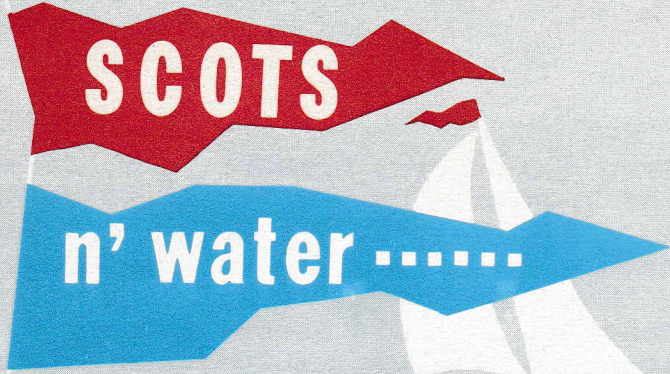


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Vol. VIII No. 8
June, 1966

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 CAYGA, N. Y. |
| | 35 - CHAUTAUQUA, N. Y. | 54 - LAKE GEORGE, INDIANA |
| | 36 - MONTREAL, QUEBEC | 55 - WICHITA, KANSAS |
| | | 56 - FT. MYERS, FLORIDA |

FOLKS! - Remember to make your plans for the Flying Scot Nationals in Cleveland the week of August 14th. Please refer to the April issue of SCOTS N'WATER for schedule and reservation details.

S-&-W

AND - For SCOT owners in the general area of the Canadian-United States border, the Trident Yacht Club Regatta on August 6th and 7th in this beautiful St. Lawrence Islands (Thousand Islands) setting should be a "must". As mentioned in the May issue, those interested should contact Mr. Jerry Springer in Kingston, Ontario. Captain A. W. Chapin, Commodore of the Trident Yacht Club is donating the Canadian-USA Border Trophy, and you can just bet that Sandy and Mary Douglass will be right in there after it. Dr. Stevens tells us that they will be present.

S-&-W

THE 1000TH FLYING SCOT! - In the interest of American sailing, Sandy Douglass suggested to Bob Bavier and confirmed his offer to Henry S. Morgan, President of the United States International Sailing Association, to present the 1000th SCOT to the Association to be sold or raffled for the good of the cause. A letter has been received by Sandy from Henry H. Anderson, Jr., Executive Secretary of the USISA expressing the appreciation of the Trustees for Sandy's generosity.

S-&-W

As you will see, there are no articles this month by Sandy or Vince. It will be appreciated if readers will write in suggesting topics that they think will be interesting to all.

S-&-W

S-&-W

Paul F. McRoy, Captain of F/S Fleet #30 on Crab Orchard Lake, Carbondale, Illinois has sent us copies of the brochure for the 5th District Regatta to be held there on Friday, Saturday and Sunday, July 8-10. The brochure will be mailed shortly to Scot sailors, is attractive, with a different SCOT picture as a background for each of the three pages. (Paul is affiliated with WCIL, 211 West Main Street, Carbondale, Illinois 62902, phone (618) 457-8114, not to even mention the 1020 Kilocycles and their 1000 Watts - thus the excellence of the program and arrangements with all of that background). The Crab Orchard Lake Sailing Club is cooperating fully and visiting yachtsmen attending are bound to enjoy the local brand of southern hospitality, racing facilities and (hopefully) sailing weather. Starting on Friday from 4-8 PM - rig, launch, register, food; Saturday's races at 10 AM and 2 PM, box lunch at noon and dinner at the Elks -7PM; third race Sunday at 10 AM followed by lunch, and at 1 PM - trophies. Paul is mailing out map and accomodation information plus registration form. It appears to be a mighty well organized program. Paul's home address is 25 Bonnie Brae Dr., R#4, Carbondale.

S-&-W

The Leatherlips group, Fleet #2 at Columbus, Ohio, is happy to welcome Fred and Mary Meno who of course brought their F/S #604 along when they moved from the Detroit Yacht Club to the Columbus area recently, and joined Leatherlips. But, you know what? Honest, it's just like Pat Barry said - The "C" in the EBC (May S&W) could stand for "competition", and it also could take in the DYC and DBC as well as Edison. Last month, on their first Sunday out, the local sailors graciously pointed out the tricky Fleet #2 course to the Meno's. Little did they know that Fred, and Mary as crew, would lead them all around their own course. Wow! So, the next Saturday, the Meno's were invited over to the other local fleet, #37 at Hoover Reservoir. This time, the way to the first mark was pointed out, but that was all that Fred and Mary needed. They not only beat all of the SCOTS, but also two Highlanders that had started five minutes ahead of the SCOTS in the races. So, for 1966, Fleet #2 reports - "There's nothing wrong with us - with us - with us!"

S-&-W

At the pre-season meeting of F/S Fleet #46, sailing on Middle Bay, Long Island, N.Y., Les Goldman was named Fleet Captain and Ed Herman (Ed's mantle is filled with 1965 trophies and is the man to beat in 1966) is Fleet Measurer. Fleet #46 is now up to eighteen boats, with more, we hope, to be added during the season. We welcome Don and Sheila Mattson (#944) and Frank and Shirley Harwood (#941) as new members; and higher numbered SCOTS have been purchased by Don Bailey, Art Rothenberg and Bob Rich. Don, in keeping with true Ivy League tradition, deviated from his usual yellow hull and now owns a blue SCOT, aptly named YALE. It looks like a grand season ahead.

--- Linda Rich, Correspondent.

S-&-W

Wilmette, Illinois Fleet #3, with thirty boats, opened its racing season Memorial Day weekend. Ernie Godshalk is Fleet Captain, Herschel Browns, MD, is Sec.-Treas.-Correspondent and Henry White is Measurer. Lack of mooring spaces, which is true of the entire Chicagoland area, continues to limit the size of F/S and other class fleets. With the amount of water in Lake Michigan, it appears finally that an effective investigation is underway to provide new harbors or increase the size of existing ones.

S-&-W

The new FSSA Charter for Fleet #55 sailing on Cheney Reservoir, Wichita, Kansas has been officially granted.

S-&-W

S-&-W

HIKING STRAPS - (International comments received since the May issue of SCOTS N'WATER.)

Steele T. Griswold, #331, F/S Fleet #5, Lake Champlain, Vermont, says - "LET'S BE DIFFERENT! - Each of the four years I have attended the Nationals the subject of hiking straps has been brought up. In between these annual meetings I have done a great deal of reading, and it appears to me that Sandy has many points on his side in resisting the addition of hiking straps.

Almost without exception, other boats as successful as the Flying Scot have adopted hiking straps, trapezes, etc. and I believe have attracted what I refer to as "pros". These are men who "train" for special regattas including Nationals; men whose athletic skill and ability to hike for hours gives them a decided advantage over the weekend sailor.

There is little question about the success and popularity of the Flying Scot, so I say 'leave it alone' and 'let's be different' by staying a strict 'one-design'. Our specifications are simple but I note in the second paragraph of 'Article S-I-Intent' that the Association reserves the right to declare ineligible any boat which does not conform to the spirit as well as the letter of all rules and specifications.

The question of safety is always mentioned, but I strongly believe that just as long as there are boats there will be people falling overboard, and the only method for avoiding this would be to tie all crew to the cockpit.

My answer to those who desire hiking straps, trapezes, etc. is for them to join a class that already has them. The Flying Scot obviously is not as fast as a Flying Dutchman or others, nor is it as sensitive to handle; it was not designed to be; but it does give me and my wife, both of us forty-five years old, a feeling of youthfulness and exhilaration when we get on a "plane" and are hiking out as far as our weak muscles and brittle bones will allow us to. This is as much a thrill for us as a "gold medal" must be for an Olympic participant who has been in training for a year or more.

Unfortunately, decisions of this kind are usually made at an annual meeting, which as we all know is held at the time of the Nationals. I say 'unfortunately' because I am not sure that the small percentage of our membership at these meetings is truly representative of the Flying Scot owner. I would like to suggest that when this change in our specifications is about to be finally decided that a referendum by mail be conducted by our executive committee.

'Let's Be Different' by 'Leaving The Scot Alone' - 'We must be doing something right' as shown by our rapid and steady growth."

And from Al. MacLeod, #246, Riverview Hts., New Brunswick, Canada --- "Here is my nickel's worth re- hiking straps. Please do not clutter up a fine yacht with needless gear. The SCOT does not need straps by a long shot. Let's keep her a One-Design Yacht and not just another sailboat. Unfortunately, I do not have another SCOT for competition; however, I do race once a week with A-Class yachts and have been at the starting line waiting alone and the race was cancelled out 'on account of high winds'. I have been 'caught' in blows which a very inexperienced crew and no time to reef; still, I am against hiking straps because I cannot see the need for them, especially in the Flying Scot."

(Continued on next page)

(HIKING STRAPS - continued)

H. Franklin Bloomer, Jr., #195A, Fleet #7, Riverside, Conn., ventures a few thoughts, not because he has a firm conviction on what should be done, but because he feels the debate thus far has been wide of the mark. We quote - "As it has been discussed, the safety issue is in my judgment a red herring. The positions taken by Sandy and by Dr. Meaney make it clear that as to safety there is something to be said on both sides. But hiking straps are not put on boats for safety; they are for hiking. Dr. Meaney states the obvious when he says hiking straps will help skipper, and crew balance the boat. Yet Sandy insists (with diagram) that it just won't make all that much difference. But hiking does make a difference, and Scot crews have always hiked and are going to continue to hike, whether there be hiking straps or not.

Now the Flying Scot is a devilishly difficult boat on which to hike. The skipper is probably the best off; he can hook one foot under the after deck and can hang onto the main sheet. The forward crew has a shroud and the forward end of the cockpit. The middle man must make do as best he can with the jib sheet. But, of course, when the Scot is planing and weight must be moved aft, even these makeshift methods are unavailable. Sandy makes the point that few skippers have taken advantage of the option of installing a hand line as permitted by rules; I have had one of these on my boat and have found its maximum length so short as to make it almost useless.

Hiking on a Scot is a problem, and this is why some in our class feel some change is needed. Perhaps hiking straps are not the answer. My fleet (No. 7) recently decided to obtain permission to test hand lines which would extend to the rub rail rather than only to the back of the seat as at present. I would also like to see consideration given to some sort of grab rail on the after deck.

To say that the Scot is a family boat is to state what we all know and believe in. It does not solve the problem. The important thing for the class is to realize that normal hiking on a Scot is unreasonably difficult and therefore to an extent unsafe. Safety is an issue only in this limited sense. Of course, one solution might be to ban hiking altogether. I submit, that short of this, athletic ability will always be an advantage. It certainly is at present.

Since Scot sailors are going to hike, the question is whether we can find a device that will make it safer and easier. Can we perhaps find a method that will make it possible for the average wife to get out as far as the athlete without helping him get out even farther? I don't know the answer, but I think one can be found provided we are aware of what it is we are seeking to accomplish."

Jack and Orien Woolf, #284, Fleet #23, Dallas, Texas, comment --- "About five years ago we chose a Flying Scot as the boat to fill our need for a family boat. It has fulfilled this need. Now the idea of hiking straps has come into the picture and disturbs us. If we desired an athlete's boat, we would have chosen one. We are in complete agreement with Sandy Douglass in that we would like to see the SCOT remain the One-Design boat it is. It is advertised as a family boat; we've enjoyed racing with it as a family boat; we want it kept a family boat."

(Continued on next page)

(HIKING STRAPS - continued)

The Rev. John T. P. Jackson, #789, Saint Barnabas Church, Box 203, Falmouth, Massachusetts 02541, has these comments to add --- "I find myself quite in accord with Sandy's feelings about hiking straps. Not only would they change the character of the boat and place an undesirable premium on sheer athletic ability, I feel that they can be a positive safety hazard. This I say from the uncomfortable experience of being dumped in a most inhospitable Buzzards Bay when the straps on an International 14 parted. The straps are subjected to intense strain and the inhospitable environment of the bilge when not in use. They are seldom inspected as often as they should be. I require my crew to wear Elvstrom life preservers when the wind is (or is forecast to be) over 20 mph. In addition, I have found that the addition of non-skid strips on the deck along the cockpit sides has added immensely to peace of mind in a blow. When things get 'dicey' and survival depends on buttock adhesion, a wet, smooth deck is no help at all."

NOTE: This ends the HIKING STRAP comments for June, but with the interest generated, we will expect to print more in the next issue.

S-&-W

Rev. Jackson also mentions that after August 1, 1966, his new address will be - The Reverend John T. P. Jackson, 1202 Larchmont Lane, Oklahoma City, Oklahoma 73116 where he will be on the staff of a school, and in subsequent years will probably return East and sail on Cape waters during the long holidays. He also adds that he is looking forward to sailing with F/S Fleet #50 on Lake Hefner, Oklahoma City. This new fleet was chartered earlier this year, per the February issue of S&W.

Another interesting comment from Rev. Jackson, in the same letter, is about having nothing but grief with his snubbing winches. He has also tried both Gorham "marinium" and Merriman chrome plated bronze. Has anyone tried "Novex" blocks on the jib sheet leads which would place the trimming point $1\frac{1}{4}$ inches further inboard, but would make sheet handling easier and safer, Rev. Jackson asks? (If I recall correctly, Vince DiMaio had some "Novex" comments awhile back, and before turning this over to St. Jude, patron saint of hopeless cases, will Vince and Sandy see if one of them can come up with the right answers. Rev. Jackson isn't the only person who has experienced difficulty along this line, based on remarks heard from time to time. -ED.).

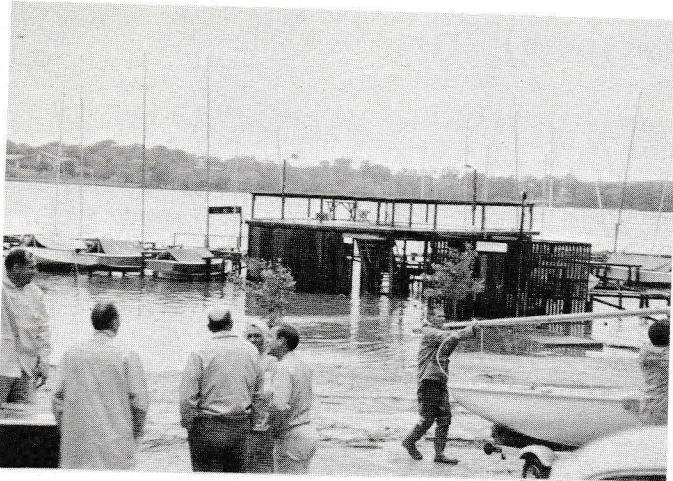
S-&-W

Duane P. Smith, F/S #826, is the 1966 Club Commodore for the Crystal Sailing Club, Crystal Lake, Michigan, and in addition to sailing with F/S Fleet #41, Duane is a Flying Scot dealer for Lofland - business address is Starboard Sailboat Co., 1118 Marigold Ave., E. Lansing, 48823.

S-&-W

In last month's issue, we listed Dr. Victor M. Carnes and H. Preston Pate of Joplin, Missouri, plus John D. Tuggle of Coffeyville, Kansas as new FSSA Members, and we have now been advised that all three sail with Fleet #39, Port Grove, Okla.

DALLAS ON APRIL 30TH - MAY 1ST, 1966



Fred Tears, Vice Governor, District 8, FSSA reports on the First District Eight Championship held as a part of the Second Annual White Rock Lake Flying Scot Regatta At Dallas on April 30 and May 1, 1966. The Spartan Club was still partly submerged after a week of flooding and the first race was shortened to escape still another rapidly approaching violent thunderstorm, with only the leading boats daring to take time to finish. The second and third races were held on Sunday, after the water again had risen to ankle deep over the piers. Fred says that finally by browbeating and announcing that the only reason for cancellation would be that the crews would get their feet wet, six boats (four from Dallas, Henderson's 754 from Houston and John Batte from Jackson, Mississippi) competed, with the rest all DNS. Final results of the Regatta: - William Garrett-1st; Harris Garrett-2nd; Fred Tears -3rd; John Batte-4th; H. G. Henderson-5th and Manning Grinnan-6th. Fred also wishes to point out that this 1966 even was carried off despite very discouraging conditions and that competitors from distant points can expect this practice to continue - even if the launching ramps are hard to find under water. Plans are progressing for next year's Regatta.

S-&-W

F/S Fleet #31 is preparing for a busy summer of sailing on Barnegat Bay, New Jersey, with 1966 membership listing John Anderten (313), Jon Borough (877), Joseph Colton (387), Arthur Luthy (722) and Ralph Manee (386). The Borough's are new members, as are the Colton's, the latter having purchased #387 from Mrs. Malcolm Runyon, thus keeping the boat in Fleet #31. Plans for the 1966 season were formulated a few weeks ago at a combined business and social meeting at the home of the John Anderten's.

- Joseph G. Colton, Corresp. Sec.

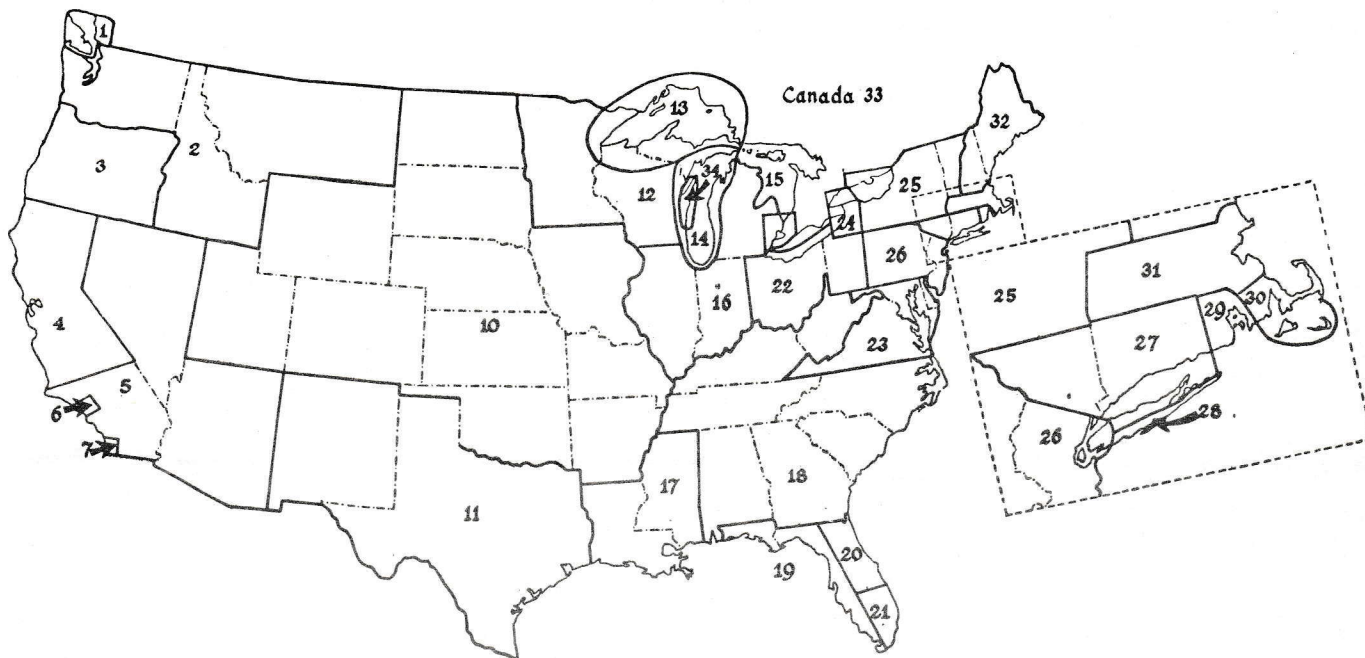
S-&-W

Pat Barry, Fleet #8 correspondent, reports as of May 23rd that Off-the-dock Club races for the Edison Boat Club are almost completed, with Pat Barry, Pat Clancy and Bob Greening apparently sewing up the first three places, in that order. At the May 21-22 D.R.Y.A. Invitational Regatta held at the Grosse Pointe Yacht Club, twenty Flying Scots from all of the local fleets took part. Paul Noonan of the Detroit Yacht Club took three straight firsts and Pat Barry (Yes, the same Pat Barry) of the Edison Boat Club took three straight seconds to claim the two top spots. Third and the next several places went to the red hulled SCOTS of the Detroit Yacht Club. The EBC boys felt like a "patch of blue" in all that red. (Pat, how are the EBC gals doing their first season? - ED.)

ABOUT SENDING IN NEWS, PHOTOS, ETC. - (a reminder)

For publication in SCOTS N'WATER, the editor should receive news prior to the last week-end in the month for the next month's issue. For the National magazines, allow at least five weeks prior to publication on the first of each month. Such releases also should be sent to the S&W editor, except for YACHTING as explained below. Please be brief and double space the material. We also will be pleased to receive your suggestions and comments on how we might improve our "news" efforts. For a number of F/S fleets, we still have not been advised the name of the correspondent for 1966 - will the local fleet captains kindly check. And with the sailing season now underway, do send in interesting news from your own fleet - often.

How To Send Local News To YACHTING



All clubs and organizations are invited to send news of their activities to the correspondent for the area in which they are located. Suitable material includes election of officers; expansion of facilities; announcement of important coming events; founding of new organizations; winners of club season championship series; results of important open regattas and area or regional championships; opening of new marinas, showrooms or other commercial service facilities; construction or delivery of especially interesting new yachts; boat show dates, and news of safety and educational activities. Material should be in the hands of the local correspondent at least five weeks before the date of the issue in which it is to appear. Please give full names of people mentioned (not just last name).

AREA KEY TO CORRESPONDENTS

1. Don Tyrell, 1046 Leyland Ave., W. Vancouver, BC, Canada.
2. Ray Krantz, 3300 W. 77th St., Seattle 7, Wash.
3. Lawrence Barber, 6422 N. Kerby Ave., Portland 11, Ore.
4. Don Selby, "San Francisco Examiner," Market at Third, San Francisco, Cal. 94119
5. Don Wood, 8378 E. Doris, San Gabriel, Cal.
6. Almon Lockabey (Newport area only), P.O. Box 597, Balboa, Cal.
7. Bruce Crabtree (San Diego area only), 5095 Mesa Terrace, LaMesa, Cal.
10. Mrs. Darline Hobock, 5373 S. 27th, Tulsa, Okla.
11. Mrs. Helen Smith, Box 576, LaPorte, Texas.
12. Mrs. Jane Pegel, 6615 N. Sioux, Chicago 30, Ill.
13. William Peet, 218 So. 10th St., Minneapolis, Minn.

14. Frank C. Heyes, 7658 Rogers Ave., Chicago 26, Ill.
15. George E. Van (Detroit area only), "Detroit News," Detroit 31, Mich.
16. Tom Roddy, 1223 Elmwood, Evanston, Ill. 60202
17. Gordon Gsell, Times Picayune Publishing Co., Lafayette Square, New Orleans, La.
18. William J. Adams Jr., 615 Woodland Dr., Greensboro, N.C.
19. Red Marston, "St. Petersburg Times," Box 1121, St. Petersburg, Fla.
20. Frank True, 2532 Goldenrod St., Sarasota, Fla.
21. Luther Evans, "Miami Herald," 1 Herald Plaza, Miami 30, Fla.
22. John G. Robinson, 17844 Beach Rd., Cleveland 7, Ohio.
23. Robert A. Meara, 4516 Keswick Rd., Baltimore 10, Md.
24. Mrs. Nancy Coleman, 321 Hedstrom Dr., Eggertsville 26, New York
25. Dave Warner, 23 W. Holcroft Rd., Rochester, N.Y.
26. Toby Price, 6 Phoenix Parkway, Oakhurst, N.J.
27. B. Devereux Barker III, c/o YACHTING, 50 W. 44th St., New York, N. Y. 10036
28. Andrew J. Underhill Jr., 37 Bellport Lane, Bellport, L.I., New York
29. Dr. Terrell E. Cobb, 1379 Narragansett Blvd., Cranston 5, Rhode Island.
30. Francis Gray, 17 Village Ave., Dedham, Mass.
31. Leonard M. Fowle, 36 Norman St., Marblehead, Mass.
32. Gerald McCarty, Tuttle Rd., RFD #2, Cumberland Center, Maine
33. Arthur Thomson, Box 166, Hudson, Quebec, Canada.
34. Tom Johnson, 2040 W. Wisconsin Ave., Suite 307, Milwaukee, Wis. 53233

NEW FSSA ACTIVE MEMBERS

- 289 - Jack L. Haanen, 1028 Pembroke Drive, Neenah, Wisc. 54956. Sails GHOST out of Neenah Nodaway Club, Lake Winnebago.
- 395 - Glenn Massey, Jr., 4016 Old Canton Lane, Jackson, Miss.
- 545 - H. J. Gram, 87 Moran Road, Grosse Pointe Farms, Michigan. (No other information on the above two new members).
- 677 - Max P. Rogers, M.D., 1112 Wynnewood Ave., High Point, N.C. 27262. Sails on Lake Norman; Norman Yacht Club.
- 777 - Frank F. Licari, 3497 Frederick St., Oceanside, New York. Boat name - AGNES J, Fleet 46, Hempstead Bay Sailing Club.
- 801 - Dr. Wm. V. Singletary, 32 Beverly Drive, Durham, N.C. Wm. V. Singletary, Jr. is Jr. Co-owner. Sails W. M. MAC GAVAN with Fleet 27 on Kerr Lake.
- 856 - Dr. Ronald J. Richard, 7400 Oakman Blvd., Dearborn, Mich. 48126. Sails BATEAU ROUGE with Fleet 20 on Portage Lake.
- 859 - E. P. Blough, Jr., 112 Cherokee St., Johnstown, Pa. 15904. Sails BUMBLE B with Fleet 6 on Deep Creek Lake.
- 865 - Wm. V. Adler, 4222 Kenfield, Fort Wayne, Ind. Sails RED WITCH on Klinger Lake near Sturgis, Mich., home of F/S Fleet #9.
- 873 - Bernard Krevitz, 910 Park Ave., New York, N.Y. Sails on Moricher Bay near Westhampton, Long Island, N.Y.
- 876 - F. John Lewis, 1345 Ashland Ave., Wilmette, Ill. Sails RUTHIE II with F/S Fleet #3 out of Wilmette harbor.
- 878 - F. Bradley Peyton III, Farmington, 1 Wood Lane, Charlottesville, Virginia. Sails BRASCO BAY II on Outer Banks near Kitty Hawk, N.C.
- 884 - G. H. Westby, 2515 East 28th, Tulsa, Okla. Sails with Fleet #39 on Grand Lake of the Cherokees, Port Grove, Okla.
- 890 - Joe A. Becker, 5248 S. Marion, Tulsa, Okla. 74135. Sails PETUNIA out of the Windycrest Sailing Club, Keystone Lake.
- 908 - David Durst, Old Roaring Brook Road, Mt. Kisco, N.Y. Sails SCOT FREE from Martha's Vineyard, Mass.
- 766 - James Maltman, 615 Pine Ave., Arlington Heights, Ill. sails WIDGEON on Green Bay near Fish Creek, Door County, Wisc.
- 598 - Malcolm D. Vail, 1616 Sheridan Rd., Wilmette, Ill. Will sail CAYUGA II out of Ephraim Yacht Club, also in Door County, Wisc.

NOTE: Both Messrs. Maltman and Vail purchased new boats, Douglass built, from Palmer Johnson, F/S dealer in Sturgeon Bay, Wisc. Malcolm Vail, the guiding genius of the Ephraim Yacht Club for many years, was honored last year when the new club Scot was appropriately named the MALCOLM. He also is the person responsible for starting Dick Stearns, internationally known STAR sailor, on his successful racing career.

NEW BOAT NUMBERS ASSIGNED

- 894 - Dr. M. Boulanger, 752 Bloomfield, Outremont, Montreal, P.Q., Canada.
- 895 - Dr. G. Parenteau, 84 Gordon St., Sherbrooke, P.Q., Canada.
- 899 - John Rutledge, 6004 Quapah, Oklahoma City, Oklahoma City,
- 900 - K. Olsen, 80 Selkirk Ave., Hudson, P.Q., Canada.

NOTE: Assignments are light this month - everyone too busy; Sandy has picked up the official FSSA numbers through boat #1000 so much production is in evidence.

NEW ASSOCIATE MEMBERS

- Marion E. Gram, 87 Moran Road, Grosse Pte. Farms, Mich. will crew on #545.
- Charles R. Davis, DDS, Suite 602, Medical Towers, 440 E. Woodrow Wilson, Jackson, Miss. 39216 is associated with Fleet #45.

-9-
BOAT TRANSFERS

- 13 - Donald W. Frink, 270 Garden Rd., Columbus, Ohio 23414. Formerly owned by G. B. Taylor.
- 156 - J. Gray (address unavailable yet). Former owner - Ken Cochran.
- 179 - Thomas E. Nolan, South St., Medfield, Mass. Ex- Dr. Henry D. Beale's.
- 289 - Jack L. Haanen, 1028 Pembroke Dr., Neenah, Wisc. 54956. Formerly owned by John Lane and Harry DeMuth of F/S Fleet #3.
- 362 - Earl M. Cliffler, Jr., 1319 West Miner Rd., Mayfield Heights, Ohio 44124. Former owner - Dr. R. J. Nicholl.
- 395 - Glenn H. Massey, Jr., 4016 Old Canton Lane, Jackson, Miss. Former owner - Harold Salmon, Jr.
- 411 - Charles H. Young, Rte. 1, Box 274, Grapevine, Texas. Ex-Bob Stanford's.
- 455 - Ed. Winfield, 425 Valley Road, Englewood, N.J. Ex-Wm. Mesinger's.
- 523 - Hugh Estes, 14 Oxford Rd., Larchmont, N.Y. 10538. Former owner - O. Glenn Saxon, Jr.
- 545 - H. James Gram, 87 Moran Rd., Grosse Pointe Farms, Mich. Formerly owned by John D. Young.

S-&-W

LAST MINUTE NEWS - From Fleet 24 - Candlewood Yacht Club, Brookfield, Conn.

"Several of our boats in Fleet #24 have sailed with the new shortened rudders, and the following are my personal observations:- There is a marked improvement in the reduction of weather helm in heavy winds, a generally easier sailing boat, and no loss of control and maneuverability.

Our fleet is having a rudder chopping party this week, and all our boats are participating. Those of us who have sailed with the shortened blades strongly urge all fleets to do likewise. This innovation is for the ultimate good of the boat, costs little if anything to perform, and therefore should not be a hardship to anyone who would so desire to shorten. It in no way adversely affects the "one design" principle that we are all so dedicated to."

--- Walt Lowry, Captain, Fleet #24 (May 31, 1966).

And Bob Tomlinson, Secretary of Fleet #24, reminds the North East District Scot sailors that the Championships will be held at Candlewood Lake Friday-Sunday, August 5-7th. Formal entry blanks are in the mail; if one isn't received and you wish to come, please plan to do so. Just let Bob know at The Barden Company, Danbury, Conn. 06813. CYC members' homes open to guests and crews on a first come, first served basis; also motels are available. More details will be published in the July issue.

S-&-W

Also, a reminder that The Second Annual Flying Scot Regatta, Miramar Yacht Club, Sheepshead Bay, Brooklyn, N.Y., date is July 16-17th. Write John Foley at 215-08 122 Ave., Queens Village, N.Y. 11429 if more information is needed.

S-&-W

CAVEAT EMPTOR - (Boats, of course, are subject to prior sale)

F/S #264 - DEE TEASE, light blue hull, white deck, Dacron main and jib, cockpit cover and Gator trailer. This boat has had very good care. \$1975.00. Dave Trachte, 1043 Rutledge Street, Madison, Wisconsin. Phone (608) 255-8041.

F/S #501 - Douglass built in showboat colors - orange hull, pale yellow deck with green boot-top. Condition almost new. Boston main and jib in excellent condition. Brand new, never used spinnaker matches hull colors. All new spinnaker gear - never used. New low silhouette cockpit cover. Truly a "show boat" seldom sailed, offered at \$2200.00. Sanders Kramer, 1245 Park Ave., New York, N.Y. 10028. Phone (212) AT 9-8725.

CHARLES S. SILSBEE, Editor
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