

SCOTS

n' water



OFFICIAL PUBLICATION of the FLYING SCOT SAILING ASSOCIATION - Charles S. Silsbee, Editor

VOL. XI, NO. 1

NOVEMBER/DECEMBER 1968

HOLIDAY GREETINGS TO ALL FLYING SCOT SKIPPERS,
THEIR FAMILIES, AND FRIENDS
AND THE BEST OF SAILING IN 1969!!!



As you know, the Flying Scot Sailing Association's fiscal year began on November 1, 1968. And with it we incorporated a few changes in the SCOTS N' WATER format. You might wish to keep this copy for future reference.

The list of the 1968-69 FSSA officers and their addresses, along with dues information, is on Page 2. District Governors and Flying Scot fleets are shown on the back page of this issue.

We will continue to publish SCOTS N' WATER monthly, except the September-October, November-December, and January-February issues will be combined. Subscription cost is included in the FSSA annual dues.

Send all SCOTS N' WATER copy, including news, articles, photos, and advertisements direct to the Editor, 760 Foxdale Avenue, Winnetka, Illinois 60093. Incidentally, the deadline for the next issue (January-February 1969) is January 15, 1969.

Advertising rates, per issue, are \$4 for up to 5 square inches, \$8 for the 10 inch size, and \$4 for each CAVEAT EMPTOR ad.

All dues payments, fleet and district reports, registration certificates for new boats or boat transfers, changes of address, and requests for Royalty Paid labels, new fleet charters or allied correspondence, and corrections of the Yearbook should be directed to the FSSA Corresponding Secretary, Ann (Mrs. George W.) Stokes, 396 Hawthorn Lane, Winnetka, Illinois 60093.

- - - S n' W - - -

THE ASSOCIATION wishes to express its appreciation to the 1967-68 Governing Board -- with a special thanks to those officers who retired on November first -- Steele Griswold, Bill Garrett, Henry White, Coburn Marston, and Orville White.

WHAT'S IN THE F/S WIND?

FLYING SCOT SAILING ASSOCIATION

PRESIDENT

J. Fred Weintz, Jr.
44 Wesskum Wood Road
Riverside, Conn. 60878
203-637-3577

SECRETARY

Dr. Derrick Lonsdale
2597 Idlewood Road
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216-371-2821

TREASURER

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9426 Autauga
Houston, Texas 77055
713-462-3523

MEASURER

Charles W. Edgar
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Greenwich, Conn. 06830
203-661-6818

DESIGNER

Gordon K. Douglass
Gordon Douglass Boat Co.
Box 28, Oakland, MD 21550
301-334-4848

COMMODORE

Dr. Thomas F. Meaney
2020 East 93rd Street
Cleveland, Ohio 44106
216-229-2200-x2266

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Glenview, Illinois 60025
312-724-6999

SECOND VICE-PRESIDENT

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Jamestown, N. Y. 14701
716-456-2881

THIRD VICE-PRESIDENT

EDITOR, SCOTS N' WATER
Charles S. Silsbee
760 Foxdale Avenue
Winnetka, Illinois 60093
312-446-4073

FSSA ANNUAL DUES

ACTIVE MEMBER (Owner)...\$10.00
ASSOCIATE MEMBER (Crew)... 2.00
SUSTAINING MEMBER..... 4.00
CO-OWNER other than
SENIOR CO-OWNER..... 2.00
JUNIOR CO-OWNER (Wife,
Husband, Daughter, Son
of OWNER or CO-OWNER)... 2.00
LATE DUES PENALTY (after
Feb. 15 - previous FSSA
members only)..... .50

Make checks payable to FSSA
and mail to:

FSSA CORRESPONDING SECRETARY

Ann (Mrs. George W.) Stokes
396 Hawthorn Lane
Winnetka, Illinois 60093

FORTHCOMING FLYING SCOT REGATTAS:

Feb. 21-23: 1969 FLYING SCOT MID-WINTER REGATTA
Fleet 56 at Royal Palm Yacht Club
Fort Myers, Florida

1969 FLYING SCOT NORTH AMERICAN CHAMPIONSHIP
Fairhope Yacht Club, Fairhope, Alabama
(Summer of 1969 - date not yet set)

FSSA ANNUAL MID-WINTER MEETING AND DINNER is expected to be held in New York City Friday evening, January 31, 1969, during the time of the Boat Show. Location, price, and exact time have not been definitely decided. More later. In the meantime, further details may be obtained by contacting Fred Weintz.

NEW YEAR'S RESOLUTIONS for FLYING SCOT-ERS:

- Pay your national dues during January!
- Report promptly any change of address to the FSSA!
- Plan to attend the North American Championship at the Fairhope Yacht Club on Mobile Bay in 1969!

WE'RE OUT IN THE CORN COUNTRY, LAKE MacBRIDE -- Midway between Iowa City and Cedar Rapids -- TWO SCOTS SO FAR FOR THE 1969 SEASON!

It is the home of the five year old Hawkeye Sailing Club whose present Commodore is new Scot owner John Knott. John, who recently bought F/S 370, and Dr. F. V. C. Wells, F/S 1345, are looking forward to a growing interest in Scots at Lake MacBride, where family sailing is becoming increasingly popular.

THE WINDJAMMERS SAILING CLUB, GREEN BAY, WISCONSIN, has decided to enter into Class racing. A letter from Mr. Reynolds Secord, Racing Chairman, states that the Flying Scot has been selected as one of the three Classes for evaluation. Flying Scot data has been sent to Mr. Secord.... ED.

TOP YACHTSMAN and TOP YACHTSWOMAN of 1968!

You may send in your vote for the Martini & Rossi TOP YACHTSMAN and YACHTSWOMAN of the year and receive a copy of "TACTICS THAT WIN." Just use the form below:

| | |
|--|--|
| USE THIS FORM TO VOTE OR JUST DROP US A NOTE | P.O. BOX 323 LENOX HILL STATION, NEW YORK N.Y. 10021 |
| PLEASE ENTER MY VOTES AS FOLLOWS: | |
| TOP YACHTSMAN OF 1968 | |
| TOP YACHTSWOMAN OF 1968 | |
| SIGNATURE (May be omitted if you choose) | |

SCOTS N' WATER

F L E E T I N G N E W S

MAX MATTHEWS, Secretary of newly formed FLEET 73, reports that he is the only officer to date and that they plan to continue with an informal organization until there are more members. The fleet sails on Raritan Bay out of the Raritan Yacht Club at Perth Amboy, New Jersey, not Raritan, N. J., as we previously announced. Max adds that the location, a part of lower NY Harbor, isn't beautiful and a pollution problem exists, but the wind is usually fine and there is a lot of space for good sailing. Interested Scot sailors in the area may reach Max at 81 Oakwood Drive, New Providence, New Jersey 07974.

- - - S N' W - - -

CHUCK WINANS, NORTHEAST DISTRICT GOVERNOR, has a slight modification to the announcement in the last SCOTS N' WATER about the 1969 Flying Scot District Regatta on Cape Cod. The August 1-2 date mentioned is the date desired by the host club, but it will depend upon the firm date yet to be set for the Flying Scot North American at Fairhope, Alabama. Chuck says that, after all, it wouldn't be fair to draw too many skip-pers away from Alabama to the fair, sandy shores of Cape Cod.

- - - S N' W - - -

AND A FEW MORE GOOD SHOTS of the 1968 NORTH AMERICAN CHAMPIONSHIP at RIVERSIDE taken by Alice K. Barker

AN APOLOGY to W. JOSEPH VESEY, owner of F/S 401 and current Fleet Captain of FLEET 34. Although the Post Office thinks he has moved to Florida, he is still at 207 Colony Bay Apartments, 6530 Covington Road, Fort Wayne 46804, and not at the address listed in the 1968 Yearbook.

- - - S N' W - - -

ARROW-FLYING SCOT CHALLENGE RACE
(See S N' W Vol X, No. 9, p. 16)

It is with the deepest regret we sadly report that the Arrow Class placed 1-3-4-7-8-9 and the Scots 2 (Jack Beierwaltes)-5-6-10-11-12 in the FLEET 3 event held Sept. 29 at Wilmette Harbor, Illinois. The wind was reported from fluky to dead -- the Flying Scot alibi. As Trudy and Ernie Godshalk in their "Bonnie Rabbit" put it:

"It's true as we know
That the Arrow goes well
In light air and a chop.
But we'll challenge its reign
When winds blow and Scots plane
And our Rabbit goes hippity-hop."



Lew Howe (#28) and Bill Garrett (#808)
reaching under spinnaker.



Charles Rowe (#242) and John Riina (#777);
New York City skyline in the distance.

EVENTS LEADING TO THE START OF A RACE



SANDY SAYS -

I must confess that I am not the systematic type who has a check list a yard long of things to be done in preparation, with the result that I have been known to pull some real boners, such as starting in the wrong division as I almost did at Cleveland and was ten minutes late for my division. All too often I do not take the time to read the race instructions before I go out and then forget to take them along -- a bad habit!

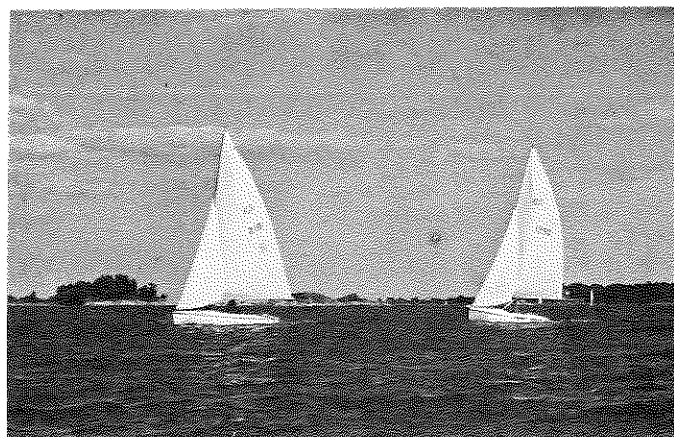
What I try to start with is a good knowledge and understanding of the racing rules and a boat in good condition. The former requires periodic study plus experience; and the latter means making a habit of observing all of the parts of the boat and her rigging, keeping everything in top condition, oiling where required and repairing or replacing equipment before it reaches the danger point. I cannot recall ever having had a breakdown resulting from lack of maintenance.

In preparation for a race or regatta, I make sure that the bottom is clean, the sails in good repair, winch cranks, battens, spinnaker pole, sheets, and all such gear present and accounted for. I prefer to have one suit of sails so that I do not have to make the awful choice between jibs, mains, and spinnakers and guess at what the weather will be. The spinnaker must be packed and ready, etc. I almost never scrub the bottom during a regatta as we did at Riverside. Ironically, having scrubbed it before the fourth race, we then sailed the poorest race of the series. All of the above, I believe, should be taken for granted, and I do not think I should take the time to go into detail about cotter pins and such minor but important things.

Far more important is to give thought to the start itself and the all-important minutes leading up to it. The start of a race is especially important in a big fleet. In a small fleet of eight or ten boats a poor start is not necessarily a catastrophe because there is plenty of water and only a few boats ahead of you. In a big fleet, however, if you are boxed in and have to sail in the backwind of twenty or thirty boats you really are in trouble, with the leaders sailing in clear air and opening up their lead.

In every start there is a best position depending on the angle of the line, the direction of the tide or current and the direction the wind is shifting, if it is. It is a truism that the best start is to be judged not just on where you are when the gun goes off, but where you are five minutes later. And where you want to be five minutes later has a great deal to do with how and where you start.

Therefore, it pays to be out in the starting area well in advance of starting time, so as to be able to observe what the wind and the



-Alice K. Barker photo
Frank Bloomer (#218) & Sandy Douglass (#1350),
the "one-two" of the 1968 North American.

SANDY SAYS - (Continued)

water are doing. If there is a tide or current, observe its strength and direction to aid in planning your start. Observe the wind patterns. Wind generally is changeable in direction and velocity, often with regularly repeated swings. Even the best Race Committee cannot often set a perfect line because of this. If the swings are large, one end or the other will be favored at the time of the gun. Try to find out which. Often the wind is changing rather steadily in its direction as the sun warms the land. Try to see if it is and in which direction.

Before the start of the fifth race at Montreal, for example, in the preceding half hour I noticed that in spite of its minor swings, the wind was working clockwise as shown by a bearing on shore dead upwind when we arrived at the scene. For this reason I tacked onto port almost immediately after the start and held the tack until we almost reached the lay line, with the result that when we tacked for the mark we had a terrific lead over the boats which, on starboard tack originally, now were on the wrong side of the shift.

At Riverside this year we had a very shifty North wind, and for the afternoon races a fairly strong flood tide across our course. The starting line was a long one. It seemed logical that a boat at the "leeward" end of the line would have to sail farther than one at the "windward" (Committee Boat) end, because he would have to sail against the tide for a distance the length of the line. Everything else being equal, the upper end of the line seemed preferable.

Another valuable bit of knowledge is the length of time needed to sail the length of the line, in case you need to go from one end to the other or want to run the line as part of your approach.

These are some of the things which form the preparations for the start. The start itself is another subject, to be dealt with in a forthcoming article.

- - - Gordon K. Douglass
10/16/68

NOVEMBER/DECEMBER 1968

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Out Island resorts,
we're right on
the water.

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Most beautiful beach in the Bahamas. Our own fleet of sail and power boats. Gourmet restaurant. Great new swimming pool. Brand new air-conditioned rooms. Best bonefishing, shelling, reef exploring, and deep-sea fishing anywhere. (Yes, anywhere.) See your travel agent or our representatives, Leonard Hicks, Inc. Or write or phone us direct: P.O. Box 534, Miami, Florida 33148. (305) 633-1961.

outisland inn

GEORGE TOWN, GREAT EXUMA, BAHAMAS



IF
YOU
RACE
TO
WIN!



JOE BECKER-F/S #1118-
TULSA-WON THE FLYING
SCOT PRAIRIE DISTRICT
CHAMPIONSHIP IN JULY
WITH THREE FIRSTS -
USING HIS NORTH SAILS

1111 Anchorage Lane,
San Diego, Cal. 92106
913 Electric Ave.,
Seal Beach, Cal. 90740
Harbor Drive, Sausalito,
Cal. 94965

OFF THE MAIL BOAT

A LETTER FROM OUR CORRESPONDENTS ON GUAM

GEORGE AND IRMGARD SCHILDROTH are the former owners of F/S 244, LORELEI II. Before being transferred from New Hampshire to Guam because of George's engineering reassignment, Irmgard was a regular contributor to SCOTS N' WATER, to YACHTING, too. Here is part of their recent letter....ED.

"We have received our SCOTS N' WATER and the 1968 FLYING SCOT YEARBOOK, and we are happy to see the numbers grow and THE CLASS being chosen for groups of clubs.

"Here on Guam, the highlight of the summer was the second annual water festival held at the southern tip of the island. A fleet of various type of power boats and the only ketch-rigged yacht on the island sailed from the Village of Umatac where Magellan landed in 1521, to Merizo Harbor. There were some power and sailboat races, sky diving exhibit, fireworks, and a benefit dance reigned over by the local beauty queen.

"When we arrived at the festival grounds wearing our Flying Scot patches which Sandy had given to us, we were immediately ushered to the grandstand and introduced to island dignitaries. (So, why not wear THE PATCH to the Inauguration?)

"The sailboat races drew their participants mainly from the Navy's Subron Fifteen Yacht Club and from the Australians operating the cable station on the island, with nine Australian Bobcat Class boats, a popular 12-footer. The Subron Fifteen Yacht Club does have a 25' Contest Class sloop and a new 21' Offshore Class ketch built in Hong Kong.

"It may surprise yachtsmen that despite the environmental blue water, local sailing is a sport still in the embryo stage. Nowadays, Guam presents a rather landlocked atmosphere -- no topless maidens, no native craft of any kind skirting the island for either fishing or pleasure. But, the government is interested in getting a commercial fishery started -- with Federal grants, of course! Imagine -- teaching islanders how to fish!

"Please include our warmest Christmas Greetings and may the USA become swamped with Flying Scots in 1969. Best wishes and fair winds always,

-Irmgard and George Schildroth

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|---|--|
| <p>HALYARD CRANK - Machine steel, chrome finish, roller handle. A fine piece of hardware. \$4.50 Stainless steel model - \$6.00. Send check or money order to JOHN SWEET, 238 East Point View, Racine, Wisconsin 53402.</p> | <p>STAINLESS STEEL HALYARD CRANK - Preferred by Scot & Thistle Champs. \$4.00 Postpaid. Weight - 3 oz. Guaranteed not to break, float, rust, or affect compass. RUSSELL O'BRIEN (#247), 2910 Penn Square Road, Norristown PA 19403</p> |
|---|--|

As mentioned in the June 1968 SCOTS N' WATER, advertisements accepted for steel halyard cranks cannot be construed as an endorsement by the Flying Scot Sailing Association. This has been a rather controversial topic for years due to the improper use of an unbreakable crank possibly leading to a broken jib halyard or a damaged masthead...ED.

REGATTA RESULTS

FOURTH ANNUAL HOSPITALITY REGATTA
F/S FLEET 45, JACKSON YACHT CLUB
Ross Barnett Reservoir, Jackson,
Mississippi - October 25-27, 1968



--AND ONE THISTLE!

From Sunfish to Solings, with about 250 boats present, the success of this year's HOSPITALITY REGATTA was very largely due to the participation of the 37 Flying Scots, from Ohio and Illinois to Texas to Florida and adjacent states.

Weather conditions were just as ordered --clear, blue skies and good winds including excellent planing on Sunday.

Trophies were awarded to the first five places: H. G. Henderson, Jr., Houston; Idom Darby, Panama City, Florida; Fred Tears, Dallas; Ted Glass, Mt. Vernon, Illinois; Manning Grinnan, Dallas, in that order. Others in the top ten were Ellis, DiMaio, McRoy, Fallo, and White.

A cocktail party for the Flying Scots at the home of the John Battes on Friday evening and a dinner dance at the Jackson Yacht Club on Saturday, along with the fine handling of the regatta, all contributed to a wonderful weekend and plans for an even larger regatta in 1969.

SNOW FLURRIES REGATTA - October 5-6, 1968

John Borough, Secretary of FLEET 37 reports on the Scot results at the Snow Flurries Regatta held at Port Clinton on October 5-6. The Rippel's sailed F/S 1270 to victory with David Upham of Mansfield, Ohio, second in #59, and our new National Secretary, Dr. Derrick Lonsdale, taking third place with #7--with sixteen Scots competing. The total for all classes in the regatta was about seventy boats.

NOVEMBER/DECEMBER 1968

MEASURER'S REPORT

SUMMARY OF ACTIONS TAKEN IN 1968

by FSSA MEASURER STEELE T. GRISWOLD

1. Recommended that the "Toe-Board" petitioned for by Fleet 34 not be adopted. Concurred in by the FSSA Governing Board.
2. The only outhaul device that will be approved is: "One block may be shackled to the end of the boom and may be either a single or double block. No block may be attached to the cringle of the mainsail."
3. Ruled that fairing of the trailing edge of the centerboard is permissible.
4. A single-ended spinnaker halyard is legal.
5. Barber haulers are illegal.
6. A traveler on a track or a bridle arrangement for the mainsheet is not permitted.
7. Ruled that the use of a monofilament instead of a wire rope in the luff of the jib is illegal.
8. Ruled that an outhaul lever is illegal.
9. An aluminum rudder is legal so long as it meets all dimensions shown on the Official Plan.
10. Spreaders are legal but the shrouds must be at the location and of the dimensions shown on the Official Plan.
11. Ruled that the only critical dimension for battens is their length.

FLYING SCOT

PLAQUES

Half-Model
Cast White Plastic
on
8" x 10" Mahogany
Brass Number Plate

\$10.50
Postpaid

R. M. FORNELL
4640 South Gary
Tulsa, Oklahoma
74105

"SEA STORIES" DEPARTMENT

FLYING SCOT RIGGING

COMMENTS FROM THE SKIPPER OF F/S 190 --
FRANCIS G. COLE -- ON FLYING SCOT RIGGING
ARTICLE, S N' W, Vol. X, No. 9, Page 8:

Washington, D. C.
October 28, 1968

Dear Editor:

Having seen an article in the last SCOTS N' WATER which appears to be unjustifiably critical of the Flying Scot rigging, I rise to the defense. The writer of the article does not specify the nature of his complaint, but I would assume he has reference to the absence of a rotating mast, bendy spars, adjustable gooseneck, etc.

Perhaps, such things would give a small percentage of added speed under some circumstances. However, the Scot is a general purpose boat, and I doubt that the extra expense incurred in installing these items is warranted. Certainly for one who races seldom and then only informally and impromptu contests, I have often come off second best against a 5-0-5 sailed by an excellent skipper at Ocean City. But, occasionally I win, and that is adequate compensation. And when the wind gets strong enough, he is only too happy to bring his boat in and sail with me in my dependable and seaworthy Scot!

I cannot go along with ideas that interfere with the all-purpose concept of the basic design or the simplicity of the rigging.

Sincerely,

FRANCIS G. COLE

FLYING SCOT STABILITY

"A report on a small incident to attest to the firm stability of our Scot. While on a downwind spinnaker leg of a race this summer, the pin in the halyard shackle of my jib slipped out, leaving the shackle way up there close to the block. With a twice around course I had to get that jib back up. So, with the help of the shoulders of a crew member and shinnying the rest of the way, I was able to make it all the way up. My biggest concern was over what my weight might do that far up in case we began to heel too far to leeward. However, we stayed flat and I never had to test it too far."

-Charles A. Winans
F/S 312, Fleet 57

BATTENS

finest quality tapered varnished ash

set of four for main - \$4.25

send check to:

Don Blythe, Battens
804 Euclid Ave.
Jackson, Miss. 39202

CAVEAT EMPTOR:

FLYING SCOT # 1021 Tangerine hull, white deck and water line, waxed, bottom paint, used for learning, never raced, in water one season, new condition. Main and jib by Rolly Tasker, rigged for sailing or racing. 3 HP Johnson Seahorse motor with mount and safety chain. Insured until 9/28/69. Certified 8/66 by Customflex. Pamco trailer with safety chain and lock. Bridle, Danforth anchor with 100' nylon line, boat cover, lights, four new life jackets, seat preserver, bilge pump, two paddles with holders, licenses, gravity bailer and siren. \$ 3,250 cash or \$2,250 and assume \$1,000 balance due. Buying a larger boat. Charles A. Reamer, 5019 North 33rd Street, Arlington, Virginia 22207. Phone A/C 703-538-2626.

CAVEAT EMPTOR:

FLYING SCOT # 491

Douglass built - white hull, oyster gray deck, red boot-top. Top condition. Boston main, jib, and red, white, & green spinnaker. All equipment -- winches, cockpit cover, motor bracket, compass, and inclinometer. \$2,100. Joseph Plasket, 1437 Dell Cove Drive, Fort Wayne, Indiana. Phone (Home) 432-3325 or (Office) 742-1381.

FLYING SCOT # 760

Dark blue hull, white deck. Thomas main and jib; Ulmer spinnaker. Pamco trailer, tent cover and much misc. equipment. \$2,300. Will deliver within 300 miles. R. E. Gerbracht, 27346 Santa Clara Drive, Westlake, Ohio 44145. Call A/C 216-871-4326.

FLYING SCOT # 837

White hull and deck, black boot top. Boston main and jib. Ratsey & Lapthorn spinnaker. Fully equipped for day sailing or racing. Sterling trailer and new tie-down equipment. Boat has been dry sailed and is in excellent condition. \$2,595. R. K. Jefferies, 7719 Chadwick Road, Waco, Texas 76710.

FLYING SCOT # 986

Lofland Scot and trailer, white hull and deck, green boot-top. Boston sails -- main, jib, & spinnaker. Extra cam cleats, detachable outboard motor bracket. It is in excellent condition, always dry sailed and stored under full cover. Mast hinge and mechanical mast erection device included. \$2,750. Edward L. Smith, 1601 Royal Oaks Drive, Waco, Texas 76710. Call 817-772-5753.

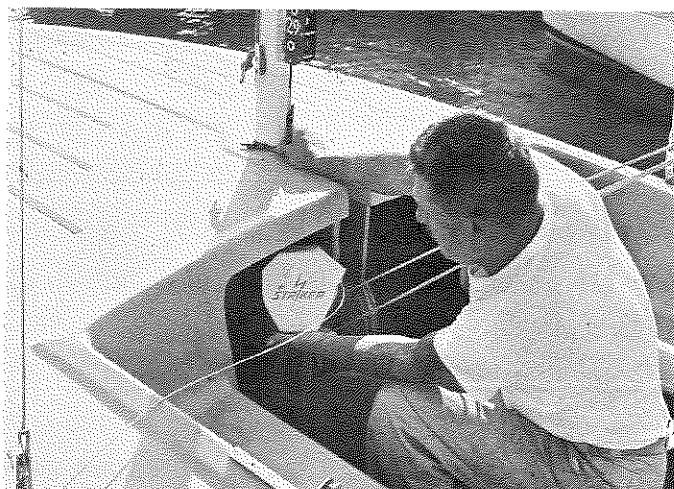
WITH THE F^CS FLEETS

DETROIT BOAT CLUB TO INSTALL deSTRIKER UNITS ON ALL CLUB BOATS

Lightning, always a threat to sail boats, will be of less concern at the Detroit Boat Club in the coming season. The entire fleet of Club Flying Scots will be equipped with deStriker Units designed to direct the path of lightning directly to the water instead of having to go through the boat.

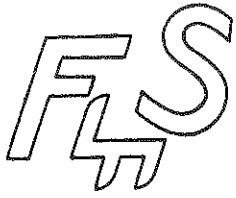
Eugene C. Mathivet, Jr., Commodore of the Detroit Boat Club, in authorizing the installation of the deStriker Units as a precautionary protection for the boats, commented:

"The sailing season is all too short for most of our sailors. To have one or more boats laid up due to storm damage would put a real crimp in our sailing activities and our participation in inter-club regattas. The deStriker will also provide protection for our members if they are caught out in a storm."



Units are installed above the F/S center-board trunk and do not interfere with any sailing activities.

The Detroit Boat Club is probably the first club to completely equip its fleet with this protective device. Installation of the deStrikers was arranged through the cooperation of Walter B. Drolet, President of Export Corporation, designer and manufacturer of the deStriker, 8951 Schaefer Road, Detroit, Michigan 48228.




FLYING SCOT SAILING ASSOCIATION

FSSA OFFICIAL CERTIFICATES OF MEASUREMENT & REGISTRATION
SEPTEMBER, OCTOBER, & NOVEMBER 1968

- 8 ROBERT K. COPE to DAVID M. BOULDEN, 611 Rodman Avenue, Jenkintown, PA 19046
97 DOUGLASS to MIKE F. BELMONTE, 17 Chestnut Hill Lane South, Buffalo, N. Y. 14226
147 DOUGLASS to HAROLD D. GREEN, 3619 Dewsbury Road, Winston Salem, N. C.
160 DOUGLASS to FRANKLIN D. WOLFE, 3471 North Emerson Street, Arlington, VA 22207
289 JOHN TORINUS, JR., to ROBERT L. BOEHM, 577 Chatam Court, Neenah, WI 54956
333 EUGENE D. HAAS, JR., to DUANE WHELAN, Mile Hill Road, East Hampton, N. Y. 11937
370 MARQUIS BOWMAN to JOHN R. KNOTT, 801 Eastmoor Drive, Iowa City, Iowa
501 Dr. Albert Gelb to Robert E. Davis, 6 Majestic Court, Wilmington, Delaware
526 PETER E. CHASE to JOHN I. VAUGHAN, 3744 North Bay Drive, Racine, Wisconsin
643 WILLIAM D. CLAY to WALTER BISSELL, JR., 502 McIndoe, Wausau, Wisconsin
690 DR. CURTIS W. TARR to JOHN KUMBIER, 756 Chestnut, Neenah, Wisconsin
875 GEORGE WHITNEY to COL. & MRS. EVERETT L. REA, Qts. 83-S, Aberdeen Proving Gds, MD
936 Carl A. Rehm to Jack W. Lawrence, 3504 Glengarry Lane, Kalamazoo, Michigan
951 PALMER JOHNSON BOATS, INC., to ROBERT L. COWLES, 2424 Ducharme Lane, Green Bay, WI
1052 RANGER to MRS. R. D. (CARLYN) WEHLE, Four Winds, Deer Harbor, Washington
1053 RANGER to MRS. R. D. (CARLYN) WEHLE, Four Winds, Deer Harbor, Washington
1123 KENTON B. HIGGINS, JR., to HEINZ W. RITZAU, 485 Madison Avenue, New York, N. Y.
1142 CUSTOMFLEX to CARL SCHONBURG, 2510 Farnsworth Drive, Fort Wayne, Indiana
1332 CUSTOMFLEX to GORDON DUNCAN, 3222 Winchell Avenue, Kalamazoo, Michigan
1359 DOUGLASS to DAVID H. HARPOLE, 3114 Stoneridge Road, S. W., Roanoke, Virginia
1365 DOUGLASS to RALPH E. HYNES, 8 Walnut Street, Sharon, Massachusetts 02067
1368 DOUGLASS to HARRY H. HAUTH, 876 Old Hickory Road, Pittsburgh, PA 15243
1369 DOUGLASS to WILLIAM HOUSTON, Backbone Road, Sewickley, PA 15143
1371 CUSTOMFLEX to PISCES YACHTING, INC., Route 1, Box 661-A, Pensacola, Florida
1372 CUSTOMFLEX to PISCES YACHTING, INC., Route 1, Box 661-A, Pensacola, Florida
1373 CUSTOMFLEX to GEORGE M. HORTON, 74 Moorland Avenue. Cranston, Rhode Island
1374 CUSTOMFLEX to BARTLETT CADY, 19282 Dorset, Southfield, Michigan
1376 CUSTOMFLEX to LOIS EKSTRAND, 7541 North Oakley Avenue, Chicago, Illinois
1377 CUSTOMFLEX to DONALD G. POSSON, Tuftonboro, Mirrow Lake, New Hampshire 03853
1378 CUSTOMFLEX to DR. FRANK V. MURPHY, 300 Executive Drive, Marion Ohio 43302
1379 CUSTOMFLEX to DAVID COLUMBUS, 23610 Rowe, Dearborn, Michigan 48124
1386 LOFLAND to GLEN WATSON, 4312 McFarlin, Dallas, Texas

FLYING SCOT BUILDERS

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SEPTEMBER, OCTOBER, & NOVEMBER 1968

(Continued)

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- 1395 RANGER to K. BRUCE HIGGINS, JR., 702 Lakeside Avenue South, Seattle, WA 98144
- 1398 DOUGLASS to FRANK HAINES, 612 Aster Boulevard, Rockville, Maryland 20850
- 1400 DOUGLASS to MARTIN C. KELSEY, JR., Sturgeon Bay, Wisconsin 54235
- 1401 DOUGLASS to ROBERT B. McCORMICK, Meadow Drive, Fayetteville, New York
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- 1410 CUSTOMFLEX to CHARLES N. COLLATOS, 27 Applehill Lane, Lynnfield, Mass. 01940
- 1411 CUSTOMFLEX to BERT REINOW, Box 277, Pinedale, Wyoming
- 1417 CUSTOMFLEX to JESSE J. GRIER, Route # 1, Gilbertsville, Kentucky 42044
- 1421 CUSTOMFLEX to JOHN T. KIRKBY, 4254 River Road, Toledo, Ohio 43614
- 1422 CUSTOMFLEX to DAVID HOLKEBAR, 656 Brookside, Holland, Michigan
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