

SCOTS

n' water

Vol. VIII No. 7

May, 1966

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
(EDGEWATER YC) | 29 - MUNCIE, IND. | 48 - CHARLOTTE, N. C. |
| 13 - CHATTANOOGA, TENN. | 30 - CARBONDALE, ILL. | 49 - LAKE GRANITE SHOALS, TEXAS |
| 14 - SPRINGFIELD, OHIO
(KISER LAKE) | 31 - SHORE ACRES, N. J. | 50 - OKLAHOMA CITY, OKLAHOMA |
| 15 - GULL LAKE, (KALAMAZOO) MICH. | 32 - GALVESTON BAY, TEX. | 51 - SEABROOK, TEXAS |
| 16 - DETROIT, MICH. (DYC) | 33 - LONDON, ONTARIO | 52 - LAKE ORION, MICH. |
| 17 - GROSSE POINTE, MICH. | 34 - RAY, INDIANA | 53 - LAKE CAYUGA, N. Y. |
| | 35 - CHAUTAUQUA, N. Y. | 54 - LAKE GEORGE, INDIANA |
| | 36 - MONTREAL, QUEBEC | |

SANDY SAYS!RAISING THE FLYING SCOT MAST

I find that many Flying Scot owners do not understand the safest and easiest method for raising the Flying Scot mast; and with a new season ahead of us, this may be a good time to go over it again. At regattas I have been aghast at seeing some of the complicated and dangerous gyrations of some of our crews, with sometimes three, four and more helpers all pulling in different directions. This may be why some owners hesitate to trail their boats.

Raising the Flying Scot mast can be a simple and safe operation if certain procedures are followed. Be sure the boat is headed into the wind. Do not ever let the mast lean forward of vertical; you can push against it readily, but cannot pull.

To use the following method, your jib halyard must extend from 21½ inches to 22 inches beyond the butt of the mast when it is fully extended. If it is too long, shorten it; and if too short, replace it or extend it with a special loop of line or cable.

1. Attach the shrouds as usual, and walk the mast up with the butt in the tabernacle, straddling from seat to seat as you go. When it is up, keep it leaning slightly aft. It cannot fall sideways.
2. Have your crew attach the jib halyard, fully extended (22" approx.), to the eye of the bowplate.
3. You and crew lift the mast quickly straight up and hold it up. It now is guyed in three directions and cannot fall.
4. Set the butt on the mast-step; crank up the jib halyard and lock it.
5. Relax - and attach the jib stay.

See you at the regatta - SANDY DOUGLASS

S-&-W

Notice in our FLEET ROSTER on page one that #54 has been chartered? It is located at R.R.2, Fremont, Indiana, and the charter members of this Lake George, Indiana group are Kenneth A. Altekruze (#912)-Commodore, F. Wayne Hutchison (#866)-Secretary and B. A. Townsend (#723)-Measurer. Fleet #54 is in the northeast corner of Indiana, practically on the Michigan line, and Lake George, as Jack Cochrane mentioned in last month's SCOTS n'WATER, is only nine miles west of Clear Lake at Ray, Indiana, the home port of F/S Fleet #34. I'll bet that anyone high-balling down the Indiana turnpike on a weekend with their SCOT in tow would be welcome at either Clear Lake or Lake George for a bit of competition.

S-&-W

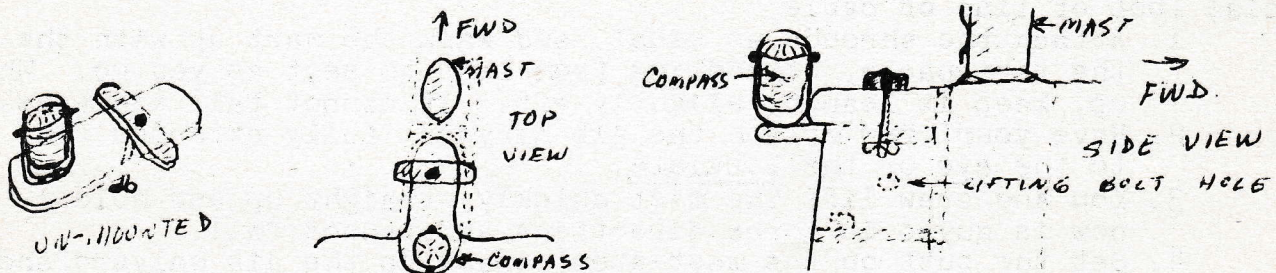
And that doesn't end the good news about additional F/S Fleets being formed. A charter has been requested for F/S Fleet #55 sailing on Cheney Reservoir, Wichita, Kansas and should be forthcoming shortly. Dan E. Bramhall (#625) is Fleet Captain, Robert R. Kitchen (#779)-Correspondent, and Charles A. Colby (#720), Ronald F. Miner (#568) and W. J. Rutledge III (#755) are the charter members. We'll publish more news about #55 as Bob Kitchen sends it in.

S-&-W

Merritt Loe from Toledo writes in that they will sail "DOCK 'N DORRIS", F/S #585, with Fleet #34 on Clear Lake (CLYC), Ray, Indiana. Along with Merritt, owner and skipper, other crew members, all Loe's, are Marcia, alternate skipper and 1st mate, Suzanne and John Michael crew members, and Pete as alternate crew member.

S-&-W

From Fleet #38, Dr. Stuart Dowling reports on the Annual Dauphin Island long distance race in April; out of the 80 boats entered, 8 were SCOTS. Much of the race, going and coming, about 22 miles each way, was with spinnakers flying. Jack Tappan of the home fleet finished first, Bill Suddath, Fleet #45 was second and John Batte, also from the Jackson, Mississippi fleet #45 was third. Another interesting race coming up on May 14th, according to Stuart, is another one around Dauphin Island, half of which will be sailed in the Gulf of Mexico. Paul Bruckmann of Fl.#38 has built a simple inexpensive, removable compass mount for the SCOT. No dimensions are given since each SCOT could vary slightly at the tabernacle. Be sure to use a bronze bolt to hold the rig on and remove the lifting harness bolt because both will vary the compass. Keep the board as short as possible or the boom vang may hit the compass; otherwise this location is out of the way and is working out well in Fleet #38. Here's a free-hand sketch of the rig:-

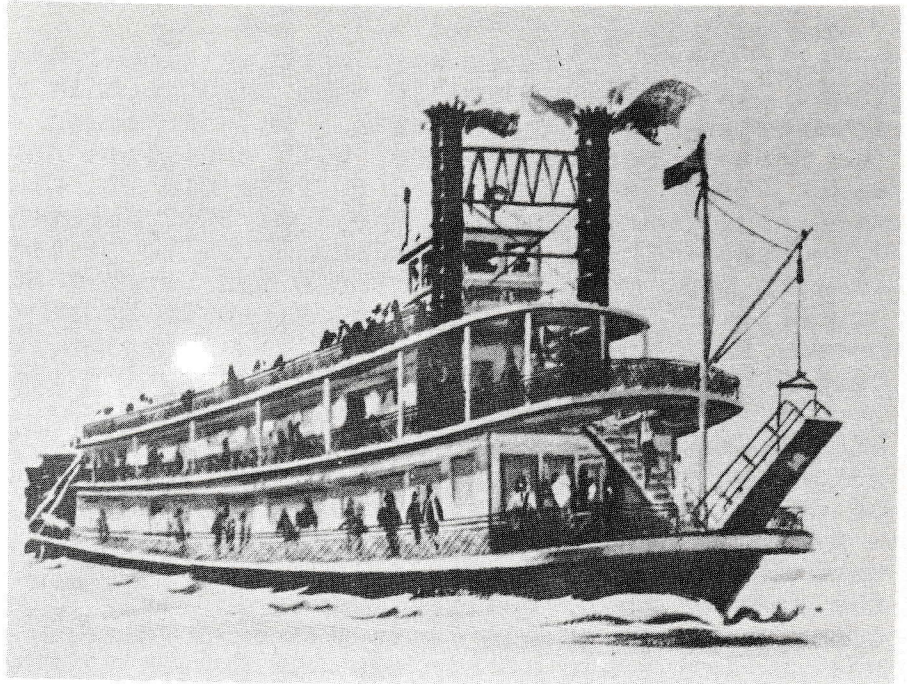


S-&-W

FLYING SCOT 1966 NATIONALS
"FLAGSHIP"

Looks like a Mississippi riverboat circa the Gay '90's, doesn't she? Exactly. If you don't count the twin screws and the two 300 HP diesel engines. Actually, she's a brand new, all steel, modernized replica, sporting a real calliope and two towering "belchers" (smokestacks) forward, a large paddle wheel astern, and a catwalk.

Her main deck, completely enclosed, has dance floor, bar; upper decks are for sight-seeing, snacks, etc.



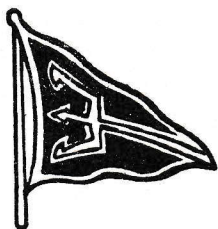
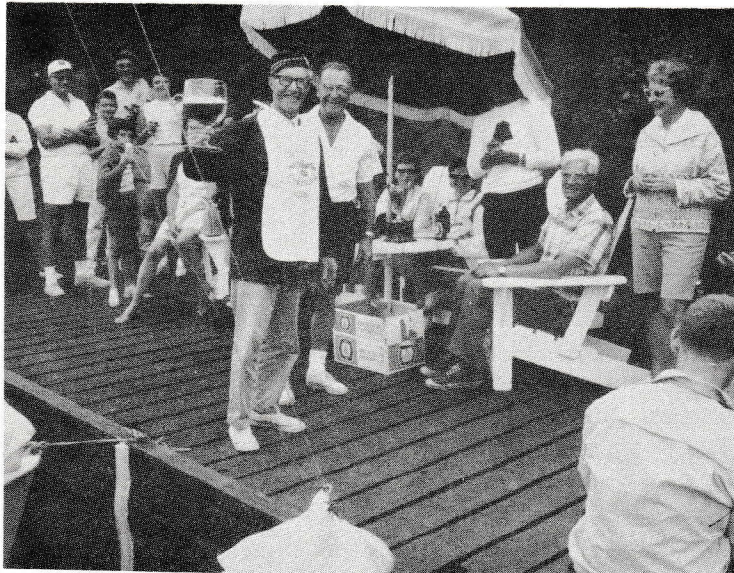
You can examine this 120-foot vessel closely if you come to the Nationals in Cleveland, because on Wednesday evening, August 17th, she belongs to us. Your treat will be an unforgettable cruise, moonlight and music, with the best of companionship - SCOT sailing friends.

- Joan Donley, F/S Nationals, Publicity

S-&-W

NEWS FROM AND ABOUT CANADIAN SCOT ACTIVITIES

Dr. Stevens, currently the only SCOT sailor at the Trident Yacht Club, informs us that the Second Annual F/S Regatta will be held at the Club on August 6th and 7th. Last year, the Sandy Douglass clan won the invitational among the Canadian and U.S. SCOTS - see photo. For 1966, the winner of the first race receives the Sandy Douglass Trophy, second race the Philadelphia Trophy, third race the Canadian-USA Border Trophy and the overall winner will have his name engraved on the LaQue Trophy dating from 1884. An informal Barb-B-Que Club Campfire, with strings, harmonicas and questionable voices will be held Saturday night. Dr. Stevens adds that those who play instruments they can carry are invited to participate. All who are interested in this exciting sounding Regatta should contact Mr. Jerry Springer, Chairman Sailing Committee, 1082 Johnson St., Kingston, Ontario, Canada.



TRIDENT YACHT CLUB

BATEAU CHANNEL
(R. R. 3.)
GANANOQUE, ONTARIO
CANADA

VICE COMMODORE
DR. FORD W. STEVENS
255 SOUTH 17TH STREET
PHILADELPHIA, PA. 19103

Orville White, who has been working closely with Dr. Stevens on the Trident Yacht Club Regatta, really came through this month with Fleet #36 and other interesting news from Canada. This included - the latest SCOT showing at the Tanzer Industries shop, with non-glare deck finish and a new halyard winch - the facelifting of 80 year old Pt. Claire Yacht Club and harbor area, this club being host for the 1967 SCOT Regatta and other events in 1966 - F/S Championships for Canadian SCOTS to be held at Pt. Claire Y C on July 16-17th this year, with Ontario and Vermont SCOTS cordially invited - only one Fleet 36 sailor, to date, plans to be at the Cleveland Nationals, Don Brown, Fleet Captain and local F/S Champion, but others may sign up later - many SCOT sailors attended the five evening seminar on advanced sailing at the St. Lawrence Yacht Club this past winter, with speakers including Dick Stearns of Murphy & Nye along with another STAR champion, Gerry Comer, Bud Melges on scow sailing, Bruce Kirby formerly of the St. L Y C and now editor of ONE DESIGN YACHTSMAN, plus Carter, Meldrum, Chance, Nice, O'Day and others - #36 will officially experiment with hiking straps this season - the Ed Cobb designed rubber cable lift for rudders is a fine idea. Orville lists the various major sailing events in their area for 1966, along with many other comments in his Fleet #36 news letters; if anyone desires more information, write him at Sir Winston Churchill High School, 2505 Cote Vertu Road, St. Laurent, Quebec where he is V/P, or use his home address - Orville E. White, 61 Finchley Road, Montreal 29, P.Que. (Tele. 481-1294). If it's Canadian F/S information you are after, Orville has it.

George L. Foster, corresponding secretary for London, Ontario F/S Fleet 33, reports recently that the fleet is really active, a fact that might not be particularly evident from reports supplied to S&W from this Fanshawe Lake group. John McGugan, one of the old SCOT faithfuls and currently Fleet Captain, called a meeting last month where plans for the 1966 season were set up. One of the major events will be the Fanshawe Yacht Club's June Bug Regatta on June 11-12 where all SCOT skippers are invited. Later in the year, October 8-10 to be exact, the Pumpkin Regatta will be held, an annual event for sailors who enjoy brisk sailing - all are welcome. The Fleet #33 people plan to arrange visits as a group to nearby yacht clubs in 1966 to arouse more interest in the Scot Class, taking their boats along as a sort of boating picnic, inviting other club members to join them and enjoy SCOT sailing for a change.

S-&-W

THE SELECTION AND CARE OF YOUR FLYING SCOT SAILS
(This is Vince's final installment)

Many new Scot sailors are mystified by the jib sheet track. It's proper use is simple. When the block is moved forward the pull on the sheet is more nearly down along the leach tending to slacken the foot. This causes the jib to luff first near the bottom of the luff wire when the boat is brought up into the wind. As we move the block back we change the angle of the sheetline so the pull is more along the foot than down on the leach and the jib will now luff first at the top. At some point on the track the jib will luff instantaneously along its entire height. This is where the block is thereafter kept when beating to windward. This point varies with different jibs and can be quite a different distance on different boats. When reaching, it is desirable to move the fairleads aft to open the slot as much as possible and to move the draft of the jib further back for its best reaching shape. In heavy air even on weather legs it may be advantageous to move the fairlead a hole or two aft to help open the slot between jib and main

and reduce backwind. This causes the top of the jib to luff more than it should, but this is a relatively ineffective part of the sail anyway and the added efficiency of the main more than makes up for this loss.

Sails should never be stuffed into a bag. One stuffing is comparable in wear to ten races. Jamming them into a bag chafes them badly, puts thousands of wrinkles into the surface and abrades. The surface roughness and drag is very high. They should be folded. To fold properly stretch them out flat and grasping the luff and leach about an armlength above the foot drag down a fold parallel to the foot. Repeat until the entire sail is accordian folded into a two foot wide strip of about ten folds the full length of the foot. Roll up this strip starting from the luff end. All the folds will then be creases parallel to the wind flow along the sail. If folded, they can also be put on much quicker. Present day Dacrons can be put away wet without harm but beware of anything of an organic nature in contact with them since, even though the Dacron won't mildew, the other substance may and transfer the stain to the sail.

Never scrub a sail. They can be washed gently in a tub (no washing machine) with a mild soap with luke warm water, rinsed thoroughly and dried by airing (no driers). Oil, tar or grease stains may be removed by gently blotting with "lighter" fluid and an absorbant cloth. Do not get solvent on the elastic bottom of the batten pocket or the number or insignia since there is often an adhesive on the back of them even if they are oversewn.

Do not leave the sails up on an unattended boat at a dock or mooring since the slatting and luffing harms them. Have you seen an old flag? Sails suffer the same effects from whipping. There is no longer any need to gently break-in a Dacron sail. Dacron sailcloth has enough elasticity to withstand considerable deformation without damage and can be sailed hard after a few hours when the zig-zag stitching has equalized its tension along the seams.

Do not use battens that fit the pockets too snugly. If forced in, they will bend and curve the leach in or out. Shorten battens until they fit easily and always have the thick part of the tapered batten toward the outside. Battens should be varnished to make them slide easily and to keep them from warping. They should also always be kept flat when not being used. Small tears can be easily fixed with pressure sensitive cloth tape (similar to that used to reinforce men's cuff and pockets). It should never be put on with a flat iron unless the iron is cold. Sails should never be ironed to remove wrinkles. All sharp edges that can snag a sail should be taped.

-- Vince DiMaio
Customflex, Inc.

(END)

S-&-W

And just as we go to press, Jack Cochrane has reported that the Ft. Myers, Florida F/S fleet has been formed. It is #56 and will sail out of the Royal Palm Yacht Club. Charter members of "The Three Johns" group are - John D. Cochrane (#450), Fleet Captain, John Walters (#81) and John J. Hanson (#40), Fleet Sec'y.



Photo by - Bill Schill

"Hiking straps should help to get the girls into condition"

ARE YOU FOR THEM OR AGAINST THEM?

I hesitate to bring up the subject of hiking straps again, yet the issue is so vital to the future of the Flying Scot that I think it should be thoroughly understood by all. I hope that there will be other letters to SCOTS & WATER, and especially from those who do not favor the idea. This could prove to be a situation where a vocal and organized minority may be able to put across a change which is not wanted by the majority, simply because the majority do not make their voices heard. In correspondence, in conversations at regattas and boat shows, I find there are many owners who like the Scot because she is not an athletic hiking boat and who realize, as I do, that hiking straps will change her character. Do we want to change her character?

Few sailors will believe how difficult it is to create a one-design class and to keep it one-design. Among even the most sincere believers in one-design racing, almost every skipper has just one or two little changes he would like to make for what he thinks would be the betterment of the boat - and to suit his own tastes and habits. Therefore, if a class is to remain one-design, each individual must give up his own pet idea for the general good of all.

In the December, 1965, issue of ONE-DESIGN Yachtsman there is a thought-provoking article by Bill Bentsen on "Class Rules: The One-Design Myth", in which he discusses the many pitfalls awaiting the class which attempts to be and to remain one-design; and I am indebted to him for the following statement which is so germane to our discussion:

"Does the class want athletic prowess to be part of the game? Any class that allows the crew to do anything more than simply sit on the rail going to weather says "Yes", regardless of whether they favor trapezes, straps or lying out on the topsides STAR style. (Don't be fooled into guessing which method is more physically demanding, by the way. The answer is not obvious, and varies from class to class.)"

(Continued)

Proper hiking straps are not just a safety device and will not be used as such. They are also a means of propulsion and they put a premium on youth, physical condition and stamina. As Bill Bentsen writes, don't be fooled into thinking they will not. Please read, also, the article on page 60 of the April, 1966 YACHTING: "They Sail to Win. Pre-Racing Physical Conditioning.", by Wm. C. Chasey, Jr. from which our illustration is taken.

If safety is what we are after, let's go about it in a less dangerous way. Let's insist on the use of good wearable life jackets in bad weather. Let's install good hand lines, long enough to do some good, perhaps with an eye splice for a hand hold. These surely will keep people in the boat. We might consider a toe-block under the rear coaming for the benefit of the skipper.

Or do we want to change the Flying Scot into an athlete's boat, a racing machine? If this sounds far-fetched, just see what has happened to a number of other "family" boats. I cannot over-emphasize the importance of this issue.

Gordon K. "Sandy" Douglass

April - 1966

S-&-W

Steele Griswold of Essex Junction, Vermont is the new F/S National Measurer, taking over the assignment from Ed Cobb who, we understand, has gone over to a Shields-30. Good luck, Steele, you are certainly well qualified for your new job, and we all know your genuine interest in the Flying Scot Class.

And we all are indeed sorry to see Ed Cobb leave the Flying Scot ranks after his years of dedicated service in helping to shape up the Class in the fine manner he has always offered his services. Many years of good sailing, Ed.

S-&-W

Pat Barry, Edison Boat Club F/S Fleet #8 correspondent at Detroit says that he believes the "C" in "EBC" stands for competition, as they do get a real dose of it all season - and now even with lady sailors in their ranks. The local brand of racing keeps everyone on his toes. Full-fledged Intra-Club racing began early in April with eight to ten races every Saturday, the novices and up to 35 skippers participating. Inter-Club Regattas start with the annual Detroit Yacht Club F/S Fl.#16 Memorial Day Regatta and then throughout the season, F/S Fleets #8-16-17-18 continue their free-for-all and team races. Fleet Captain Chuck Mills of EDC has designated Pat Clancy, John Keeler and Pat Barry as EBC team skippers to open the Regatta season. Over the years, the Detroit area skippers have done well in national F/S competition and they hope to repeat in Cleveland this August.

S-&-W

Cupid strikes again! Skipper Carole Zemlicka who sailed #558-COOKIE has married her last year's jib man, George P. Kraemer. Carole says to tell all the single girls that a Flying Scot is great date bait. Meanwhile, everyone in the local Milwaukee Fleet #25 is waiting to see who skips the new COOKIE this season. ----- Last year's Fleet Captain, Merritt Hayes, has left the SCOTS for a Columbia 29, as has Dough Haddow.----Reiner Seitz, #560, has moved to the Narragansett Bay area. ----Bill Scanlon, #503 skipper, SCANDAL, has moved to Boston; we would like to alert the Boston Coast Guard Station that SCANDAL was better known in the Milwaukee vicinity as BOTTOMS UP.

-----John F. Penner, Sec.-Treas., Milwaukee Fl. #25.

S-&-W

John Foley of F/S Fleet #28 and the Miramar Yacht Club, Emmons Avenue, Sheepshead Bay, Brooklyn, N.Y. 11235, has asked that the following be placed in SCOTS N'WATER:-

Miramar Yacht Club and Fleet #28 of Sheepshead Bay, New York, invites all Flying Scot skippers to attend the second annual F/S Regatta. There will be three races, two on Saturday July 16th and an afternoon race on Sunday 17th. There are, at Sheepshead Bay, excellent waters for sailing,

(continued)

plus a sincere welcome to attend and make this a real successful regatta. Further information is available by writing John at 215-08 112 Ave., Queens Village, New York 11429.

S-&-W

John Batte, Jackson, Mississippi Fleet #45, has written in suggesting that there be a listing of the fleet champions of all F/S fleets. John adds that this would be like in other sports to learn who the "stars" are. And then when it comes time for the Nationals, everyone would have a better idea of whom to watch and who might make the best showing. Also, it would give a relative comparison between fleets. (Anyone have additional ideas along this line? -Ed.)

S-&-W

NEW ACTIVE MEMBERS

- # 26 - Miss Monie Upham, 2728 E. Bradford Place, Milwaukee, Wisc. 53211 and J. Stewart Dill (Jr. co-owner), 2201 E. Newton Ave., Milwaukee, Wisc. 53211 will sail SECRET with Fleet #25
- #335 - George T. Little and David N. Little (Jr. co-owner), R.F.D. #1, Williston, Vermont 05491 sail DISTANT with Fleet #5
- #464 - Igor Kamlukin, 8017 N. Links Way, Milwaukee, Wisc. 53217 will sail PIBROCH with Fleet #25
- #580 - John M. Anderson, 74 Friends Lane, Westbury, New York 11590 will sail on Nayoc Bay and other Eastern Long Island waters
- #625 - Dan E. Bramhall, 2704 W. 13th St., Apt. 304, Wichita, Kans. 67203 will sail WINDJAMMER on Cheney Reservoir with the new Fleet #55
- #799 - Thomas J. Pearsall, 244 Kerby Road, Grosse Pointe Farms, Michigan, Chairman, Flying Scot Committee, Detroit Yacht Club, and Robert A. Cowles, 29423 Walker, Warren, Michigan, Detroit Yacht Club and Carl A. Jonas, 18149 Fielding, Detroit, Michigan, Detroit Yacht Club
- #825 - C. W. (Bill) Brown, 1724 Woods Drive, Arlington, Texas 76010 - Sec'y. Arlington Yacht Club and Associate Member Fleet #23
- #862 - Nicholas Kucherov, 421 Jones Road, Vestal, N.Y. Cayuga Lake Fl. #53
- #863 - H. Preston Pate, 518 N. Sargent, Joplin, Missouri
- #864 - Stanley Glen, 6440 N. Lake Drive, Milwaukee, Wisc. 53217. Will sail ETHEL-B with Fleet #25
- #885 - Dr. Victor M. Carnes, 710 N. Sargent, Joplin, Missouri
- #891 - John D. Tuggle, 1918 West 5th St., Coffeyville, Kans.

NEW ASSOCIATE MEMBER

Thomas H. Chidester, 1488 Osborn Drive, Columbus, Ohio 43221

BOAT TRANSFERS

- # 14- Richard Vleugel, 126 E. South St., Vicksburg, Mich. Former owner - Richard B. Edelen
- # 26 - (See above). Former owner - Dr. Herbert Trace who now owns #835
- #174 - Dr. Eugene H. Hamilton, 2736 East 15th, Joplin, Missouri will sail Don Quillan's boat, the former owner, with Fleet #39
- #355 - (See above). James E. Reed, now a F/S sustaining member, ex-owner
- #479 - Richard A. Friend, 4205 Wright Park, Columbus, Ohio 43212, will sail with Fleet #37. Former owner - Canby Ryles
- #580 - (See above). Former owner - Walter Lowrey who now owns #881
- #662 - Al Gershbein, 43 Shore View Drive, Yonkers, N.Y. 10710. Former owner - Robert Rich who now owns #939

NEW BOAT NUMBERS ASSIGNED

- #822 - Dr. Harry S. Pitler, 182 N. Pearl St., Canandaigua, New York
- #825 - C. W. (Bill) Brown, 1724 Woods Drive, Arlington, Texas 76010
- #827 - Boy Scouts of America, Huntingburg, Indiana
- #857 - James Regal, 43000 Clio Road, Flint, Michigan
- #871 - Detroit Yacht Club, Detroit, Michigan
- #876 - Dr. F. John Lewis, 1345 Ashland Avenue, Wilmette, Illinois
- #883 - Shirreff Sailboat Sales, 5634 Daniels Lane, Dallas, Texas
- #884 - G. H. Westby, 2515 East 28th, Tulsa, Oklahoma
- #886 - Shirreff Sailboat Sales, 5634 Daniels Lane, Dallas, Texas
- #887 - Bryson Lesley, 4365 Ridgewood Road, Jackson, Mississippi
- #892 - Dr. Robert Weinhaus, 868 Albey Lane, St. Louis, Missouri
- #893 - Glenn Mottin Sailboat Sales, Portage Des Sioux, Missouri
- #907 - E. F. Weizer, Jr., 345 Latrobe Ave., Northfield, Illinois and
Pierce E. Tuttle, 1233 S. Wilson Drive, Lake Forest, Illinois
(Formerly owned #152)
- #909 - Donald Bailey, 95 Boyd St., Long Beach, N.Y. Formerly owned #777
- #911 - Robert C. Taylor, 154 Union St., Hingham, Mass.
- #915 - National Institute of Health, % Ralph Adams, Bldg. 2-SB-3,
Bethesda, Maryland
- #916 - Harry F. Ertel, 1780 Sterling Road, Charlotte, North Carolina
- #917 - Camp Seafarer, Arapahoe, North Carolina
- #918 - " " " "
- #919 - " " " "
- #931 - John Carlstrom, 24000 Earl Court, Farmington, Michigan
- #937 - Arthur Rothenberg, 567 Theresa Ave., West Hempstead, New York;
formerly owned #586
- #938 - Donald Seixas, 359 Hillcrest Road, Englewood, New Jersey;
sails on Great South Bay
- #939 - Robert Rich, 1 Jefferson Ave., Rockville Centre, Long Island, N.Y.
- #940 - Peter M. Bruner, 4900 Debrook Road, Mechanicsburg, Penna.
- #941 - Frank Harwood, Bertha Drive, Baldwin, Long Island, New York

S-&-W

Jack L. Haanen, 1028 Pembroke Drive, Neenah, Wisconsin 54956 has purchased F/S #289 from John Lane and Harry DeMuth of Fleet 3, Wilmette, Illinois, one of the top boats in the Class during the past few years. This is the second SCOT in the area, the first belonging to Dr. Curtice Tarr, President of Lawrence University, Appleton, Wisconsin. Sailors from other classes may also switch and start a new F/S Fleet, which would be the first in this part of inland Wisconsin.

S-&-W

CAVEAT EMPTOR - (Boats are subject to prior sale)

- F/S #112 - "JOLA II - Green hull, light green deck and red boot-top. Boston Dacron jib, mainsail and spinnaker; all gear. Cockpit cover (new 1965), Evinrude Yachtwin motor-1964, motor bracket, Gator trailer with spare wheel and tire, running lights, Danforth anchor and nylon rope, fire extinguisher, paddles, etc. Replacement cost over \$3400.00. Sale price \$2200.00. This boat is in A-1 condition and looks like new. Contact J. F. Keiser, 508 Maple Drive Gallipolis, Ohio 45631, tele. 614---446-1952
- F/S #562 - Customflex, all white, two years old, in water one half season. Mint condition, new Boston sails, cover, motor bracket, anchor, etc. \$2,100.00 complete. Shimon Perlmutter, 2128 Orchard Road, Toledo, Ohio. Tel. 419--536-9525

S-&-W

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

Mr. Alan K. Douglass
Pennington St.
Oakland, Md. 21550

CHARLES S. SILSBEE, Editor
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Winnetka, Illinois 60093

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