



SCOTS

n' water

OFFICIAL PUBLICATION OF THE FLYING SCOTS SAILING ASSOCIATION

fleets

- | | | |
|-------------------------------|-----------------------------------|---|
| 1-COWAN LAKE, OHIO | 2-COLUMBUS, OHIO | 3-WILMETTE, ILL. |
| 4-MANSFIELD, OHIO | 5-BURLINGTON, VT. | 6-OAKLAND, MD. |
| 7-RIVERSIDE, CONN. | 8-DETROIT, MICH. (EDISON) | 9-STURGIS, MICH. |
| 10-MANHASSET BAY, N. Y. | 11-ROCKPORT, MASS. | 12-CLEVELAND, OHIO (EDGEWATER YC) |
| 13-CHATTANOOGA, TENN. | 14-SPRINGFIELD, OHIO (KISER LAKE) | 15-GULL LAKE, (KALAMAZOO) MICH. |
| 16-DETROIT, MICH. (DYC) | 17-GROSSE POINTE, MICH. | 18-DETROIT, MICH. (DBC) |
| 19-BERLIN LAKE, OHIO | 20-PORTAGE LAKE, MICH. | 21-COLD SPRING HARBOR, LONG ISLAND, N. Y. |
| 22-SPRAY BEACH, N. J. | 23-WHITE ROCK LAKE, DALLAS, TEX. | 24-CANDLEWOOD LAKE, CONN. |
| 25-MILWAUKEE, WISC. | 26-TOLEDO, OHIO | 27-RALEIGH, N. C. |
| 28-SHEEPSHEAD BAY, N. Y. | 29-MUNCIE, IND. | 30-CARBONDALE, ILL. |
| 31-SHORE ACRES, N. J. | 32-GALVESTON BAY, TEX. | 33-LONDON, ONTARIO |
| 34-RAY, INDIANA | 35-CHAUTAUQUA, N. Y. | 36-MONTREAL, QUEBEC |
| 37-WESTERVILLE, OHIO | 38-MOBILE, ALA. | 39-PORT GROVE, OKLA. |
| 40-INVERNESS, CALIF. | 41-CRYSTAL LAKE, MICH. | 42-WASHINGTON, D. C. |
| 43-SOUTHPORT, CONN. | 44-EPHRAIM, WISC. | 45-JACKSON, MISS. |
| 46-HEMSTEAD BAY, L.I., N.Y. | 47-EGG HARBOR, WISC. | 48-CHARLOTTE, N.C. |
| 49-LAKE GRANITE SHOALS, TEXAS | | |

Vol. VII NO. 8

Thomas F. Meaney, M.D., Editor 2945 Corydon Rd., Cleveland 18, Ohio
Merritt R. Hayes, Secretary, Flying Scot Sailing Association, 3715 North Lake Drive, Milwaukee, Wisconsin 53211

JULY, 1965

SCOT SCUTTLEBUT

WHO WILL IT BE THIS YEAR? A new Flying Scot champion will be decided at the National Championships in Milwaukee, Wisconsin, August 16-20. Since 1959, Sandy Douglass has taken four of the six championship races. He was unseated twice, in 1961 by Kevin O'Riley of the Detroit Yacht Club, and in 1963 by Mrs. Harris Garrett of Dallas, Texas. Series have been getting closer each year and the competition will be tougher than ever this year at Milwaukee. Good luck and happy sailing to all participants.

The attention of all fleets is directed to the proposed slate of officers, which follows. Since all voting now occurs by fleet action, be sure that your fleet votes at the Nationals or casts a proxy ballot.

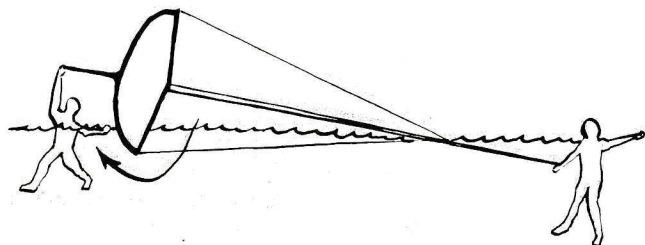
COMING EVENTS

- | | |
|------------------|---|
| July 31 - Aug. 1 | Ephriam Yacht Club Regatta, Ephriam, Wisconsin |
| Aug. 6-7-8 | Northeast District Championships, Riverside, Connecticut |
| Aug. 8-9-10 | Inter-Lake Yacht Racing Association Regatta, Put-In-Bay, Ohio |
| Aug. 14-15 | Little Egg Harbor Annual Regatta, Long Beach Island, New York |
| Aug. 16-20 | Flying Scot National Championship, Milwaukee, Wisconsin |
| Aug. 28-29 | Crystal Sailing Club Invitational Regatta, Crystal, Michigan |
| Sept. - | President's Cup Regatta, Washington, D. C. |
| Oct. 9-10 | Fall Sailing Festival, Fairhope Yacht Club, Mobile, Alabama |

ON RIGHTING A FLYING SCOT

Our family believes that it is well to practice this maneuver, so that if our Flying Scot should capsize inadvertently the shock will not be great and the correct things can be done promptly.

Last summer my two sons, Bob, twenty-three and Lee, sixteen, capsized and righted our Flying Scot several times. A few things they learned should be of interest to all Flying Scot owners. They began by practicing in a moderate wind and low seas. First they discovered that it is very difficult to keep the Scot from turning turtle if you merely climb over the hull and get on the centerboard. In fact, I was worried that with two big boys standing on the board it would break. It certainly creaked and bent ominously. When the mast strikes the water the deck is not vertical but inclines 10 degrees or more toward the sail side; so when one tries to climb up the deck to get to the centerboard he pulls the boat further over and gives it a good start toward turning turtle.

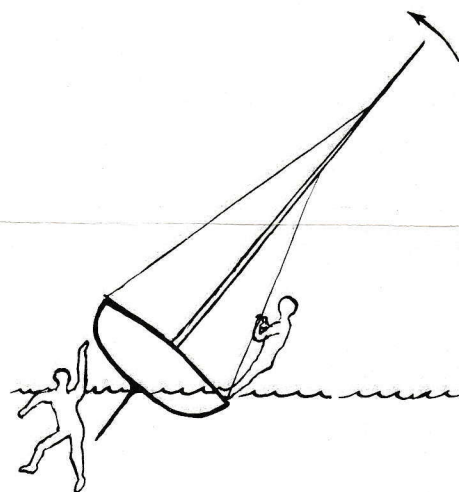


Lee found that it was much quicker and easier to dive under the downside and reach up and pull down on the centerboard. He did not try this with a life jacket on.

Bob learned that a few pounds of lift at the end of the mast or about where the stays join would easily hold the boat with the mast nearly horizontal. He would tread water and start swimming into the wind with the end of the mast. As soon as the boat was headed into the wind he would lift the mast up about a foot off the water. With Lee pulling down on the centerboard this is easily done.

When the wind gets under the sail and stops pushing on the bottom of the boat, the boat begins to right itself. Then Bob would work toward the deck keeping hold of the lower stay. When the mast was about 30 degrees from vertical Bob would put his feet on the deck and hold the stay close to his chest. At this angle the boat has a strong righting moment and would lift him onto the deck. In this way he was not required to climb into the boat and there was no chance that the boat would sail off without him. If Bob would go back to the tiller, sheet in, and fall off on the opposite tack, the boat would heel toward Lee and he would get in before much headway was acquired.

The boys demonstrated this maneuver at the Ephriam Yacht Club in a very strong wind, perhaps 35 M. P. M., but seas only about six inches high. In this strong wind the force of the wind on the upturned hull is great and it is extremely important to get out to the end of the mast quickly. Sandy Douglass recommends putting a pillow under the end of the mast. However, hunting for the pillow may waste valuable seconds. The pillow could be added if for some reason it is desirable to leave the boat over for a few moments; for example to take down the spinnaker.



Above all everyone must have hold of a stay or secured line as the boat rights itself. It will start sailing off and a hand on a slippery deck is not enough.

Keep a hand on a stay
Lest your boat get away.

Volney C. Wilson
One Indian Kill Road
Scotia, New York 12302
Fleet #44 4/19/65

SANDY SAYS -

The article, ON RIGHTING A FLYING SCOT, by Volney Wilson, deserves some serious thought because it presents some valuable information which was gained by first-hand experience and experiment. The Flying Scot is a safe boat which can be righted after a capsize, without turning turtle and taking in water, if she is handled properly. I am sure we all will agree that capsizing is to be avoided if it is at all possible. We also know that at times, under freak wind conditions, it can happen to 'most anybody, and we therefore should be prepared for it, mentally as well as physically.

There seem to be a number of approaches to the subject - as well as no approach at all, by some people. The point which I try to emphasize is that the job of righting the Scot is simple and quick if you are on top of the boat when the mast hits the water. In order to BE there you must first be prepared to let go of everything and climb as soon as the boat reaches the point of no return, you must learn to recognize this point, and not just hope the boat will come back. You must learn to sail the boat on her bottom, never heeling beyond 18 degrees from vertical. You must learn to become alarmed when the boat goes much beyond this point, and be prepared to move. This is not being chicken, it is being smart.

The point is that if you are on top and ready to pull the boat back, the mast does not sink; it is not necessary to swim around or dive under the boat, to hold the mast up, to put a cushion under it (I never have recommended this, except as a last resort. It takes too much time, and time is the most important factor.) If you are on top, the boat comes right back up, and you do not even get your feet wet. There is no problem.

Your problems start when the mast hits the water with you still in the cockpit. Bill Wilson brings out several good points which apply at this time. One is that it requires very little effort to hold up the end of the mast at this time. The boat is just about balanced, and wind pressure is the greatest enemy, pushing against the bottom of the boat. Heading the boat into the wind will remove this pressure.

I mean to try it, but I believe that a light man can successfully climb from seat to mast to topside, with the boat on her side, especially if someone is helping to support the mast, if he is very nimble and quick about it. If not, Bill's point that it is much quicker to dive under the boat - it draws only a foot of water - than to swim around, is an important point.

I have no fear that two men will break the centerboard by standing on it, especially if their weight is well inboard, as it will have to be in order for them to pull on the deck. Another suggestion is to hook the jib sheet around the snubbing winch to give something to permit a better pull.

I like the suggestion of hanging from the lee shroud and being lifted onto the boat as it comes up.

These are valuable suggestions. But I still want to emphasize the fact that if the crew can learn to climb onto the top-side AS THE BOAT GOES OVER, so as to be there, and not to have to try to get there afterward, the righting of the boat will then be a simple matter.

In any case, it would be most valuable for a fleet to stage a capsize practice to try out these ideas in order to know what to do when that time comes.

I am not one to be greatly in favor of gadgets, yet there is one on the market which I believe would be of great benefit to many Scot owners. This is an inclinometer, a simple little gadget with a pendulum which shows the angle of heel on a dial. EASILY mounted on the coaming at the forward end of the cockpit, it would show when the boat is properly sailed and when, as is all too often the case, it is heeled far too much. It sells for \$2.95, and can be had from the James Bliss Company, 342 Atlantic Ave., Boston, or from us.

Yours for better sailing

Sandy

PROPOSED OFFICERS, 1965-6

President	William E. Claypool Fleet 25, Milwaukee, Wisconsin
1st Vice President	Dr. Thomas F. Meaney Fleet 12, Cleveland, Ohio
2nd Vice President	Orville E. White Fleet 36, Quebec, Canada
3rd Vice President	Charles Silsbee Fleet 3, Winnetka, Illinois
Secretary	Robert L. Lindgren Fleet 3, Winnetka, Illinois
Treasurer	J. Fred Weintz, Jr. Fleet 7, Riverside, Connecticut
Measurer	Edwin B. Cobb Fleet 11, Rockport, Massachusetts

Your attention is invited to Article XVIII, Voting, which provides that voting shall be by Fleet according to individual owner preference. Any Fleet not having a representative at the National should cast a proxy fleet ballot.

Fleet No. _____

Casts _____ votes for the slate

Casts _____ votes against the slate

Write-in Candidates:

Date _____

Signed _____
(Fleet Captain or Secretary)

TO ALL (OR ALMOST ALL) FLEET CORRESPONDENTS

Charlie Silsbee, our National Publicity chairman (760 Foxdale, Winnetka, Ill. 60093), wishes to review at this time earlier suggestions about your individual fleet news releases. Not too many are submitting articles - but there are a few most welcome exceptions, and please -

- 1) Make the news brief.
- 2) Always double space, typed.
- 3) Try to have the release reach Charlie soon after the 20th of each month, rather than on the last day of the month, as this does not give sufficient time to reach the national publications before the first of the month. If held over for another month, the news is usually too out-of-date to run.

Thanks!

FLEET #30, CARBONDALE, ILLINOIS

Crab Orchard Lake Sailing Club, (Carbondale, Illinois,) held its annual regatta June 5 and 6. The fair winds so deserved by all Flying Scot sailors were much in evidence as one Vince DiMaio and Bill Claypool, who will not be identified further, sailed into town and away with first and second place, respectively, in the Scot class, thereby dashing for another year the trophy hopes of Paul McRoy, David Mercer, Larry Bahn and Jack Brown which had risen to dizzy heights with the eleventh hour cancellation of the entry of one Sandy Douglass. Local Scot sailors drew consolation from a record Regatta attendance of 84 boats, some of whose skippers never before had experienced the thrill of seeing a Scot plane by.

Jack Brown, F/S #419

FLEET #36, MONTREAL, QUEBEC

The first two big weekends of the local St. Lawrence Valley Yacht Racing Association on June 5-6th and June 19-20th, were both hectic events with winds up to 30 knots. Entries ran to over 200 boats and were run in two sections with the smaller craft sailing off the Royal St. Lawrence Y.C. and the larger cruisers, etc., including our Scots sailing off Pt. Claire Y.C. in the deeper water. Don Brown F.S. 698 was first among the Scots on the first weekend, with the undersigned in F.S. 394 Norma 111 managing the same in the second series.

O. E. White

NEW ACTIVE MEMBERS

Charles A. Colby #720 10900 Hidden Lake Rd. Wichita, Kansas	Boat name - POLLY-D Sails near Wichita	Robert C. Engel #730 18350 Riverside Drive Birmingham, Michigan 48009	Sails on Kent Lake near Milford, Michigan
Donald B. Miller, M.D. Appletree Point #165 Burlington, Vermont	Boat name - GAEL O' GALES Mallets Bay, Colchester, Vt. Fleet #5	Wilbur J. Holleman, Jr. #609 325 Nat'l Bank of Tulsa Bldg. Tulsa, Oklahoma 74103	Sails on Lakes Gibson & Keystone near Tulsa
James L. Day #752 P. O. Box 366 Salina, Kansas	Boat name - SCU-B-DU Sails on Kanapolis Lake near Salina	C. Donald Brown #698 214 Hampshire Road Beaconsfield, Quebec	Boat name - CHA GHEILL Pointe Claire Y.C. Fleet #36, near Montreal
Carlton D. Chapman 3208 Hilltop Rd. #721 Midwest City, Okla. 73110	Boat name - DE NOVA Sails on all lakes in Okla., Texas, Arkansas and Louisiana	J. T. Higgins #310 4 Sunset Terrace Berkeley, California	Boat name - SULA Fleet #40, Inverness Tomales Bay

NEW ACTIVE MEMBERS (Continued)

Dr. E. L. Bahn, Jr., Sr. Co-owner #461 RFD #1, Box 141 Cape Girardeau, Mo. 63701 and Charles E. Knote, Jr. Co-owner 2323 Brookwood Dr. Cape Girardeau, Mo.	Boat name - BONNIE-NOTE Crab Orchard Lake Sailing Club Fleet #30	Edgar C. Lundberg #753 833 S. Cumberland Park Ridge, Illinois	Boat name - JOYCE Sails on Lake Michigan and vicinity
Margaret Bonness #738 Sr. Co-owner 13240 Oakhurst Drive Elm Grove, Wisconsin and Jos. D. Bonness, Jr. Jr. Co-owner same address	Boat name - SERENDIPITY Fleet #25 Milwaukee Yacht Club	Robert M. Fornell #628 4640 S. Gary Tulsa, Oklahoma 74105	Boat name - SUSIE Sequeyah Yacht Club, Lake Yahola near Tulsa
Dr. Bruch B. Daniels P. O. Box 68 #602 Point Reyes Station, California	Boat name - "ON CALL"	Joseph Kopchick, Jr. and John H. Kopchick #531A Jr. Co-owners Muir, Michigan	
Max Ploughman #611 1036 Poxson Avenue Lansing, Mich. 48910	Boat name - WINDSONG Crystal Sailing Club Fleet #41, Crystal, Mich.	Jeffrey Tellschow #175 1409 Moore's River Dr. Lansing, Michigan 48910	Jr. Co-owner
Martin J. Votaw #704 6505 Abbington Dr. Oxon Hill, Md. 20021	Sails on Potomac River near Washington, D. C.	Douglass and Paul Christensen 2710 W. Michigan Ave. #487 Lansing, Michigan	Jr. Co-owners
Jason Loy Sox #600 409 S. West Street Cary, N. Carolina	Boat name - ARGO Fleet #27, Carolina Sailing Club	Peter Gallagher #67 53 Empire Boulevard Island Park, New York	Fleet #46 Hempstead Bay Sailing Club
Rudy Skalka #709 Carnegie Inst. of Wash. P. O. Box 200 Cold Spring Harbor, N. Y.	Boat name - ANNIE I Sails on Long Island Sound near Cold Spring Harbor, N. Y.	Arthur N. Gorham #732 170 Benvenue St. Wellesley, Mass. 02181	Boat name - LEGASEA Stone Hoise Yacht Club Harwich Port, Mass.
Merrill Thompson 18 Douglas Rd. #159 Needham, Mass. 02192	Boat name - TERI Explanation of boat name - "In Hawick, Scotland, there are five or six times as many women as men because of their employ- ment in the woolen knitting mills. For reason there are many so called "fast" women. Teri means fast woman in Scottish. Satuit Waterfront Club, Scituate, Mass. Sails on Mass. Bay near Boston.	John G. Fall #223 1710 Shell Building 100 Bush Street San Francisco, Calif.	Boat name - FLING Fleet #40 Tomaes Bay
Wm. M. Ott, M. D. 901 E. Main #379 Kilgore, Texas 75662	Boat name - FULL HOUSE TOO Tyler Yacht Club, Lake Tyler near Tyler, Texas	John F. Grice #718 918 Army Road Ruxton, Maryland 21204	Sails on Chesapeake Bay and Middle River near Baltimore
Samuel R. Leager #29 1306 Mayfair Rd. Raleigh, N. Carolina	Carolina Sailing Club Fleet #27, Kerr Lake near Henderson, North Carolina	E. P. Kerr #751 1120 Park Manor Oklahoma City, Oklahoma 73116	Boat name - C-JET Okla. City Boat Club Lake Hefner
Seth H. Stoner #731 412 W. 8th Street Anderson, Indiana	Muncie Sailing Club, Fleet #29 Prairie Creek Res. near Muncie	Harry Paul Ottman #290 R. R. #1, Box 906 McHenry, Illinois	Boat name - FOGBOUND III Pistakee Lake near Fox Lake, Illinois
		John B. Shock, Jr. #733 1628 Glen Keith Blvd. Towson, Maryland 21204	Boat name - SAU-SI-SU Bush River Yacht Club Sails on Bush River and Chesapeake Bay near Baltimore
		Richard E. Young #22 307 Riley Road Muncie, Indiana	Muncie Sailing Club Fleet #29 Prairie Creek Lake
		Scott Stokes #715 396 Hawthorn Lane Winnetka, Illinois	Boat name - BRIGADOON Fleet #3 Jr. Co-owner
		Jerry Freirich #707 101 Emmet Ave. E. Rockaway, N. Y. 11518	Boat name - 707 Sails on Hewlett Bay, L. I. and Long Beach & Oceanside, L. I., New York
		F. L. Peckover #701 43 Elmwood Avenue Senneville, Quebec, Canada	Fleet #36, Montreal

NEW BOAT NUMBERS ASSIGNED

Edgar C. Lundberg #753 833 S. Cumberland Park Ridge, Illinois	Dr. J. T. Orr #742 5 Concord Road Danbury, Conn.	
Glendon F. Hagerman #695 1220 Greening Avenue Applewood Acres Cooksville, Ontario	Wesley P. Pollitt, #748 36 Oberlin Street Maplewood, New Jersey	
Wilbur J. Holleman, Jr. #609 325 National Bank of Tulsa Bldg. Tulsa, Oklahoma 74103	2nd Lt. Peter Nicholson #749 53 Jadwin Drive Ft. Leonard Wood, Missouri	
C. D. Chapman #721 3208 Hilltop Road Mid West City, Oklahoma	Dr. S. P. Dowling #756 19 Macy Place Mobile, Alabama	
James L. Day #752 2125 Quincy Salina, Kansas	Dr. Avery Bartlett #759 525 David Whitney Bldg. Detroit, Michigan	Former Associate member Chartered #178 formerly
Henry Beale, M. D. #757 2718 Tamarack Drive Toledo, Ohio	Robert Reifier #761 633 Butterfield Drive East Lansing, Michigan	Formerly owned #179
William Kampke #758 802 Lake Road Ray, Indiana	Point Bay Marina #762 Charlotte, Vermont	
Richard E. Gerbracht #760 601 Rockwell Avenue Cleveland, Ohio	Dr. Alan Eisnitz #763 510 East 86th Street New York City, New York	
Robert Engel #730 18350 Riverside Drive Birmingham, Michigan	James C. Ives #767 806 Bon Haven Drive Annapolis, Maryland	
Seth H. Stoner #731 412 West 8th Street Anderson, Indiana	W. J. Woodill #772 626 Palm Circle West Naples, Florida	
F. L. Peckover #701 43 Elmwood Avenue Senneville, Quebec, Canada	William J. Hines #773 Du Pont Circle Raleigh, North Carolina	Fleet #36
H. G. Henderson, Jr. #754 11655 Arrowood Circle Houston, Texas 77042	Robert Tennant #774 19 Benedict Place Greenwich, Connecticut	Former owner #131
R. H. Galliher #735 30th & K Streets, N. W. Washington, D. C.		

TRANSFERS

Donald B. Miller, M.D. Appletree Point #165 Burlington, Vermont	Former owner - Dr. R. M. P. Donaghy	Charles B. Park #571 4139 Rutherford Drive Charlotte, North Carolina	Former owner - Al Kister
J. T. Higgins #310 4 Sunset Terrace Berkeley, California	Former owner - J. G. Evans	Charles F. Cole #92 445 Bellevue Lake Orion, Michigan 48035	Former owner - Edison Boat Club
L. Alex Cunningham #238 117 S. Sixth Street Geneva, Illinois	Former owner - H. A. Guetzkow	Theodore G. Glass #208 P. O. Box 693 Mt. Vernon, Illinois	Former owner - Walter L. Finlay

TRANSFERS (Continued)

Robert M. Rucker & Thomas N. Overton #323 1201 Hartford Bldg. Dallas, Texas 75201	Former owner - Jack A. Sloane	John G. Fall #223 1710 Shell Bldg. 100 Bush St. San Francisco, California	Former owner - Robert Wells now owns #676
James P. Omalyev #86 36 Mt. Pleasant Road Newtown, Connecticut	Former owner - Richard Chasen	James A. Lyle #93 3914 Wilcox Boulevard Chattanooga, Tennessee	Former owner - Brainard Cooper
Dr. Gerard Schoen #703 3514 Colony Drive Baldwin, L.I., New York	Former owner - Julius Blankstein	Richard E. Young #22 307 Riley Road Muncie, Indiana	Former owner - Frank E. Cooper
Samuel R. Leager #29 1306 Mayfair Road Raleigh, North Carolina	Former owner - Gordon Douglass Boat Co., Inc.	Merrill Thompson #159 18 Douglas Road Needham 92, Massachusetts	Former owner - Robert B. MacDonald
Edward L. Parke #597 125 Sheridan Terrace Ridgewood, New Jersey	Former owner - Eleanora Findlay	Walter E. Bauman #452 5706 Browns Lake Road Jackson, Michigan	Former owner - Robert A. Rollstin, M. D.

NEW ASSOCIATE MEMBERS

Mrs. LaVerne Chapman and D. Edward Chapman 3208 Hilltop Road Midwest City, Oklahoma 73110	John A. Luke 9 N. William Street Mt. Prospect, Illinois	Fleet #3 Boat #207
Frederick G. Hanselman 94 Waterside Lane W. Hartford, Connecticut	Milton Liberman 65 Sewane Road E. Rockaway, Long Island	Boat #707
Neal George Nielsen and Jeffrey T. Nielsen 133-18 122nd Street South Ozone Park, N. Y. 11420	Alan Benson 67 Sewane Road E. Rockaway, Long Island	Boat #707

BOAT EXCHANGE

FOR SALE

Flying Scot #78. Light blue hull medium blue deck. Vinelast bottom paint, running lights. Good condition. Includes spinnaker. \$1550. E. V. Kelly, 5734 Marlborough, Detroit 24, Michigan.

For Sale: #206, 1964 Drya Season Champion, 2 sets racing sails, spinnaker, completely fitted for racing, aqua green hull, green vinyltex bottom, white top sides and boot top. Excellent condition, \$2100.00. H. R. Leighton, 11690 Lansdowne, Detroit 24, Michigan Phone VE 9-7973.

For Sale: #300, Douglas built, Boston sails, includes spinnaker, gator trailer, extras. \$2100.00. Dwight E. Lee, 7913 Ridge Road, Indianapolis, Indiana.

For Sale: Flying Scot #475 (white hull and deck), sailed one season, dry sailed only, includes gator trailer, full cover, Boston main, jib and spinnaker, all other racing and sailing gear, all in perfect condition - \$2,400. Robert L. Lindgren, Suite 1315, 53 West Jackson Boulevard, Chicago, Illinois, Phone 312-922-1018.

For Sale: Flying Scot #530. Built Customflex 1964. White hull and deck, Boston main and jib, spinnaker. Boat and sails used approximately 15 times. Extras. Complete \$2350.00. Gator trailer \$190.00. Extra suit sails \$100.00. Norman R. Tice, 1314 North Dearborn Street, Chicago, Illinois 60610, Phone 312-943-5260 (home), 312-DE 7-1144.

For Sale: Scot #543 - red hull, white deck, gator trailer, spinnaker, 1 season old - excellent shape - many extras, Peter E. Stone, 1328 Rust, Eau Claire, Wisconsin.

SCOTS N' WATER

BLK. RT.



Mr. Gordon K. Douglass 450
Pennington Street
Oakland, Maryland