

SCOTS n' water



VOLUME XIII NUMBER 9

SEPTEMBER - OCTOBER 1971



Fred Tears, Dallas, Texas, wins 1971 North American Championship.
(INSET) Tears Shown with the trophy.

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SCOTS N' WATER ®

Registered Trademark
Published monthly except Oct.,
Dec. and Feb. by the FSSA
Published and Postage paid
at Fremont, Ind.
Deadlines - 15th of month
preceding issue
Advertising rates upon request
Subscription \$4.00 per year.
Postmaster: Please send form
3579 to FSSA, 531 Jenks Blvd.,
Kalamazoo, Michigan 49007.
Application for Second Class
Mailing Permit pending at
Fremont, Indiana.

REPORT TO THE MEMBERSHIP

By: President Bearns Smith

The North American Championship at Detroit will long be remembered for many reasons: The hard working committees who produced an outstanding Regatta; wind and wave conditions that were about perfect; and skies that were beautifully clear. Fred Tears putting together five low point finishes won the Championship. That a person who had been protested on two different specifications, confirmed by our Chief Measurer as being illegal, could be declared the winner, seemed incredible. Disappointment and bitterness was all around.

Two protests were lodged on Wednesday during the third race. One was against the jib, the other was the weight of the center board. The third and fourth protests were made during the fifth race against the shape of the center board.

The Measurement Committee was headed by Mr. Lee Smith, who is an Area Chief Appointee of N.A.Y.R.U. and, therefore, well qualified to pass on Flying Scot Sails as per our specifications. His Committee consisted of two other people.

The jib was measured and each point fell within the measuring points of the sail plan. However, the tack corner of the sail was sandwiched between two riveted rectangular metal plates about the size of a man's hand. A second grommet was attached about four and a half inches up from the tack on to a second luff wire. The committee member who measured this sail conversed with Tears about the unusual attachment and also conferred with the other member of the committee. Mr. Hott had not yet arrived at the Yacht Club. The sail measured in according to our diagram and there being no restrictions relevant to the situation, a stamp of approval was put on the sail. When Tears attached the upper grommet to the toggle wire thus bringing the jib closer to the deck, he was protested. This, however, was not observed until after the second race.

While the center board was being weighed in, because of protest number two, it was noticed that the edges of the afterend of the board which remain in the well when the board is down had been built up with "glass". In addition, two small pads had been added. This led to the third protest, the basis being that the center board did not conform to the specs and was also a jibing board. The centerboard weighed within the specifications.

The panel of Judges was mostly made up of Ex-Commodores of the several Yacht Clubs in the area and/or members of the Detroit River Yachting Association. Commodore Carter, chairman, was on duty for each race while the others rotated during the week. They are competent men, well qualified to be judges and a Protest Committee.

In hearing each protest, they sought out all the facts that they could from both parties; and when it was necessary to call a witness to collaborate a point, or to give technical advice, they insisted on hearing the witness before proceeding. On each protest concerning specifications, the Judges called on Don Hott as a witness. Mr. Hott advised them that the centerboard was illegal.

Because the Judges were unable to hear the testimony of Mr. Lee Smith within the time limit of reaching a decision, Bylaws B IX i, the protest about the jib died, and no ruling was made by the judges.

Protests on the centerboard were heard separately and our Chief Measurer was called as a witness. Mr. Tears' reason for adding "glass" was to stop excessive slamming of the center board in the well. It was confirmed that the well on boat 553 was wider than other boats. Mr. Tears also claimed that by building up his board he had in fact lessened its ability to become a jibing board. The protests were disallowed despite Don Hott and myself declaring that the center board did not conform to class specifications.

During the following week, I received letters and phone calls. The substance of them included genuine fear that the Flying Scot would no longer be a truly one design boat and that the Governors should declare Mr. Tears' boat illegal and suspend him from the class.

Last week, I arranged with your Executive Committee a telephone conference, which took place on September 5, to discuss and decide these serious problems. The members are B. Smith, Chairman, E. Godshalk, R. Cowles, G. Douglass and R. Vance.

The most important thing was to confirm to the FSSA Membership that the policy of the class as written in the Constitution Article IV par. 3 was and would be adhered to by this Administration. There was no question or doubt about this in the minds of all the Executive Committee.

We reviewed the protests, the overriding of the recommendations by our Chief Measurer to the Panel of Judges, the frustration of having an important decision not ruled upon because of our own rule. The Panel of Judges was adopted two years ago by a change in the Constitution for the purpose of barring the International Race Committee from being both a judge and a competitor, which had often been the case. This change also eliminated the Chief Measurer's Authority once the Regatta began. Again, this was done for the same reason as above. Thus to recommend a change back to a former method was not supportable. What we must do is to take steps to improve the administration of our present system. This will be done.

One recurring thought of the membership was: If you let Tears get away with this, everybody will be coming with their own "go-fast" innovation which has not been ruled against. The Committee came to the conclusion that if the Championship was denied to Mr. Tears in an arbitrary manner, the Committee would be guilty of disregarding the class rules which we are pledging ourselves to support. If we sought to twist the language to fit a purpose we would only be doing what we are condemning.

Therefore, the Executive Committee asks the membership to accept the results of the North American Championship as sailed.

Under Article XII sec. 2 of the Constitution, the Executive Committee has the authority to - "suspend members guilty of gross violation of rules or unsportsmanlike conduct for a period not exceeding its term of office;" There was pressure to at least take some punitive action. The Committee voted on this and the motion to suspend Mr. Tears was defeated by one vote.

As chairman of the Executive Committee, I feel that we met head on with the seriousness of the situation. Nobody held back, each person freely expressed his own thoughts on each matter. We ended the conference a stronger group than when we started, and we will be taking steps to strengthen the Organization for its future.

I would like to re-iterate that we are asking our Chief Measurer, and his Committee, to review in detail our Class Specifications, with the intent of clarifying and tightening up any loosely worded definitions.

We are also planning to improve our administration and running of the Nationals, so that every competitor's boat, rigging, and sails will not only be according to our Specifications, but also will be used according to the implied intent of our rules.

I regret that getting this information to you through Scots N' Water has been delayed.

Second Class Mail Permit Granted

The Post Office Department has granted Scots 'n Water's request to mail by Second instead of Third Class. This will save several hundred dollars each year in mailing costs and should give faster service.

North American Flying Scot Championship Regatta

CHAMPIONSHIP DIVISION

Place	Skipper - Home	Points
1	Tears, Fred - Dallas, Texas	20%
2	Douglass, Sandy - Oakland, Md.	29%
3	Greening, Robert - Detroit, Michigan	33%
4	Hanselman, Fritz - W. Hartford, Conn.	39
5	Kuschnerus, Hans - Detroit, Mich.	39
6	Derryberry, Jerry - Houston, Texas	42%
7	Manee, Ralph - Tom's River, N. J.	42%
8	Lundquist, Richard - Pensacola, Fla.	46
9	Cowles, Robert - Detroit, Mich.	46%
10	Jordan, Jerry - Detroit, Mich.	47
11	Barry, Patrick - Detroit, Mich.	49
12	Meno, Fred J. - Columbus, Ohio	54%
13	Maltman, James S. - Fish Creek, Wisc.	56
14	Haggerty, Michael - Fish Creek, Wisc.	58
15	Schreck, Paul - Lillian, Ala.	59%
16	Zimmie, Bill - Lakewood, Ohio	60
17	Walker, Hallam - Davidson, N.C.	60
18	Church, Don - Austin, Texas	60
19	Derenne, Scott - Sturgeon Bay, Wisc.	65
20	Morrow, John B. - Panama City, Fla.	73
21	Haynie, George - Pensacola, Fla.	78
22	Hammond, Jim - Detroit, Mich.	82
23	Moore, Joe - Ray, Ind.	83
24	DiMaio, Vince - Toledo, Ohio	88
25	Aras, John - Silver Spring, Md.	90
26	Vance, Robert - Old Greenwich, Conn.	90
27	Beierwaltes, Jack - Winnetka, Ill.	90
28	Orr, Jack T. - Danbury, Conn.	91
29	Stewart, Creston - Worthington, Ohio	91
30	Redman, Steve - Midland, Mich.	92
31	Sharp, Bill - Alexandria, Va.	98
32	Kelly, E. V. - Detroit, Mich.	99
33	Seifrick, John - Westerville, Ohio	101
34	Boylan, Marilyn - Detroit, Mich.	107
35	Hyatt, Tom - Detroit, Mich.	115
36	Singleary, Macon - Durham, N. C.	118
37	Glass, Ted - Mt. Vernon, Ill.	125
38	Ewing, William - Metropolis, Ill.	127
39	Lee, John V. - Panama City, Fla.	129
40	Kuspa, Fred - Detroit, Michigan	137
41	Newman, Dr. R. J. - Shaker Hts., Ohio	141

Rowe Wins Capitol District Championship

By: Ed Sharp

Twenty-six Flying Scots from Fleets 6, 7, 31, 80, 81, 86 and host 42 carved up the Choptank River at Cambridge, Maryland Yacht Club July 24th and 25th during the Capitol District Championship Regatta.

Chuck Rowe from Fleet 7 (N. Y. District) put together a consistent 4-1-2 performance to take first place and the district trophies. Joe Galliher and Derry Noisom from Fleet 42 zoomed around the triangular course and captured second and third (1-4-4; 2-2-6). Nat Natonzon, Bill Sharp, John Aras, Larry Newby, Joddy Stevens, Web McCormack, and Jack Fassnacht followed in fourth through tenth places.

During a meeting held at the regatta, Robert E. Davis and Jack Fassnacht of Fleet 63, Havre de Grace, Md., were elected Capitol District Governor and Alternate for the '72, '73 season succeeding Ed Sharp and Joe Galliher of Fleet 42.

TEARS WINS - ON LAND AND SEA

Ed Van Gunten - Challenger Division Winner

(The following report of the 1971 North American Championship is taken from a series of articles appearing in the Detroit News and written by George E. Van, special writer for the News. Scots 'n Water did some editing of the Detroit News stories.)

Despite all the protests filed against Fred Tears, none were sustained and the Texas skipper went home as the winner of the five-race series for the North American Flying Scot championship.

Tears was under various protests for more than 72 hours in the series, in which he was in front all the way. He won the first race Tuesday, took two seconds, an 11th and a fifth in the final race on Lake St. Clair.

As he came ashore, Tears, a Dallas attorney and a mechanical engineer, said:

"I won the series on water. Now I've got to win it on land." Then he headed for his daily hearing with the Flying Scot supreme court, which hears protests.

The protests lodged against Tears involved his sailing gear rather than the usual right-of-way arguments out on the course.

The legality of the way he trimmed his jib was questioned. The jib on Tears' Flying Scot sweeps the deck while others are four inches above deck. This protest was disallowed.

The next protest involved Tears' centerboard. This was introduced by two builders, Gordon Douglass and Vince DiMaio. They charged that Tears had "bumps" on his centerboard. Nothing in the rules covered this and the protest was thrown out.

"Tears is a lawyer seven days a week and about the best sea lawyer I ever heard," said Commodore Stanley Puddiford, one of the judges at the protest hearings.

"Tears would have won the series without all of his gadgets," said Fred Meno, a veteran Flying Scot skipper from the Detroit Yacht Club, who placed 14th in the series.

"It's a game with me - working with the gadgets and the rig," said Tears. "I'm not sure how much they help me but it adds to our fun. And they are all legal." His crew is Warren Cox, 28, a computer expert.

Tears finished with 20% points. Douglass took second with 29% and Greening, with a first in the final race, moved up to third with 33% points.

Hans Kuschnerus, of the Detroit Yacht Club, third in the fourth race, tied for fourth with Fritz Hanselman, of West Hartford, Connecticut, second in the final race, with 39 points.

The final race was started in a moderate westerly that shifted 180 degrees before all the boats in the fleet of 74 had finished. The fleet was split into two divisions for all five races. The laggards in the first division were beating their way across the finish line yesterday as the leaders in the second division, catching the wind shift, charged down wind under spinnakers.

Ed Van Gunten, of Toledo, was first to finish in the Challenger Division and led this class with 83% points. Next were: Mike Bellardi, Detroit Yacht Club, 84; Ed Kirkham,

Brookfield, Wis., 89; Ernie Godshalk, Glenview, Ill. and Paul Blonski, Independence, Ohio, 91 each.

First Race

The east wind, 12 miles at the start, dropped to about six miles at the end of the seven-mile race. It provided ideal sailing weather for the small craft.

Tears trailed Bill Zimmie, of Lakewood, Ohio, for five legs of the six-legged course in the first division race.

As the wind moderated on the downwind leg, Tears sailed high of the course. His son, Douglas, executed a perfect jibe during the last 300 yards and the Tears' craft led Zimmie by 28 seconds on the final beat into the wind to the finish.

Ralph Manee, of Toms River, N. J., finished third ahead of the defending champion, Paul Schreck, a Panama City, Fla., sailmaker.

Douglass who has won his own regatta seven times in the last 15 years, led all the way to get the winning gun in Division 2. Richard Lundquist, of Pensacola, Fla., and Scott Derenne, of Sturgeon Bay, Wis., were second and third.

Second and Third Races

With two races remaining in the Flying Scot North American championships, Bob Cowles, of the Detroit Yacht Club, held a contending position today in the scrap for the title among the 74 entrants competing in these 19-foot sailing sloops on Lake St. Clair.

After taking a sixth in Tuesday's first race in the series of five, Cowles took a first in his division in the light going in the morning start yesterday.

In the afternoon race Cowles, who is racing with Kurt Wietzke as his crew, finished third behind Fred Tears, and Richard Lundquist. A steady eight-mile east wind prevailed for this start.

Tears won the first race Tuesday and was first and second in his division on Wednesday. The Dallas attorney, who has Warren Cox as his acrobatic light canvas man, is leading the series with 4% points.

Lundquist, who has a 2-3-2 record for seven points, is in second place ahead of Ralph Manee, of Tom River, N.J. (3-4-1) with 7% points. Cowles is fourth with 9%.

Gordon Douglas, 64, designer and builder of most of the boats racing in the fleet, biggest one-design class ever to compete on Lake St. Clair, is in seventh place with 14% points behind Bill Zimmie, Lakewood, Ohio, with 9% and Paul Schreck, Panama City, Sailmaker, defending champion, sixth with 13%.

Fourth Race

Fred Tears, the lanky Texan from Dallas, was the skipper to beat going into the fifth and final race of the North American Flying Scot sailing championships.

While many of the point leaders went into the tank, as the sailors say, in yesterday's hard wind that hit the fleet midway during the fourth race, Tears, with the help of his agile crew, Warren Cox, finished a respectable 11th among the 41 starters sailing in the top bracket.

(concluded next page)

Tears Wins . . .

Thirty-three other skippers in the fleet, which now numbers 74, sailed in the lower bracket, consolation group for those low in the point standings after the first three races in the series of five.

Tears had finishes of 1-2-2 going into yesterday's lively southerly (eight miles at the start and around 20 miles at the finish of the seven mile course). His 11th place gives him 15½ points, a comfortable margin over Hal Walker, of Davidson, N.C., who finished second behind Fred Meno, who has his wife and son Fred, 14, handling sheets and sails, and who won yesterday's top bracket race with a fine performance going upwind. Meno is in seventh place in the standings with 32 points.

Rich Lundquist, second behind Tears after the third race Wednesday, took a 26th yesterday and is tied for eighth with Bob Greening, of Edison Boat Club at 33 points. Greening was sixth yesterday just ahead of his teammate, Pat Barry.

Paul Schreck, defending North American champion from Panama City, Fla. who had been in sixth place was involved in a port and starboard situation and withdrew from the course.

Bob Cowles of the Detroit Yacht Club, fourth Wednesday in point standings, suffered a disastrous 32nd finish and is out of the running with 42 points.

Tears and his crew have been giving lessons in downwind sailing to the rest of the fleet in the light to moderate winds during the first three races. He is sailing in his seventh season and has been in that many North American championships without winning it all.

Fleet 45 Has Hospitality Regatta Scheduled

Fleet Captain Bo Palmer has his committees hard at work organizing for the annual Hospitality Regatta, to be held at the Jackson (Miss) Yacht Club on October 15, 16 & 17. The fleet has a good record for hosting past regattas and is expecting this one to be the best yet. This is a limited class regatta, and the Scots are invited and have always shown up in good numbers; last year we had 37 Scots, including some of the Class' best sailors. Everything is being done to see to it that you'll be glad you came, so make plans now to be in Jackson on October 15, 16 & 17. Again this year, the Fleet will host a party, Friday night, on the Lake at Fowler Lodge; attendance at this party last year was about 125, so you'll have the opportunity to see many old friends, make some new ones, and size up the competition.

The Fleet has continued to hold its regular monthly meetings during the summer, with good attendance and support. This year, in addition to the regular season championship and fleet championship trophies, one of our members donated two new trophies designed to encourage and reward the active racers who don't always finish in the top bracket, but without whom our racing would be impossible. These trophies have helped to strengthen the fleets position in the club among the racing fleets.

Again this summer we have been visited by Scot sailors from other areas as they are in the South on vacation; we're always glad to see you and meet new Scot sailors. We like to show off our facilities which are among the best in the South. Come see us.

Ed Batte

North American Flying Scot Championship Regatta

CHALLENGER DIVISION

Place	Skipper - Home	Points
1	Van Gunten, Edward - Toledo, Ohio	83½
2	Bellardi, Mike - Detroit, Mich.	84
3	Kirkham, Ed - Brookfield, Wisc.	89
4	Blonski, Paul - Independence, Ohio	91
5	Godshalk, Ernest - Glenview, Ill.	91
6	Pfeifer, Steve - Green Bay, Wisc.	94
7	Bosman, Mark - Sturgeon Bay, Wisc.	95
8	Estes, Nelson - Austin, Texas	98
9	Stevens, George - McLean, Va.	98
10	Cochrane, Jack - Ann Arbor, Mich.	99
11	Smith, Jim - Detroit, Mich.	100
12	Davis, Floyd - Panama City, Fla.	105
13	Donovan, Ralph - Ann Arbor, Mich.	113
14	Lewis, D. E. - Rocky River, Ohio	114
15	Windisch, Jay - Detroit, Mich.	114
16	Hawkins, Richard - Birmingham, Mich.	116½
17	Hott, Donald - Keyser, W. Va.	118
18	Maassen, Paul - Detroit, Mich.	120
19	Wilson, Robert - Columbus, Ohio	122
20	Marston, Cobe - Falls Church, Va.	125
21	Fleishman, Morton - N. Olmstead, Ohio	126
22	Thistlewaite, Ed - South Bend, Ind.	126
23	Goelzer, Vernon - Royal Oak, Mich.	130
24	Clark, William - Kalamazoo, Mich.	135
25	Fisher, Franklin - Milwaukee, Wisc.	140
26	McDonald, Joseph - Tulsa, Okla.	142
27	Cowles, E. Devere - Detroit, Michigan	147
28	Krieger, Howard - Detroit, Mich.	148
29	Crapo, Fred - Sturgis, Mich.	154
30	Fermoile, Ann- Detroit, Mich.	155
31	Carlstrom, John - Farmington, Mich.	155
32	Bernys, Conrad - Pinckney, Mich.	170
33	Tellschow, Sam - Lansing, Mich.	183

Prairie District Championship Won By McBride

A gear-busting, final race climaxed the Prairie Flying Scot Championship series July 17-18. Hosted by Fleet 50, Oklahoma City Boat Club, on notoriously windswept Lake Hefner, a man-made hilltop lake, winds varied from 1-15 mph on Saturday to 35 mph and gusting on Sunday (when the temperature rose to 104°).

Two skippers, Joe McDonald, Tulsa; and John Rutledge, fleet captain of the host group, broke tillers, spilling both overboard. Each managed to maintain a grasp on their main sheet. McDonald serfed half way across the lake before his wife and daughter, Jo Elyn, helped him back aboard. Time loss forced them to drop out of the race even though the boom crutch had been substituted for the tiller. Rutledge capsized for the second time in Sunday's race when his tiller broke. But with the help of sons, Neal and Hugh, righted his boat again and recovered sufficiently to win a fourth place trophy for the series.

Bob Bebb, newly elected district governor, Muskogee, Okla., and Hank Blackstock, Oklahoma City, broke rudders, forcing withdrawal from the final race.

Sailing through this to the district championship was Paul McBride, Tulsa. Hillis Eskridge, retiring district governor, presented a trophy to him and to second place winner, Ed Kahoe, Oklahoma City; also to third place, Wayne Chenevert, Oklahoma City; to fourth place, John Rutledge, Oklahoma City and to fifth place winner, Harvey Scott, Wichita, Kansas.

NAC Highlights





Editor Visits North American Championship

By: Bob Hanna

We spent a day and two evenings in Detroit during the recent Championship. We attended a meeting of the Board of Governors, the annual meeting and rode the Committee Boat for the first race. We are responsible for some of the pictures in this issue.

At dinner on Tuesday we asked all lady skippers to stand—three stood. Then we asked for all teenage skippers. Three answered the call. As we went down in years we found two of only fifteen summers. On that day one had finished fifth in his division, the other sixth. Next came the oldsters. Five responded to our call for sixty and over. Three remained standing—a fine gentleman—good sailor and loved by all—Fred Crapo. Thus the skippers covered a span of sixty years.

Bob Cowles arranged for us to ride the Committee Boat for the first race. The boat—a 41-foot Chris-Craft built in 1962 and powered by two 275 HP engines. She will make 22 knots, sleep 8 and is luxuriously furnished. Her name—Margie. Her owner—friendly, affable and competent skipper Harold Desormeau. Harold and wife, Margie made us comfortable and welcome aboard.

We observed the tows going up the river to the starting line. It was a long tow—about 50 minutes, but well managed by the Detroit Yacht Club.

Dr. John Fennessey was chairman of the Race Committee and all aboard the Margie took orders from him. He is a medical doctor, born in the east, (we judged from his Boston accent) and an expert at directing yacht racing. The Committee made a handsome picture dressed in blue jackets and white caps.

One of the good doctor's helpers was his lovely and attractive daughter, Anita, a student at Colorado University. Little difficulty should be experienced in identifying the picture of Dr. Fennessey and daughter.

The first race was started in a steady breeze of about 8 mph. Both Division starts were "all clear" but somewhat ragged. The leeward end boats started well but weather end boats were cautious and a bit late.

Bill Zimmie led the first division at the second leeward mark. But at the finish, Tears came from ninth position to take first place.

Sandy Douglass had Lundquist well covered and won the second division honors. We could hear Dick call out "congratulations" as Sandy went over the line.

Game competitor and good sportsman Ed Thistlewaite hailed the Committee boat that he was withdrawing from the race. "Bad judgment on a port-starboard situation", he said.

District Governor, Jim Smith, contributed many hours of expert labor building several ship models for prizes. We are inclined to think many in attendance did not realize these were Jim's handiwork.

The Board and Annual meetings were well chaired by President Bearns Smith. Ed Sharp reports on another page.

Minutes of F/S Governing Board Meeting

Meeting convened at 9:45 P.M., August 18, 1971, Detroit Yacht Club

Attendees:

Bearns Smith	Robert Cowles
Robert F. Vance	Donald C. Hott
Robert B. Hanna	Ernest L. Godshalk
Gordon K. Douglass	Theodore G. Glass
Donald J. Shoemaker	Jerral W. Derryberry
Edward G. Sharp	Mrs. Mary Doolittle
Lewis B. Pollak	John Morrow

Motion was carried to dispense with the reading of minutes of January 28, 1971 meeting since they were published in Scots 'n Water.

Agenda

I. Self-Bailers

Sandy stated that self-bailers in F/S bottom would be ineffective. Possibility of compromising balsa sandwich bottom structure. Derryberry stated that bailers are located in chine area of Solings and that such an installation would not compromise balsa sandwich bottom. Consensus of Board was that if installation of bailers was optional, lake-sailed Scots that ordinarily do not need bailers would be at a disadvantage in competing in a regatta with "off-shore" Scots with bailers. Vote revealed nine (9) against, four (4) in favor—amendment rejected.

II. Treasurer's Report

Robert Vance stated:

Cash on hand	\$ 9,910.20
Receipts for 9 mos. against year's budget of \$19,025.00	17,350.00
Expenditures for 9 mos. against year's budget of \$18,005.00	13,848.00
Estimate of income over expenditures for current fiscal year (Nov. 1, 1971 to Oct. 31, 1971)	1,500.00

III. Measurer's Report

Consideration of Fleet 23 petition to amend specifications for certain changes in location of tackle and blocks with regard to boom sheeting which could allow mid-boom sheeting or travellers. The measurement committee, after proper consideration, recommended against acceptance, and the governing board unanimously agreed. Petition rejected.

Problem of Schreck and other sails not measuring in was discussed by Hott. This seems to be caused by changes in official plans in '70-71 handbook compared to '65 plan regarding where headboard should be located during measurement of quarter girth. Sailmakers should be advised by Association of this change. Hott stated that he cannot locate original tracings of present method and recommended that new tracings be made of measurement method that will conform to NAYRU, that is, measure to top of board at luff. Motion was carried that this be done. Smith asked if spinnaker measurement method was problem. Hott replied it was not. Hott stated that he will write a letter to all sailmakers within one month outlining the correct method of measurement and have new tracings by mid-winter meeting.

Glass stated problem he has encountered in getting three corners of jib to fall into measurement triangle. Much discussion, no motion for changes, subject dropped with no conclusion.

Douglass led discussion on variations in method of pulling spinnaker luffs straight to measure, stated that inconsistency exists. Conversation—Vance stated opinion that it has been clear enough for majority, thus no reason to change. Smith proposed that Hott consider problem, consult with sailmakers on consensus toward easy, clear method of spinnaker measurement and prepare report and recommendation for midwinter meeting. Hott brought up topic of borrowed sails where sail number does not match hull number (taping temporary numbers.) Conversation, agreement that situation is presently covered adequately in rules and only needs to be enforced. Agreement to let taped numbers participate in '71 NAC, but rule will be strictly enforced henceforth. This matter will be publicized in Scots 'n Water by Hanna. Cowles brought up matter of protest 6-leg modified olympic course as specified in rules because of start and finish midway up weather leg. Conversation and general agreement was reached that Cowles would announce at skipper's meeting that weather leg 1, 4 and 6 would be full legs with starting line opposite leeward mark and finish line moved up opposite weather mark.

IV. Scots 'n Water Report

Hanna reported that P.O. Department has finally approved our application for a second class mailing permit and that we have received a \$585.14 rebate from the P.O. Department. This will result in three to four hundred dollar annual savings in mailing costs with better service. Hanna stated that we will finish the current fiscal year under budget for Scots 'n Water and asked for more news from fleets and especially good pictures. Smith asked governors to make sure fleet captains appoint active corresponding secretaries.

V. Corresponding Secretary Report

Mary Doolittle described the changes and improvement in her operation, problems of returned mail and incorrect addresses and asked for assistance from fleets and governors. Various inducements for early payments of dues discussed, no conclusion. Hanna stated that he can put dues return envelope in Scots 'n Water if necessary. Mary cited three new fleets: Pascagola, Mississippi, Lansing, Michigan, and Alexandria, Louisiana and stated that Fairport, New York has six new Scots and wants to charter a fleet. Mary stated that we have more than 500 additional FSSA members over last year and predicted that total membership should exceed 1600 next year.

VI. Fleet Reports

Smith announced that fleets 28, Sheepshead Bay, New York and 55, Wichita, Kansas had less than 3 members and a motion was carried that their charters be suspended.

VII. Regattas

Smith called on John Morrow from Panama City, Florida who made a presentation for hosting 1972 Midwinter Regatta. After much conversation motion carried that F/S Midwinters be held in Panama City, Florida on 3, 4 and 5 of March, 1972. Pollak announced that warm-ups will be held on the prior weekend in Pensacola, Florida.

Smith read letter from Paul Becker, Houston, Texas, requesting permission to host 1972 NAC. Derryberry described facilities and sailing conditions on Galveston Bay. Motion carried that 1972 NAC be held at Houston, Texas with Fleets 32, 49, and 51 as hosts.

VIII. Yearbook

Godshalk stated that we will go back to a one-issue yearbook/roster next year due to completion of computerized records and format. Discussion was held regarding means of information update. Sharp agreed to handle update requirements for 1972 Handbook.

IX. FSSA Tax Exempt Status

Smith announced that our petition that the Association be granted tax exempt status had been turned down and is now being appealed. A ruling is expected in approximately 30 days.

Meeting was adjourned at 1:20 A.M. by President Smith,

Respectfully submitted,
Edward G. Sharp
Secretary Elect

MINUTES OF ANNUAL MEETING, F/S NAC, Detroit Yacht Club, August 20, 1971

- * Meeting was called to order by Pres. Smith at 9:15 P.M.
- * Introductions of DYC, NAC, and FSSA officials were made by President Smith.
- * Fred Tears, Fleet 62, Dallas, asked that the Secretary call the roll of fleets present. This revealed representation by members present or by proxy from 54 of the 86 fleets. Quorum present.
- * J. Derryberry, Texas Governor, asked (by way of registering a protest) if meeting should be held at all with such a small

physical representation of fleets versus the large proxy registration. No comment from the floor or chair, thus matter dropped.

- * Robert Hanna, 3rd V.P. and Editor of Scots 'n Water, announced that we have been granted a second class mailing permit. This will afford a savings in postage and result in faster service. Hanna added that S & W will operate well within their budget this fiscal year and appealed for new items and photos from the fleets.
- * Motion was made and carried to revoke the charter of Fleet 61, N. Falmouth, Massachusetts, because of inactivity.
- * Robert Vance presented the Treasurer's report:

Cash on Hand	\$ 9,910.20
Receipts for 9 mos.	17,350.00
Expenditures for 9 mos.	13,848.00
- * Photo awards of the 1-2-3 finishers in each division of the 1st day's race were presented to Robert Cowles.
- * Robert Vance, Treasurer, described the F/S Virgin Island Charter trip and urged that as many members as possible join the group.
- * Ernest Godshalk presented the slate of officers for 1972 as set forth by nominating committee consisting of E. Godshalk, Fred Weintz and Fred Claypool.
Nominees:

<i>President</i>	<i>Bearns Smith</i>
<i>1st V.P.</i>	<i>Robert Cowles</i>
<i>2nd V.P.</i>	<i>Theodore Glass</i>
<i>3rd V.P.</i>	<i>Robert Hanna</i>
<i>Secretary</i>	<i>Edward G. Sharp</i>
<i>Treasurer</i>	<i>Robert Vance</i>
<i>Chief Measurer</i>	<i>Donald Hott</i>
<i>Mem. Nom. Comm.</i>	<i>William Gearing</i>

- * Motion to accept slate of new officers was unanimously carried.
- * Meeting was adjourned by President Smith at 10:20 P.M.

Respectfully submitted,
Edward G. Sharp
Secretary Elect

Hanselman Repeats as Midwest District Winner

By: Donald J. Shoemaker

Twenty-two Scot skippers tested their skills at the Midwest District Regatta hosted by Fleet 30 on Crab Orchard Lake, Carbondale, Illinois, July 24 and 25. Fritz Hanselman of Fleet 44, Ephriam, Wisconsin, sailed to two firsts and second to repeat as District Champion.

In the first race, Paul McRoy of Fleet 30 broke clear at the start and improved his position steadily in moderate winds to take first place. Hanselman tailed McRoy closely throughout the course, but could not catch him in a wind that shifted minutes before the start to create a reaching contest. McRoy and Hanselman were followed by Jack Bierwaltes of Fleet 3, Bob Sullivan of Fleet 3, and Don Shoemaker of Fleet 30.

The second race was sailed in light, shifty airs. Hanselman and McRoy traded places several times over the course, but Hanselman finished first. The rest of the fleet was scattered, with Skip Blackwood, a new Scot sailer of Fleet 30, finished third and Bob McKenzie of Fleet 29 finished fourth. Don Shoemaker repeated at fifth, Bierwaltes dropped to sixth, and Sullivan to seventh.

The third race, sailed Sunday morning, provided a variety of weather conditions. Winds were light and variable at the start, turned to moderate during a heavy downpour, and slacked to drifting for the finish. Hanselman demonstrated his versatility by leading through the weather changes. Sullivan sailed to a solid second, followed closely by McKenzie. Bill Ewing, a promising Fleet 30 newcomer was fourth, and Russ Stephens, Fleet Captain, was fifth.

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1st '71 Nationals**

*we had 1st, 2nd, 3rd - overall
we had all the first place finishes
all the second place finishes
four of the third place finishes
eight of the top ten Scots used our sails

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Velocities where I sail most are _____ to _____ knots.
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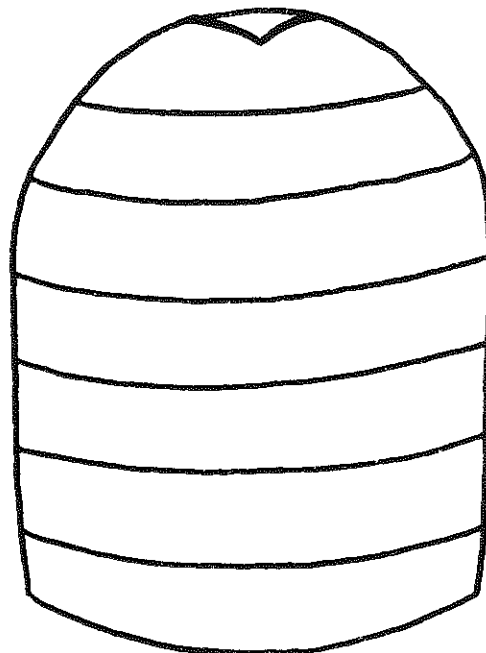
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*includes royalty tag
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FS 161—Douglass built—Excellent condition—Red hull—White deck—Boston main and jib—Anti-fouling paint—Tee-nee Tilt Trailer. **Price—\$1,900.**

William H. Whitehead, 781 East Church Street, Marion, Ohio 43302. Telephone 614-382-7915

FS 1646—Lofland built fall '69—Main and Jib—Anchor—Custom tilt trailer—Tent cover—Spare tire & wheel. **Price—\$2,600.**

Steve T. Price, 2918 Quivira, Great Bend, Kansas 67530
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Chuck Ewing, 120 Cranden Drive, Perrysburg, Ohio 43551
Telephone 419-874-4700

REGATTAS

Oct. 2-3.....	Seabreeze Regatta Galveston Bay, Texas
Oct. 9	Fleet 63 Invitational Havre De Grace, Maryland
Oct. 15-16-17	Hospitality Regatta Jackson, Mississippi
Oct. 16-17	Southern Championship Galveston Bay, Texas

Witherspoon Wins Pacific Championship

Jack Witherspoon was the winner of the Pacific District Championship Series sailed on Tomales Bay, California, July 31-August 1. Eight boats participated in the five race series hosted by Fleet 40 at the Inverness Yacht Club in brisk winds gusting to 25 knots. Gael Williams was second and Anna Peachy was third.

Zimmie First in Ohio Championship

By: Marcus J. Edwards

Bill Zimmie, a naval architect from Lakewood, Ohio worked up the proper plans for the Flying Scot District 6 (Ohio District) Championship Regatta.

The 45-year-old skipper sailing out of the Edgewater Yacht Club in Cleveland placed second, first and fourth in the three races for a winning total of six and three-quarters points.

Bob Haska of the Berlin YC, Ravenna, Ohio, had a first, third, and sixth for second overall with nine and three-fourths points while William Newberry of the Edgewater club placed third.

Newberry was fourth, second and seventh. Winner of the third race, Vince Di Maio from Toledo took fourth in the final standings.

Top placement for the host Chautauqua Yacht Club was ninth by Ted Arnn who placed seventh in the first two races and eighth in the third.

Taking the next three spots for the local club were Nate Dreyer, Dave Chall and James Rock.

All three races were sailed on a seven-mile, six-leg Olympic course off the Bell Tower. Because of the rain, the first run was held up until Saturday afternoon, then sailed in rain and steady winds out of the Southwest. With just one instead of the scheduled two held Saturday, the final two were run back-to-back Sunday in light shifty winds.

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City _____

State _____ Zip _____ Fleet No. _____ (if changed)

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F.S.S.A. Corresponding Secretary
531 Jenks Boulevard
Kalamazoo, Michigan 49007

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SUSTAINING MEMBER.....	5.00
(All other non-owners of F/S)	

(FOR FULL EXPLANATION SEE ART. IX
OF CONSTITUTION.)

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- 25-MILWAUKEE, WISCONSIN-Lake Michigan
- 29-MUNCIE, INDIANA-Prairie Creek Reservoir
- 30-CARBONDALE, ILLINOIS-Crab Orchard Lake
- 34-RAY, INDIANA-Clear Lake
- 44-EPHRAIM, WISCONSIN-Eagle Harbor, Green Bay
- 47-EGG HARBOR, WISCONSIN-Green Bay
- 54-FREMONT, INDIANA-Lake George
- 60-CHICAGO, ILLINOIS-Burnham Harbor-Lake Mich.
- 64-MENOMINEE, MICH.-MARINETTE, WIS.-Green Bay
- 78-MADISON, WISCONSIN-Lake Monona
- 70-ROCHERT, MINNESOTA-Cotton Lake
- 83-CARLYLE, ILLINOIS-Lake Carlyle
- 88-IOWA CITY, IOWA-Lake Macbride

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918-587-0145

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- 50-OKLAHOMA CITY, OKLA.-Lake Hefner
- 55-WICHITA, KANSAS-Cheney Reservoir (s)
- 59-TULSA, OKLA.-Keystone Lake
- 89-TOPEKA, KANSAS-Lake Perry

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- 32-HOUSTON, TEXAS-Galveston Bay
- 49-HOUSTON, TEXAS-Houston YC-Galveston Bay
- 51-SEABROOK, TEXAS-Galveston Bay
- 62-DALLAS, TEXAS-Lake Ray Hubbard
- 66-PORT ARTHUR, TEXAS-Lake Sabine
- 67-SAN ANTONIO, TEXAS-Canyon Lake
- 69-AUSTIN, TEXAS-Lake Travis
- 84-LAKE CHARLES, LOUISIANA-Lake Charles

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- 15-KALAMAZOO, MICHIGAN-Gull Lake
- 16-DETROIT, MICH.-DETROIT YC-Lake St. Clair
- 17-GROSSE POINT SHORES, MICH.-G. PT. YC-Lake St. Clair
- 18-DETROIT, MICH.-DETROIT BC-Lake St. Clair
- 20-PINCKNEY, MICHIGAN-Portage Lake
- 33-LONDON, ONTARIO, CANADA-Fanshawe Lake
- 41-CRYSTAL, MICHIGAN-Crystal Lake
- 52-LAKE ORION, MICHIGAN-Lake Orion

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614-882-6180

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- 4-MANSFIELD, OHIO-Clear Fork Lake
- 12-CLEVELAND, OHIO-EDGEWATER YC-Lake Erie
- 14-SPRINGFIELD, OHIO-Kiser Lake
- 19-CANFIELD, OHIO-Berlin Lake
- 26-TOLEDO, OHIO-Maumee River
- 35-CHAUTAUQUA, NEW YORK-Chautauqua Lake
- 37-WESTERVILLE, OHIO-Hoover Reservoir
- 53-CAYUGA, NEW YORK-Cayuga Lake
- 65-DELLROY, OHIO-Atwood Lake

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Panama City, Florida 32401
904-785-7500

- 38-MOBILE, ALABAMA-Mobile Bay
- 45-JACKSON, MISS.-Ross Barnett Reservoir
- 56-FORT MYERS, FLORIDA-Calosahatchee River
- 75-PANAMA CITY, FLORIDA-St. Andrews Bay
- 79-GULFPORT, MISS.-GYC-Mississippi Sound
- 85-MONTGOMERY, ALABAMA-Lake Martin
- 87-PENSACOLA, FLORIDA-Pensacola Bay
- 90-MIAMI, FLORIDA-Biscayne Bay

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617-784-2176

- 5-BURLINGTON, VERMONT-Mallett's Bay
- 11-ROCKPORT, MASS.-Sandy Bay
- 36-MONTREAL, QUEBEC, CANADA-Lake St. Louis
- 57-HARWICH PORT, MASS.-Nantucket Sound
- 58-WOLLASTON, MASS.-Boston Harbor
- 61-NORTH FALMOUTH, MASS.-Buzzards Bay (s)
- 76-SHARON, MASS.-Lake Massapoag
- 77-MENAUHANT, MASS.-Vineyard Sound

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- 22-SPRAY BEACH, N.J.-Little Egg Harbor
- 24-BROOKFIELD, CONN.-Candlewood Lake
- 28-SHEEPSHEAD BAY, N.Y.-Rockaway Inlet, L.I.
- 31-SHORE ACRES, NEW JERSEY-Upper Barnegat Bay
- 46-ISLAND PARK, N.Y.-Hempstead Bay
- 72-AMITYVILLE, N.Y.-Great South Bay
- 73-PERTH AMBOY, N.J.-RARITAN YC-Raritan Bay
- 74-NYACK, NEW YORK-Hudson River

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703-768-7776

- 6-OAKLAND, MARYLAND-Deep Creek Lake
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- 63-HAVRE DE GRACE, MD.-Susquehanna River
- 80-PITTSBURGH, PENNA.-Lake Arthur
- 81-WRIGHTSVILLE, PENNA.-Lake Clarke
- 82-PRINCE GALLITZIN STATE PARK, PA.-Lake Glendale
- 86-BALTIMORE, MARYLAND-Magothy River

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919-834-7046

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- 48-CHARLOTTE, N.C.-Lake Norman
- 71-ROANOKE, VIRGINIA-Smith Mountain Lake
- 78-MOREHEAD CITY, N.C.-Bogue Sound