341 - Dr. James A. Taylor, 3010  
Riverside Ave. and Dr. Robert M.  
Clark, 3124 University Ave.,  
both Muncie, Ind. Former owner -  
Wm. T. Janney, also from Muncie.

#626 - T. A. Ferguson, 6842 Lynd -  
hurst, Houston, Texas 77017.  
Former owner - L. F. MacNeil, who  
now owns #848.

#675 - Jess L. Ashinhurst, Jr.,  
4620 W. Moncrieff, Denver, Colorado  
80212. Former owner - Charles M.  
Wilkinson, also of Denver.

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NEW BOAT NUMBERS ASSIGNED

- #780 - Walter P. Jensen, Jr.  
1927 Chaparral, Houston, Tex. 77043
- #807 - Robert L. Jones, Jr.  
9917 Ridgehaven Dr., Dallas, Tex.
- #818 - Frank T. Remeilis, 150 West  
Main St., Waukesha, Wis.
- #826 - Duane P. Smith, 1118 Marigold  
Ave., East Lansing, Mich.
- #828 - Dr. James McMahon, 15 Terrell  
Ave., Rockville Centre, L.I., N. Y.
- #830 - Pierce H. Farrar, 2220 Woodside  
Road, Ann Arbor, Mich.
- #832 - Virgil W. Kenerson, 29415 Osborn  
Road, Bay Village, Ohio 44140  
Formerly owned SCOT #58.
- #835 - Herbert D. Trace, M. D.  
747 Michigan Ave., Evanston, Ill.  
Former owner of #26.
- #836 - Dr. M. W. Feigert, 1041 South  
Main St., Findlay, Ohio.
- #837 - R. K. Jefferies, 7719 Chad-  
wick Rd., Waco, Texas, 76710
- #838 - John W. Evans, Sacramento  
Peak Observatory, Sunspot, N. M.
- #839 - Dr. A. C. Triantophyllou,  
901 Merrie Rd., Raleigh, N. C.
- #841 - Henry C. R. White, 434 Berk-  
eley Ave., Vinnetka, Ill.  
Formerly owned #126-
- #842 - Dr. Burton S. Tabakin,  
53 Elsom Parkway, So. Burlington,  
Vt. Former owner of SCOT #65.
- #843 - Douglas and Jane Humm,  
Smithlevel Rd., Chapel Hill, N. C.
- #844 - Jack E. Little, 96 Wildwood  
Dr., Durlington, Vt. EX - #209 owner.
- #846 - Mark E. Houser, Jr., ewr 3249  
Eugenia Dr., Grooves, Tex. 77619
- #848 - L. F. MacNeil, 1312 Bayshore  
Dr., Laporte, Tex. 77571
- #850 - Gordon K. Douglass, Box 28,  
Oakland, Mc. 21550. Former owner  
of canoes, 14's, Thistles, High-  
landers and SCOTS #100, 350 and  
450 - one of our most enthusiastic  
FLYING SCOT owners.

--- OUR CAVEAT EMPTOR DEPARTMENT ---

FLYING SCOT #540 - Light blue hull, dry docked when not in use. Equipped with cockpit cover. Original main and jib sails; outboard bracket - all in perfect condition. Contact W. F. Rogers, 9035 Aero Lane, San Antonio, Texas 78217. AC 512 - TA 4 - 6386.

S--&--W

FLYING SCOT #499 - \$2200.00, with \$100.00 discount if you join Fleet #28, Sheepshead Bay, N.Y. Spinnaker will be included, and set of Hild sails. New mast and stays. In perfect condition; just had Sandy Douglass recondition same. Dan Beyer, 1193 East 17th Street, Brooklyn, N.Y. 11230. AC 212 - 338-0304.

S--&--W

FLYING SCOT #387 - Red hull, oyster white deck and black boot-top with Boston Main and Jib, Cockpit Cover, Spinnaker Pole, Boston Spinnaker and Gator Trailer. Excellent condition. Mrs. Malcolm E. Runyon, 35 Wood Haven Road, Green Island, Toms River, New Jersey. AC 201 - 225-1262.

S--&--W

Of course, folks, all of the above are subject to prior sale. And here is something from a little different angle: -

S--&--W

TRADE - "racing machine" - C Scow for slower, lazier fiberglass sloop such as FLYING SCOT, mariner, rhodes 19, highlander, etc. My "C" is by Stamm, fiberglass, good, fully equipped, stainless steel standing rigging, one flat and one full sail, been trailed little and dry sailed only. I'm slowing down. If you (or a friend) want to speed up, write me. At age 59, I'd be willing to let a hyper-energetic SCOT-man sail my very good Inland Lake C Scow off into the wild blue yonder, while trailing leisurely along in his make at the helm of his SCOT. James E. Amick, C.L.U., R.R. 2, Box 142, Blue Springs, Missouri 64015, AC 816 - ACademy 9-3336, Kansas City, Missouri.

S--&--W

NOTE - We will only run the above sale and wanted entries a single time. Let us know if by some stretch of the imagination you didn't have any results the first time and wish the item run again.

S--&--W

**CHARLES S. SILSBEE, Editor**  
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