

# SCOTS

## n' water .....

Vol. VIII 10  
August, 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<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.            | 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          |

### MESSAGE FROM WILLIAM E. CLAYPOOL, FSSA PRESIDENT

Active FSSA Members only will kindly fill in and return the attached postcard promptly in accordance with Article XVIII, for action at the Annual FSSA Meeting in Cleveland. Associate Members and others are to disregard this message, although it was decided to include it in this issue of SCOTS N'WATER rather than to prepare a separate mailing.

#### I. Proposed Amendment to Constitution and By-Laws Submitted by Fleet No. 3, Wilmette, Illinois

In recognition of his services as designer, his broad background as a sailor, his experience in organizing national sailing classes, and most particularly his sound guidance and help to the Flying Scot Sailing Association; Gordon K. Douglass is to be a permanent member of the Governing Board. - John A. Beierwaltes, Chairman Amendments Committee, FSSA

\*\*\*\*\*

#### II. Proposed Amendment to Article S-II Petitioned by Fleet No. 24, Candlewood Yacht Club

Article S-II, 6, including the official plans, are amended to change the length of the rudder blade from thirty (30) inches to twenty-five (25) inches. - Steele T. Griswold, Chief Measurer, FSSA

\*\*\*\*\*

(Continued on next page)

(Continued)

III. Slate of Officers for 1966-67

President	Thomas F. Meaney, M.D.	Fleet No. 12
1st V. P.	Jack D. Cochrane, Jr.	Fleet No. 34
2nd V. P.	Orville E. White	Fleet No. 36
3rd V. P.	Charles S. Silsbee	Fleet No. 3
Secretary	Henry G. R. White	Fleet No. 3
Treasurer	J. Fred Weintz, Jr.	Fleet No. 7
Measurer	Steele T. Griswold	Fleet No. 5

- - - J. Richard Eyerman, Past President FSSA Chairman, Nominating Committee

Note: Due to business and personal reasons, Robert L. Lindgren, Secretary, FSSA, has resigned. This and attendant mechanics has delayed mailing this notice until now.  
Respectfully submitted - William E. Claypool, Pres., FSSA (7/20/66)

S-&-W

There will be a discussion at the Annual Meeting in Cleveland on hiking straps, but Bill Claypool advises that there can be no action taken until the Winter Meeting in January, 1967 at the earliest. There have been so many comments sent in on this subject, with a recent new twist from Fleet No. 36, that we will extract from several of the letters about this popular topic. The general trend seems to be that all FSSA members should be allowed to vote - referendum by mail.

Orville White, Montreal Fl. #36 and FSSA 2nd V. P., informs us that "Most of us in this fleet have the hiking straps installed and also the longer handlines. Both are excellent, but I think if I had to make a choice I would want to keep the hand lines. If all those in the Class who have tried the straps, even once, were to vote, I think the result would be an overwhelming YES. This is the first year that I have heard the women claiming that they have found the SCOT comfortable in racing. Our hiking is not extended as in the FD Class, but generally a comfortable leaning back, hand gripping a line and toes safely anchored. Extreme hiking is virtually unknown in our fleet where most boats are experimenting with the straps." (Official trial sanctioned by the FSSA for Fleet #36 in 1966).

H. S. D. Swan, also from Quebec (Senneville Yacht Club) has sent in a rather lengthy letter on hiking straps, and again, due to space limitations, we will have to extract from it, like we did from Orville's. We will keep the long letters on file should anyone desire to review them later. Mr. Swan says "By actual test I have found that you can get farther out, and are much less secure, if you use the approved (Fleet 36 trial) longer handline rather than a hiking strap. I therefore suggest that we stop talking about "hiking straps" and adopt instead the term "security strap". To prevent excessive heel in a stiff breeze, we all had been advised that the skipper should hook his toes under the rear deck and the forward crew to do likewise under the fore deck. We tried this and found the positions awkward and uncomfortable, as most of the strain is on one leg. At the end of last year I fitted a very simple security strap in about 30 minutes and at a cost of \$12.00. It consists of a nylon hold-down strap, two strong metal eyes attached to the sides of the tabernacle and a fairlead screwed to the rear of the center-board box. When trailing, the strap is used as a hold-down and it can be removed from, or replaced in, the boat in less than 60 seconds. I can honestly say that our security straps have greatly increased our enjoyment of our SCOT, and incidentally our performance in competition, and I am dismayed to find that the majority of letters are opposed to the use of straps. It would seem that many people have a prejudice against straps because they feel that straps would change the character of their boat. I beg them not to pre-judge the issue until they have at least given 'security straps' a fair trial. To my mind they confer many advantages and no disadvantages; they have made a good boat into an excellent one."

Johnny Jones from Boston has this to add - "I think that Sandy Douglass is dead right in his reasoning as to why hiking straps should be banned. I think that he did suggest lengthening the hand hold line, which I would go along with. I have very strong feelings about the changing of specifications, once they are set, my experience dating back a number of years in another class where I was very active as to specification changes, etc. For the SCOT, I think that hiking straps are asking for trouble."

J. E. Ubben, Dallas, Texas has this to say - "The Flying Scot, a well-designed boat as it now stands, is exactly what I want. Lets keep it that way. Inasmuch as most of us 'non-champion-middle-aged-sports' will not be attending the Annual FSSA Meeting, I trust that the final decision regarding hiking straps will be by referendum and that all members will have an opportunity to vote by mail."

S-&-W

D. Ford W. Stevens reminds us again of the Trident Yacht Club Regatta at Gananoque, Ontario on August 6-7 and mentions the La Que Trophy that will be presented to the overall winner that was first in competition way back in 1884. Trophies will also be presented for each of the three races. Incidentally, H. S. D. Swan plans to be at this regatta and states that he would be happy to give interested parties the opportunity to experience the job of sailing in a "security strap" equipped SCOT.



La Que Trophy

S-&-W

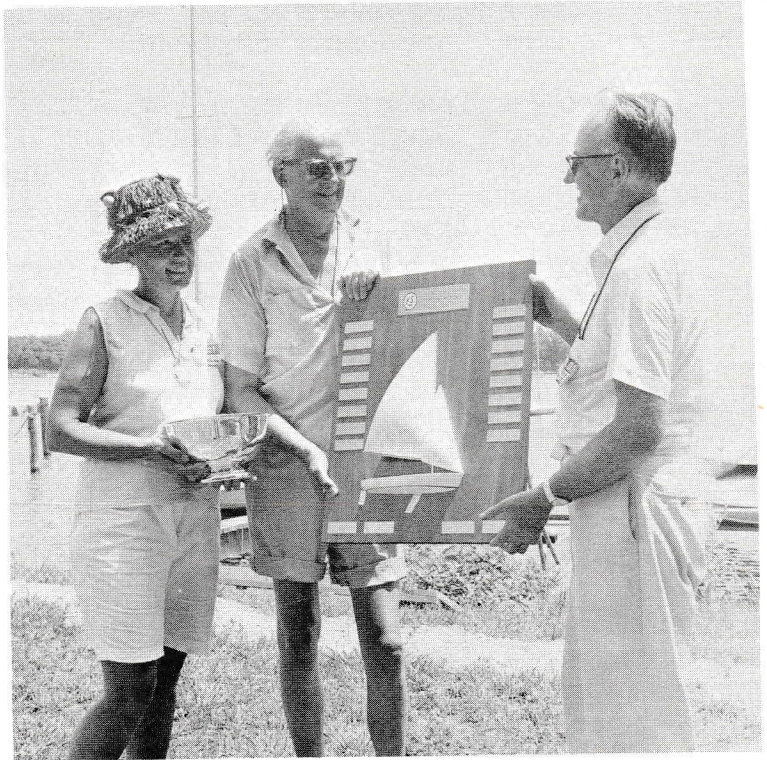
G. L. Foster reports again this month for Fleet #33, London, Ontario. He says that Flying Scots were used this year in Fanshawe Yacht Club training program and proved a wonderfully ideal boat for this purpose, with plenty of room for group sailing and for teaching the fine points. "G. L." also comments on a special feature each summer which he terms "chine to chine carpeting", better known as fouling, and asks what other fleets do, especially when there isn't really time to use anti-fouling paint in the spring. My own answer as S&W editor, and from local experience, is just to take time and apply a good anti-fouling paint. Sandy or others will give you some leads, as there are a number of satisfactory, but maybe a bit expensive, products on the market. We have used a roller these last two years for application, and it is done very quickly. If the bottom has never been painted, check to see if any special preparation or undercoat is recommended by the manufacturer. On our first SCOT back in the late '50's, we turned her over every week or two, 90 degrees, which wasn't more than a 30-minute job, and cleaned the bottom. But since then each year on our two later SCOTS we have used anti-fouling paints.

At the June Bug Regatta, the Fanshawe Yacht Club members were very pleased to greet a visiting SCOT, Nistor Potcova and crew from Monroe, Michigan who joined in the program.

S-&-W

Orville White reports on Fleet 36's First Annual F/S Championships on July 16th, with a visitor from down in Vermont by the name of Steele Griswold carrying off top honors. Ten SCOTS competed. Mike Durbrow, also from Vermont, was second and Lionel Peckover, Senneville YC, took third place. Orville said that the experience at this regatta gave them an insight into the many problems which will be very helpful for setting up the F/S Nationals in Montreal next year.

Henry G. R. White of Fleet 3, Wilmette, and retiring Governor of the FSSA Fifth District walked away from all competition in the Third Annual Scot District Regatta held on Crab Orchard Lake, Carbondale, Illinois on July 9-10th. In the photo, Paul McRoy, local Fleet Captain and the newly appointed District Governor, is shown awarding the plaque to Henry G. R. (center) with Betty-Mrs. Henry G. R. on the left. We should like to add that without Betty as crew, and one of the best, the results would have been much different. Weather was fine - never over 108 degrees. Everyone was high in his praise of Paul McRoy for the outstanding job he did in running the regatta, and the many arrangements that went off so smoothly. Dr. Don Shoemaker, Commodore of the Crab Orchard Lake Sailing Club, ran an excellent Race Committee. The field of 16 SCOTS competed, with boats from Wilmette, Milwaukee, Muncie, Sturgeon Bay and Carbondale racing. Final standing for the Regatta: White-Beier-waltes-Hirsch-Claypool-Heyworth-Sullivan-Godshalk-McRoy-Walker-Brown-Stearn-Lewis-Mercer-Shaw-Glass-Knote.



Midwest District's Trophy Award

S-&-W

It is expected that the 1967 F/S Midwest District Regatta will be held at Ephraim, Wisconsin, hopefully the first week in August, the date being dependent upon the major local regatta held about that time.

S-&-W

The new fourth edition of 'A MINIMUM SAILING PRIMER' by John C. Jones, III, 43-W Leon Street, Boston, Mass. 02115 has recently been made available. This popular and authoritative 50¢ booklet was written for beginners and covers only the basic fundamentals of sailboating. It has widespread distribution among Camps, Schools, Sailing Clubs, Yacht Clubs and Boat Manufacturers, with over 30,000 copies sold since the first issue was published in 1960.

S-&-W

John C. Jones III has also, in addition to his publication mentioned above made arrangements to draw up a sail plan for smaller sails for the Flying Scot so that youngsters of 9 to 12 years of age are able to handle the boat more easily. The rig has already been carefully tested under various wind conditions and will make the boat even more safe for youngsters and more appealing to parents. Details will be issued later.

S-&-W

Steel Griswold remarks that "Scots n'Water is certainly developing into a fine publication. Kee it up" (We hope he means "Keep it up" and not "Key it up". Thanks Steele, and to the many others who have sent in nice remarks about our efforts).

Dear Charles:

Below is an article which might be of major benefit to a lot of SCOT sailors. I hope you like it.\*

Best regards,  
Customflex, Inc.

(Signed) Vincent DiMaio

### SCOT WINCH CRANKS

I have just deliberately broken 10 Flying Scot winch crank handles using an accurate scale to measure the force required to do so. The weakest crank broke at 76 pounds and the strongest crank broke at 81 pounds. These figures establish an average which is far in excess of any force required to raise and properly tension the sails on a Flying Scot. First let us consider the mainsail. Most crank handles are broken not from the force required to stretch out the sails, which is normally far less than 75 pounds, but because the sail is hoisted so high that the shackle on the halyard is drawn into the sheave at the masthead. When this situation arises no crank handle made of aluminum can be expected to hold together. The average mainsail requires only approximately 23 pounds on the crank to stretch it out very flat when sailing in heavy wind. Under most conditions about 15 pounds will stretch the sail out into a nice uniform curve. I have found a handy method of preventing crank failures is to stretch the sail out very carefully until the halyard shackle is about 1 inch from the masthead sheave then tape or paint the halyard where it comes out from beneath the gooseneck onto the winch. In subsequent sail hoistings whenever the tape or paint mark becomes visible immediately cease cranking on the handle so the sheave will be at the top of the mast and not enter the masthead. There are many stainless cranks, brass cranks and all sorts of cranks used on Scot winches. In the event the halyard shackle gets to the sheave and cranking continues, the shackle, the masthead or the winch itself is going to break. Crank handles are a lot cheaper and much more expendable.

On the jib halyard it is very important that when the jib is cranked up snug the toggle is not in the extreme tilted position and unable to be counter-balanced by the jib stay. If the jibstay turn-buckle beneath the deck is too loose when the jib is cranked up the toggle will cock up on the shackle side and the entire strain on the mast will be taken up only on the jib halyard and not on the jibstay. It's a simple matter to look under the deck after the jib is cranked up to be sure the toggle is not tilted and normally it should be in a horizontal position. When cranking up the jib halyard if you notice the forestay goes slack, this is an indication that the toggle is tilted too far and some adjustment of the turnbuckle must be made.

While there is no fool proof way of marking the amount of tension required to haul up the jib as there is for the mainsail, common sense dictates that as the jib is pulled to extreme position, the curvature of the sail is carefully watched so that a real sharp hook or wrinkle does not develop along the luff edge of the sail unless it is blowing very hard. In medium air the sail need only be cranked up until there is a gentle curve leading from the jibstay aft and in light air as long as the wrinkles are pulled out and the sail is smooth this is all that is required. Normally only about 20 pounds is needed to give the sail its proper shape. Anyone who breaks a jib crank is doing something wrong. Either the jibstay toggle is not properly adjusted or he is stretching his sails out beyond their limit or he has sails that are roped far too tight. Both jib and main should only be cranked out far enough to put the proper draft in the sail. This is a matter of the wind velocity the boat is to be sailed in. Under no conditions would it be necessary to apply 75 pounds to the cranks. Under no conditions do we recommend anything other than the aluminum cranks supplied with the boats.

Please throw away the ratchet wrenches as we are running out of mastheads.

- Vince DiMaio  
(July 7, 1966)

\* We sure do! Please do keep fine factual articles like SCOT WINCH CRANKS coming regularly, Vince.

- Ed.

Theodore Gunter Glass, Mt. Vernon, Illinois, F/S #208, sends in some comments in July. Ted is mighty interested in receiving a Flying Scot handbook that Sandy has talked about for some time, which will include the various articles, especially those from Vince and Sandy on how to sail a SCOT, etc. In fact, he stresses the point that the time is not nigh - it is here right now, for such a publication. Ted refers to the S&W article in the July issue on planing by Sandy, but he really needed it two months earlier than the local Carbondale Egyptian Cup Regatta where Ted came in 14th out of the 16 boats. He wonders if this was part of Sandy's strategy when he showed his heels to everyone else sailing in the regatta, which is covered elsewhere in this issue. Ted signs his letter "A most satisfied Scotsman - Ted Glass, P. S. One strong family vote against hiking straps."

S-&-W

Dick Young, Muncie, Indiana, brings us up to date on F/S Fleet #29 which sails on Prairie Creek Reservoir. With fourteen boats this year, from Dick's #22 through #868, they organized their 1966 activities with an enjoyable business and social get-together in March, including the SCOT film about which even the wives became enthusiastic. Jack Walker is Fleet Captain this year and Dick Young is Correspondent. Jack was the only local entry in the Mid-West Districts at Carbondale, but they do hope to have two or three entries in the Nationals in Cleveland. The July 4th race was unique - "and enlightening" - according to Dick, being a "Teen" race with teen-agers skippering their dads' boats.

S-&-W

Joan B. Crawford, F/S Fl. #6 Correspondent, reports officially as of July 11, 1966: - Flying Scot Fleet Six of Deep Creek Lake, Maryland, by a unanimous vote of those present at a recent meeting disapproved the use of hiking straps on Flying Scots."

S-&-W

Lee Moreland of Fleet #42, Washington, D. C., telephoned long distance the other evening to make certain that we include in this issue the reminder that the President's Cup Regatta will be sailed this year the week-end of September 17-18th on the Potomac at Washington. There will be a "flyer" out soon on this popular regatta. F/S Fleet #42 is host. For information, contact Lee whose address is Francis L. Moreland, Jr., 4200 Sideburn Road, Fairfax, Virginia 22030. Incidentally, Lee mentioned that they have two new boats in Fleet #42 this year.

S-&-W

Helen Rippel, FSSA Corresponding Secretary, reported on July 12th that there are 625 full paid memberships this year and that the 1966 Yearbook will be going out soon to all of these 625 Active FSSA Members. Helen also mentioned that all 1966 FSSA Membership cards have been sent out to the members, 1966 dues having been received from the 625 and acknowledged. This is truly a busy season for Mrs. R.

S-&-W

CAVEAT EMPTOR - (Subject to prior sale)

F/S #710 --- White with blue trim, Boston sails, fully found, custom rack for life jackets, etc; cockpit cover; Salem trailer with spare tire and wheel; always dry sailed; new condition --- \$2150

New Red, White, and Blue spinnaker by Ratsey with sheets, pole, etc. --- \$120  
Contact Earl R. Priegel, 1882 Queens Way, Atlanta, Georgia 30005 - Phone 451-6269

(And Earl adds - "This means that I am selling the love of my life, but I have made arrangements to buy a Cal-24. When I can afford a second boat, it will be a Scot".

(Signed) Always a Scot Booster, Earl R. Priegel

P. S. I hope that they never change the rules to allow straps, etc. We sail an average of once a week in all kinds of weather, and when you think you need straps, you are not doing a good job of sailing your Scot --- AMEN to Sandy's words of wisdom.)

-ERP

S-&-W

Jack Cochrane of Fleet 34 at Ray, Indiana and Fleet 56, Fort Myers, Fla. writes in that they hope to have three of the SCOTS from the Clear Lake Fl. 34 at the Nationals this year. He also plans to compete with John Batte at the Jackson, Mississippi Regatta October 22-23 enroute to Florida.

S-&-W

John Rutledge, Oklahoma City, was listed in the June issue as having F/S #899; it should have been #889. We hope that he will join the FSSA. R. R. Drury, Pittsburgh, new owner of #615, sails TRIG at Chautauqua Lake, Chautauqua YC; has recently joined the FSSA; and maybe will compete with F/S Fleet 35(?)

There has been a bit of confusion with new boat numbers on SCOTS sold by the well known Sturgeon Bay, Wisconsin firm of Palmer Johnson. Sandy Douglass believes the riddle is now solved, with the following list correct: 598 - Burda, 766 - Maltman, 770 - recently sold, but not yet reported by the shipyard, 771 - William Kletzien, 829 South 15th Ave., Sturgeon Bay, Wisc., 769 - Packard, 818 - Remeikis, 888 - Mc Williams, and 869 - Malcolm Vail whose new SCOT had erroneously the number 598 stamped on the centerboard trunk, and it should have been 869. Sandy has just picked up F/S numbers 1001 through 1020 from the FSSA - you just can't fight success like that.

S-&-W

Linda Rich sends in Fleet #46 news from Long Island. In the Spring Series it was Bob Rich, Jim McMahan and Jerry Sacknoff in that order. The highlight of the series perhaps esthetically was the lovely moonlight race with the weather and winds as close to perfect as they could possibly be. Seymour Herman, who placed fourth in the series appears to be a real threat this season; Alan and Iona Benson with their poodle crew sailed some fine races; Frank and Shirley Harwood have been doing well for their first try with a SCOT; Jerry Freirich's sons have been showing their stuff - good sailors like their dad; Donald and his Yale blue SCOT have been missed lately; and Don Mattson who had sailed a SCOT only once or twice previously, showed us how well a SCOT can handle with a reefed main in a thirty mile breeze. Summer series is now on - to be reported in a later issue.

S-&-W

Helen Rippel (Mrs. Carl J.) nas forwarded the results of the Ohio Inner-Club Regatta held at the Mohican Sailing Club on June 18-19th, with F/S Fleets #2-4-12-19 represented by a total of thirteen boats. R. Snelson, Fl. 19, won first place, R. Eyerman, Fl. 2, second and Carl Rippel, also Fl. 2, third place. Other high point scorers were G. Dobson and F. Meno tied for fourth, F. Farragher, J. Gilbert and D. Upham. Competition also included J. Bute, D. Lonsdale. Tom Meaney, E. Sigmund and P. Wolk.

S-&-W

The July news release from the Dowling Pet Hospital, Mobile, Alabama, Stuart Dowling, D. V. M., Prop., reports that at the Buccaner Yacht Club Regatta held the June 1st weekend, SCOTS finished in this order: Dowling, Tappan, Miss Fay. Stuart also finished second

in the Handicap Class at the Mobile Yacht Club's Spring Regatta, the only SCOT to enter due to poor publicity. The plush Grand Hotel at Point Clear, familiar to many of us, has held a Fourth of July Regatta for 75 years, and 1966 was no exception. Of the 60 boats entered, 8 were SCOTS. It was one of the outstanding week-ends of the year according to Stuart, including cocktails at Jack Tappan's and dinner at the Sea Ranch with 46 Scot sailors and their families present. On Sunday, a delightful barbeque supper was served at John Mc-Shan's home on the Gulf of Mexico. Oh, yes, and the regatta included sailing; Stuart says that sea lawyers shouldn't show up for this one, as the committee is pretty lax, but no one seems to mind. Well, Ben Bannahan from Jackson, Mississippi took an overall first, Stuart Dowling was second and John Batte, also from Fleet 45, took third place.

Stuart has a couple of additional comments on other subjects. First, he says he would like to argue a bit with Sandy about the easiest way to step a mast. His suggestion, instead of following Sandy's recent article, is to by a hinge pin from Vince DiMaio. Stuart would also like to warn all F/S sailors who haven't already learned, that if you use steel wool to clean the boat's bottom and deck, be sure it is stainless steel wool - to prevent little rust spots from showing up. Note: Stuart is correspondent for Fleet #38.

S-&-W

John Foley reports that they were quite disappointed that only one outside SCOT participated in the recent Miramar Flying Scot Regatta - Jerry Sacknoff from Fleet 46, who took an overall third in the Regatta. The other seven SCOTS, all from host fleet 28 at Sheepshead Bay, Long Island, finished in this order: Raskin-Beyer-Kaufman-Leibowitz-Foley-Nielsen-Kossman.

S-&-W

Sam Tellschow calls our attention to the 1966 Scot Invitational at Crystal Lake, Michigan, the home of F/S Fleet 41 with 16 boats this year. The regatta will be held August 27-28, is the third annual event sponsored by the SCOTS and interested SCOT sailors, especially those who do not receive an individual mailing, are requested to contact Mrs. Maxwell Smith, Box 28, Crystal, Michigan. A turnout of 25 to 30 Flying Scots is anticipated. Sam also mentions that F/S Fleet 41 hopes to have at least one boat at the Nationals in Cleveland.

S-&-W

More news from Mt. Vernon, Illinois: - Sam Shaw, C.L.U., First National Bank Bldg., informs us that he has purchased F/S #264 from David Trachte, Madison, Wisconsin and has renamed the boat P'SKETTI. (ITTEKS'P spelled backwards). Sam has already requested a FSSA application, and indicates that he is willing to take a chance of having SCOTS N'WATER sent to him monthly. Will do, Sam!

S-&-W

Last month we asked that some of the readers let us know when they actually received the July S&W that was in the printer's hands on June 27th and all copies were in the Chicago Post Office on July 1st. Canada reported that their copies were received on July 4th, being first class mail instead of bulk mailing; others in the U.S. required up to nearly three weeks. So, to be sure that this issue reaches everyone in good time, we are mailing it FIRST CLASS, even though it is rather expensive. We thought, with the Nationals in the offing, and with the hiking strap matter up for discussion, all readers should receive their copies more promptly in August.



Pat Barry, Fleet 8 Correspondent from Detroit, reports that for the first five regattas, through July 9th, the Edison Boat Club has won three, F/S Fleet 16 (Detroit Yacht Club) wo, and Detroit Boat Club' F/S Fleet 18 is Harassing both in the process. Pat sends his apologies to Ohio Fleets 2 and 37 for not warning them about Fred and Mary Meno when they moved to that area from Fleet 16, and Fred started the same magic with his SCOT. Sad note: - The Meno's have gone over to an Interlake, we are told by the grapevine. Pat also mentions that the new E.B.C. gal sailors are developing nicely; promises further details next month. Fleet 8 will be represented at the Nationals.

S-&-W

From THE MAIN SHEET of the Leatherlips Yacht Club in Columbus, Ohio, we learn through Commodore Carl Rippel and Correspondent John Thierman that Leach and Thierman that F/S Fleet #2 Spring Series ended in this order:- Meno, Eyerman, Rippel, Leach and Thierman. For Memorial Day, it was - Leach, Stewart, Eyerman, Pilcher, Meno, Rippel and Thierman; and the July 4th results showed up like this - Eyerman, Rippel, Stewart, Pilcher, Gray and Thierman.

S-&-W

"Bink" Connor reports from Brookfield, Conn. that Dr. Richard A. Wolmer of 12 Oak Ridge Ave., Danbury, Conn. has purchased F/S #515 from Mrs. Ann L. Hebert of Avon, Conn. and will sail it on Candlewood Lake.

S-&-W

Ed Bluestein, Jr., Fleet #32, Galveston, Texas, mentions as local news that the Houston Yacht Club Annul Regatta will be held on Galveston Bay August 6-7th. Ed also adds "I heartily support the view that all FSSA members be given the opportunity to vote on the niking strap issue by referendum."

S-&-W

Carl J. Levinson, M.D. Has purchased F/S #527 from Louis Kagen, M.D. - Milw.

S-&-W

John Batte doesn't want us to forget the Hospitality Regatta at Jackson, Mississippi next October 22-23rd, as mentioned in the July issue. John sends us a map of the area, Yacht Club site, etc. from the local Reservoir News & Views, June 1966 issue.

S-&-W

It was Ed Cohen, F/S #696, who wrote in from Montreal suggesting the "Planing" article that Sandy handled so well, and promptly, which was published in last month's S&W. Thanks, Ed, and maybe we can follow up on your other suggestions a little later.

S-&-W

#### NEW ACTIVE MEMBERS OF THE FSSA

- 127A - Laure Shearer, 161 DeForest Road, Burlington, Vt. 05401. Laure co-owns with her father, Robert Shearer. Fleet #5
- 242 - Charles S. Rowe, Jr., 67 S. Park Ave., Old Greenwich, Conn. Sails CAITHNESS with Fleet #7
- 469 - Robert Law III, 17 Thomas Place, Valhalla, N.Y. HOTSPUR-F1. #7
- 586 - Alan Benson, 59 Seawane Road, East Rockaway, N.Y. 11518. Was formerly a FSSA Associate member; now sails with F1. #46.

(Continued)

- 813 - Robert P. Van Der Veken, 17001 Maher Blvd., Pierrefonds, Montreal, P.Q., Canada. Sails SHEBA on Lake St. Louis with Fl. #36, Pointe Claire YC.
- 924 - Tom Rasmussen, 1240 Chester Road, Lansing, Mich. 48912. Sails TALARIA with Fl. #41 at Crystal Lake.
- 951 - Tim Stearn, 1106 Pennsylvania St., Sturgeon Bay, Wisc. 54235; Sturgeon Bay, Wisc. YC.

NEW SUSTAINING MEMBER

Russell E. O'Brien, 2910 Penn Square Road, Norristown, Pa. 19403

BOAT TRANSFERS

- 64 - Gordon M. Kehler, P. O. Box 126, St. Michaels, Md. 21663. Former owner - Rev. D. F. Etherton.
- 155 - Wm. T. Overhulser, 3910 Cassopolis St., Elkhart, Ind. 46514. SCOT oldtimer Fred Fred McBride formerly owned this boat.
- 501 - Dr. Albert Gelb, 2900 Faulkland, Wilmington, Del. Ex-Sanders Kramer.
- 686 - R. J. Peros, 800 Melody Lane, New Castle, Ind., Ex-F. W. Hutchison.
- 691 - Eric S. Weiss, 750 Kappock St., New York, N.Y. Ex-Edward Herman.

S-&-W

Note: We have several pages of new boat numbers, new members, transfers, etc. that will just have to wait until later issues of S&W. In fact, all SCOT correspondence has been heavy and much extracting has been necessary lately - Ed.

S-&-W

**CHARLES S. SILSBEE, Editor**

*Scots N' Water*

760 Foxdale  
Winnetka, Illinois 60093



FIRST CLASS MAIL

Mr. Eric M. Ammann 11  
Rt. 1  
Deer Park, Md. 21527