

# SCOTS

## n' water .....

Vol. VIII No. 11  
September, 1966

Chas. S. Silsbee, Editor  
760 Foxdale, Winnetka, Ill. 60093

### 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          |

### WICKES WINS FLYING SCOT NATIONALS AT CLEVELAND

Bill Wickes, a 17 year old Toledoan and a senior at Proctor Academy, Andover, Massachusetts, captured the 8th National Flying Scot Championship held on Lake Erie off Edgewater Yacht Club on August 17-18, 1966. With his father, Ned, and 16 year old Ty Belknap as crew, Bill won over a fleet of 47 boats representing 23 F/S fleets in 15 states from Vermont to California. Last year's champion, Sandy Douglass, designer and builder of the Flying Scot, was seventh, having forgotten in the Thursday morning race that he was in Division I and his late start saw him end up in 21st place. In the initial 3 races the entire fleet was divided into 4 sections, and rotated so that every boat sailed against every other boat at least once. After the first 3 races, points were totalled to determine the Championship Division and the Challengers' Cup Division qualifiers. All races were modified Gold Cup courses, a triangle plus windward-leeward 4-6 mile overall.

A nasty line squall Tuesday afternoon forced postponement of the first race until Wednesday morning when winds had lightened to 5-7 knots and later to 1-5 knots. In this drifter, Fred Tears of Dallas incredibly fell overboard, claiming that he lost his balance pushing the spinnaker pole forward, but his friends are pretty sure he just wanted to cool off. Wednesday evening was enjoyed with dinner and dancing to a Dixieland band. Thursday was perfect for sailing with 10-15 knot winds, Steele Griswold capsizing on the spinnaker beach but he righted his aptly named "Unsinkable Molly Brown" in 30 seconds and was off, losing only one boat in the process.

In the fifth and final race, with 10-20 knot winds, some of the top regatta sailors went "down the drain" in the Championship Division. Rodenkirk, who needed only a 15th in this race to win the regatta, was 19th; Kelly, who required only an 8th, was 12th; and Stokes, who needed a 5th, was 16th. So, taking advantage, and with only 40 yards to go, Wickes surged by and won the championship. Ed Gibbs of Pittsburgh came out on top for the Challengers.

All participants agreed that Regatta Chairman Tom Meaney and his many Edgewater Yacht Club assistants ran a fine and memorable regatta which concluded with an excellent awards dinner at the Hollenden House Hotel. Races were run efficiently, winds were varied and the level of sailing ability exhibited probably the best of any Flying Scot National to date.

We are indebted to Fred Weintz for the fine Regatta writeup he forwarded to SCOTS N' WATER, including the following results tabulation.

CHAMPIONSHIP DIVISION

Place	Boat	Skipper	Home Town	Fleet	Race Finishes	Points
1	236	Bill Wickes	Toledo, O.	26	10-7-2-4-1	23-3/4
2	373	Dave Rodenkirk	Milwaukee, Wis.	25	3-2-1-2-19	26-3/4
3 (EBC)	56	Eaton Kelly	Gagetown, Mich.	8	1-4-3-8-12	27-3/4
4	715	Winscott Stokes	Winnetka, Ill.	3	3-2-7-6-16	34
5 (DYC)	2	Robert Cowles	Warren, Mich.	16	5-1-7-18-5	35-3/4
6	28	Lew Howe	Riverside, Conn.	7	10-10-10-3-3	36
7	850	Sandy Douglass	Oakland, Md.	6	4-3-21-1-9	37-3/4
8	553	Frederick Tears	Dallas, Tex.	23	8-10-2-11-7	38
9	331	Steele Griswold	Essex Jct., Vt.	5	4-12-4-7-11	38
10 (EBC)	57	Patrick Barry	Detroit, Mich.	8	6-6-6-13-8	39
11	222	J. Fred Weintz	Riverside, Conn.	7	2-WD-1-17-2	44-3/4
12	808	William Garrett	Dallas, Tex.	23	18-6-4-15-4	47
13 (DYC)	19	James Smith	Grosse Pte., Mich.	16	1-9-13-12-13	47-4
14	936	Vincent DiMaio	Toledo, Ohio	26	24-11-5-5-6	51
15	386	Ralph Manee	Toms River, N.J.	31	2-8-5-10-DSQ	54
16	383	Gertrude Godshalk	Wilmette, Ill.	3	12-4-10-16-14	56
17	306	Nathan Dreyer, Jr.	Jamestown, N.Y.	35	15-11-13-9-10	58
18	272	Bruce Shannon	Cincinnati, Ohio	1	8-5-9-20-25	67
19	577	Warner Williams	Cleveland Hts., O.	12	5-8-16-21-23	73
20	684	John Gelderman	Wilmette, Ill.	3	6-12-12-25-20	75
21	430	Tom Cramer	Pittsburgh, Pa.	6	7-13-14-14-27	75
22	749	Lt. P. Nicholson	Ft. Leonard, Mo.	-	7-7-19-19-24	76
23	658	Earl Sigmund	Bay Village, Ohio	12	18-15-8-23-15	79
24	610	Carl Rippel	Westerville, O.	2&37	14-1-18-22-26	80-3/4
25	533	S. L. Morgan	Inverness, Cal.	40	13-19-3-26-21	82
26	511	Kenneth Perkins	Berea, Ohio	12	13-3-11-27-28	82
27	24	Dr. Geo. Spencer	Cleveland Hts., O.	12&41	12-18-11-24-18	83
28	450	Jack Cochrane, Jr.	Ray, Ind.	34&56	14-5-14-28-22	83
29	275	Dr. Tom Meaney	Cleveland Hts., O.	12	15-17-9-DSQ-7	87

Note: The above EBC and DYC boats show the respective Club Flying Scot numbers for the Edison Boat Club and the Detroit Yacht Club.

CHALLENGERS' CUP DIVISION

1	328	E. H. D. Gibbs	Pittsburgh, Pa.	6	16-20-8-3-3	50
2	951	Tim Stearn	Sturgeon Bay, Wisc.	-	16-14-22-1-1	53-1/2
3	841	H. G. R. White	Winnetka, Ill.	3	20-13-15-4-2	54
4	361	John Beierwaltes	Winnetka, Ill.	3	11-9-23-6-6	55
5	595	Rob't. Sullivan	Evanston, Ill.	3	9-WD-DNS-2-4	61
6	504	Dr. E. Thistlethwaite	So. Bend, Ind.	9	23-15-15-5-5	63
7	670	Dr. J. M. Walker	Yorktown, Ind.	29	21-16-20-11-7	75
8	834	Dr. H. L. Browns	Evanston, Ill.	3	19-23-12-9-14	77

(cont.)

CHALLENGERS' CUP DIVISION - (Continued)

9	671	James B. Orr	Mt. Pleasant, Mich.	41	20-16-18-15-8	77
10	583	Jack Bute	Cleveland, Ohio	12	WD-19-20-7-11	80
11	49	Dean Spangler	Bryan, Ohio	34	11-17-17-8-DSQ	81
12	1010	William Claypool	Milwaukee, Wis.	25	9-DSQ-19-12-DNS	81
13	821	Daniel Beyer	Brooklyn Hts., N. Y.	28	19-21-16-14-12	82
14	7	Dr. D. Lonsdale	Cleveland Hts., O.	12	17-DSQ-6-DNS-DNS	82
15	329	Donald Hott	Keyser, W. Va.	6	17-DSQ-DSQ-10-9	84
16	277	Dr. F. A. Bavendam	Springfield, Ohio	14	21-14-DNF-13-13	84
17	396	Rob't Hanna, Jr.	Schenectady, N. Y.	-	22-18-17-DNF-10	85
18	155	Wm. Overhulser	Elkhart, Ind.	-	22-WD-DNS-DNS-	
					DNS	105

Note: Under "Race Finishes" column, the last two numbers or letters refer to Challengers' Division placings.

Due to the delay in receiving the minutes of the 1966 Annual FSSA Meeting minutes, clarification on several items and the editing necessary, we will plan to include this information in the next issue of SCOTS N'WATER.

S-&-W

Third Annual Northeast District Flying Scot Championship Results - as reported by Walt Lowry and Fred Weintz. Sorry we don't have room for Walt's lengthy poem entitled "Watch The Bloomers", but nobody, as hard as they all tried, were able to "bring the Bloomers down" according to the poem. Well, H. Franklin Bloomer, Jr. repeated his 1965 District victory again this year at picturesque Candlewood Lake, Connecticut on August 5-6, with Fl. #7 of Riverside taking 11 of the first 15 places. Final standings of the top 10 boats, in order, were: - Franklin Bloomer-Ken Parmelee-Walt Lowry-Lew Howe-Neil Raskin-Lt. Col. Marston (and never used a spinnaker in any race)-Tom Sawyer-Fred Weintz-Warren Ungberg-Ken Morris. Fleets #7-24-28-31-46, plus Lt. Col. Marston, USMC, Wash., D.C. and Edward Parke of Nyack, N. Y. made up the total of 32 boats entered. The Regatta was an all around pleasant social and racing event and Chairman Walt Lowry and his many aids are to be congratulated. A full two-page center spread of pictures and Regatta write-up were included in the August 10th edition of the Bethel, Connecticut Home News. Host Fleet #24 did a grand job.



Here are a couple of interesting, short letters from Sandy Douglass, both dated August 12, 1966, the first in reply to Dr. Max Rogers' question on rating different boats and the second from Mr. Wilbur J. Holleman, Jr. about the shorter rudder blade. Dr. Rogers sails #677 out of Lake Norman Yacht Club, Charlotte, N. C. and also comments in his letter "After sailing in many different classes, the SCOT is the best yet and let's keep it the best - NO hiking straps". Mr. Holleman, sailing #609 and from Tulsa, in his letter, voted against Art. S-II because he didn't know the reason for it, and which Sandy explains well as usual. (These will take the place of the "Sandy (or Vince) Says" article this month-Ed.)

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Dear Dr. Rogers:

Charles Silsbee has sent me a copy of your letter asking about a method for rating different boats. Perhaps the simplest of all is to use the "Portsmouth Rating Scale", I believe it is called. Based on the average results of many races, the Portsmouth Yacht Club in England has worked out a scale of rating based, I believe, on seconds per mile. The Scot is rated at either 89 or 91, as I recall it, the Thistle at about 86, the Highlander at about 84, the Dutchman at about 78. I am not at all sure of these figures, and cannot think where to obtain the listing, but I feel sure than YACHTING magazine, or ONE-DESIGN, would be able to give you the information.

In this connection, I understand that ONE-DESIGN soon will have an article describing still another system of handicapping. One-design racing still is the best. Glad to hear you oppose hiking straps.

Good sailing -  
Gordon K. Douglass

-----

Dear Mr. Holleman:

Charles Silsbee has forwarded a copy of your letter regarding the shorter rudder blade. I am sorry that the vote card did not explain the reasons, although there have been a number of articles in SCOTS N'WATER about it. We find the blade is larger than necessary, and the shorter blade does make a softer helm as well as reducing the bending and lifting moments.

However, heavy helm come primarily from heeling too far (but will be greatly exaggerated if the blade lifts). I do not know of any boat which is not going to be work to handle in a heavy wind. But if the Scot is kept on her bottom, never heeling more than 18 degrees, she will not make you fight her as she does if she heels. You accomplish this by easing the sails, both jib and main, and by feathering up. Many owners do not realize how much they heel. After most regattas I hear the same comment, that my boat has heeled so much less than the others. I try to "roll with the punches" instead of fighting against the wind. One of the few gadgets I endorse is the inclinometer which tells how far you are heeling. We have them here for \$2.95.

Yours for better sailing -  
Gordon K. Douglass

S-&-W

The four top Nationals winners, Wickes, Rodenkirk, Kelly and Stokes, received personally from Robert Manry, copies of his popular book "Tinker Belle", duly autographed. Bill Wickes also was the recipient of two pairs of Bristol Manufacturing Corporation's SEA LEGS deck shoes donated by this Bristol, Rhode Island firm. The trophies given out at the Awards Dinner were hand crafted pewter by Gene Lesch, well known Massachusetts artisan.

S-&-W

THREE SCOTS JOIN 62 OTHER SAILBOATS IN 175 MILE LAKE-OF-THE-WOODS RACE.

Jack Lester, F/S #824, of Fargo, North Dakota gives us a detailed story of "the world's greatest sailboat race" with 5 days of sailing in the August 14-21 period, logging 35-40 miles each day (the 175 miles course was as the crow flies and not as the SCOT tacks) and camping or stopping overnight at fishing resorts. Jack termed the experience splendid, and sort of a Midwestern epic for distanceminded sailors who generally round the marks on a single lake. Lake-of-the-Woods, lying on the Minnesota-Canadian border, is 65 miles from end to end and 60 miles across, contains 14,500 islands and has been famous for years for its fishing in the finest part of the Northwoods country. But this year, for the first time, Canadians and Americans together sponsored the sailboat race and next year they expect double the entries.

Jack, with his sons Paul 16 and Dean 14 as crew (and Jack feels that three are needed for this race - two in the boat just aren't enough), were met each night at the day's finish line by the support troops consisting of Mrs. Lester and daughter who drove around the perimeter of the lake. In the overall picture, the Lesters sailed FLYING JENNY to a 5th place, with BRENDA, F/S #910, sailed by Mr. & Mrs. Lou Consentine of Deerfield, Illinois, and formerly of Madison, Wisconsin, following closely. Preston Pate, in #863, the third SCOT in the race, and from Fleet #39, who hails from Joplin, Mo., was among the finishers each day until a 50-mile squall unfortunately dismasted his boat, at the same time disabling 20 others.

In addition to the SCOTS, there were scows, keelboats and other centerboarders, the largest keelboat being a Cal 28. The larger boats were crewed by entire families. The only boats to beat the SCOTS were two E-Scows, an A-Scow and a superbly sailed and navigated Tempest keelboat. Jack points out that at Lake-of-the-Woods navigation is equally important as making your boat go fast. The fleet set sail each morning at 8:00, the first day NW across Big Traverse, sailing strictly by compass, to Oak Island; second day to Kenora, Canada; third day, in a gale, to beautiful Sioux Narrows; fourth day south to Morson, a drifter in which SCOTS finished 2nd and 3rd behind a very fast E-Scow and ahead of a very large A-Scow. Some of the entries actually cruised, enjoying the beautiful country, rather than sailing full-out to win. One boat even paused long enough in a drifter to catch a 24 pound muskie. On the fifth day, the course was from Morson, Ontario back home to Baudette, Minnesota, with the compass again being of great help. The fleet laid over one day in Kenora to enjoy the full hospitality of this lovely Canadian town. Following the gale, the fleet relaxed another day in Sioux Narrows.

Jack mentions that the three SCOTS sailed very well and surprised many in that scow-oriented country with their fine speed. He is sure that the race organizers would enjoy seeing more Flying Scots in future races, and that the Lester's will certainly be back next year. Jacks ends his interesting letter with "From the combination of weather we faced...large waves, high wind, and very light air the all-around SCOT seems to be the ideal boat for Lake-of-the-Woods." (Thanks, Jack, for your grand letter - Ed.)

S-&-W

-----AND ANOTHER INTERESTING LETTER ABOUT SOMETHING ELSE A  
SCOT CAN DO

Dear Mr. Silsbee: - As the wife of your newly registered "Unattached Member", F. Bradley Peyton, III, F/S #878, I felt you might be interested in the activities of his "Attachments". We sail our boat from Holiday Marina, owned by Bill Wilkerson who is particularly devoted to young sailing hopefuls, some 3,000 of whom (a number of old sailing hopefuls are included in this number) he has taught to sail in the past 8 years. Our daughter Bayne, 17, and our sons Brad, 15, and Scott, 13, learned to sail under his kind tutelage 7 years ago.

(Cont.)

We first sailed our new SCOT (#878) here in North Carolina after only one trial run near our home in Virginia on July 1st. Yesterday, in a steady 25 mile wind at Kitty Hawk, with Brad as skipper, Scott water-skied behind our SCOT for the better part of an hour. Our children have water skied previously when younger and lighter behind a Jolly boat skippered by Dr. Lloyd Griffin, President of the Jollyboat Association. Our children all say there is no comparison in the stability of being behind the SCOT over the Jolly, somewhat of a racing machine. If we get some decent skiing pictures later, we'll send them along. (Please do! - Ed.)

We knew we had bought a fine boat, but we didn't truly realize what a superior boat we had until the past month. My husband and I can poke along, the boys can race and our daughter can take her friends out. We feel the example of our youngsters becoming sufficiently proficient in a month's time (and they all have summer jobs) to accomplish yesterday's stunt of coming about and picking up a skier out of the Bay is an endorsement of the simplicity and ease of handling incorporated in the SCOT.

Our older two love to stand on their ears and think hiking straps would be great. The youngest, a more conservative sailor, and we are unequivocally opposed to them. We think, given time, we'll bring the other two around. We're instituting a brain washing campaign based on the fact that we chose this boat for what it is - not what it isn't. As soon as they've learned to let out the sail and get her on a plane through intent rather than through luck, we feel they'll come around to our way of thinking. She's a lovely boat and we are all enthralled with her.

Sincerely, Gertrude B. Peyton (Mrs. F. Bradley Peyton III)  
"Trail Wind" - 3 Mile Post, Kitty Hawk, N.C. 27949 - 7/29/66  
S-&-W

MR. FRANCIS G. COLE OF THE FIRM WATSON, COLE, GRINDLE AND WATSON, 815-15TH STREET, NW, WASHINGTON, D.C. 20005 SENDS US THE FOLLOWING INTERESTING LETTER.

~~Dear Mr. Silsbee: - In the June issue of Scots N'Water you asked for comment on delivery of "bulk rate" mail. My copy of the June issue arrived the last week in July. In the Washington, D.C. metropolitan area any mail not marked "first class" is thrown in a corner to ripen. I enclose a dollar in the hope that it will be possible to send my copy first class, although I appreciate that the mechanics of the matter may pose a problem.~~

It was my intention to comment on the hiking strap issue, on which I am apparently on the losing side, but your May issue arrived so late that I did not bother to respond to your invitation. Last year I lost one of my sons overboard while on a wild plane at Ocean City, Maryland. We recovered him when his absence was noticed (about 1/2 mile later), but I have minimized this risk by putting short loops of line on each side of the centerboard well top plate into which the crews' toes may be hooked. It is not a matter of athletic ability or acrobatics. It merely gives, particularly to unathletic and elderly crew members, an increased sense of security.

The SCOT is the most stable boat I have ever had, and is at her best when small craft warnings are displayed. But while this minimizes the risk of capsize (for I seldom cleat my jibsheet down on the leeward side as Sandy did on one occasion), it is no guarantee against casual disappearance of crew or skipper, athletic or otherwise. For short-legged persons I have provided a handhold. I believe this is permissible, but those to whom nature has been more generous prefer to have both hands free.

You are to be congratulated on your reporting of matters of interest to the SCOT community. The paper is most enjoyable - and I shall be most happy to receive it more promptly. Kindest regards,

Francis G. Cole

S-&-W

AND TO REMIND YOU AGAIN OF THE HOSPITALITY REGATTA AT THE JACKSON  
YACHT CLUB

John C. Batte, F/S #484, and one of the active sponsors of this event which will be held at Jackson, Mississippi on October 22nd, 1966, invites every SCOT owner interested in thi Regatta to please make plans to attend. Any questions and correspondence should be directed to John at 3933 Azalea Dr., Jackson, Miss. 39206. It's not too late to send in your "entry" to John.

The William C. Garrett's from Dallas, Texas, F/S #808, recently stopped off in Jackson enroute to Massachusetts and the Nationals and Mrs. Harris Garrett, F/S National Champ- ion in 1963, has this to say about the new clubhouse and the wonderful hospitality Jackson, Mississippi and the Batte's afforded them - "The new clubhouse under construction, to be ready for the Regatta, among the tall, cool pines, overlooks the blue reaches of the lake on one side and the snug, attractive marina on the other. Many SCOTS moored there made us feel very much at home, and the opportunity of an early morning sail added to our plea- sure. We would like to return soon. The Hospitality Regatta should be a great success, attracting SCOT sailors and those from other Classes from all over the South and the Middle West for some good racing and great hospitality. Incidentally, those who can come via Natchez will find the Natchez Trace, a federal parkway, like driving through a garden for a hundred miles, a delightful treat."

S-&-W

Orville White reports from Canada that it is not too early to make reservations for the 1967 F/S Nationals to be held at Montreal on August 25-26-27 during the World Exhibi- tion. Those interested should contact Orville at once - at 61 Finchley Road, Hampstead 29, P. Que., Canada. Due to reservations already filling up, Flying Scotters interested should not delay.

Orville also tells us about the Gananoque Regatta at the Trident Yacht Club on August 6-7 on which Dr. Ford Stevens, Orville and others had put forth so much effort. Of the three trophies, Sandy Douglass presented the Douglass Trophy to 1st place winner Gordon K. Douglass, but that isn't as bad as it sounds, for Sandy passed it on to Lorne Peckover, 2nd place winner. The Philadelphia Trophy was presented by Dr. Stevens to Ken Wright, and the Border Trophy went to Stewart Swan. Top three regatta winners, in order, were Sandy and Mary Douglass, John McGugan (with a 2nd and two 3rds) and Ken Wright.

Olympic Yacht Sales has bought the SCOT moulds from Tanzer Industries who have dis- continued F/S production. Sorry, Orville, that we don't have room for all the rest of the local news you sent us. - Ed.

S-&-W

Don Voyles, Correspondent for F/S Fl. #48, Charlotte, N.C., says -"Fleet 48 is solidly opposed to hiking straps. Our fleet has grown rapidly to 13 boats and the change to straps unquestionably would hinder this fleet's further growth. The fact that straps are not allowed was an important consideration in our selection of the SCOT and it has been one of the most convincing points in talking with prospects.

S-&-W

Bill Goldthwaite reports that F/S Fl. #37 has added 3 SCOTS so far this season. Jack Huling is in the lead, with Carl and Helen Rippel, Mike Widman and Jim Glasgow not far behind in the two separate Saturday and Sunday series.

S-&-W

Russell E. O'Brien, 2910 Penn Square Road, Norristown, Pa. 19403, Telephone 215-272- 9746, a sustaining member of the FSSA, is interested in buying a used SCOT.

S-&-W

Ed Kirkham, 1795 Steeple Chase, Brookfield, Wisconsin 53005, a FSSA associate member, has indicated interest in a used SCOT.

S-&-W

From Walter Jensen, 1927 Chaparral, Houston, Texas 77043, F/S #780 - "I agree with those who wish to have an official vote on the adoption of hiking straps. I want to vote NO!"

S-&-W

Victor Rowell who now sails his SCOT at Spring Lake, Michigan, near Grand Rapids, among C and E scows and Butterflies, has ambitions of starting a new F/S fleet. He also is all for keeping the cockpit uncluttered with hiking straps. His lonely SCOT is drawing local attention with its speed.

S-&-W

A reminder - although it may do no good with the late bulk mail deliveries - that the President's Cup Regatta on the Potomac at Washington, D.C. is being held on September 17-18th, with F/S Fleet #42 as host.

S-&-W

"We're ready to plane. Move to the back of the boat", said Sandy sternly.

S-&-W

Our rather heavy backlog list of new members, newly assigned boats, etc. should be picked up in the next issue of SCOTS N'WATER. See you in October.

S-&-W

MRS. HELEN M. RIPPEL

Corresponding Sec. FSSA  
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