

SCOTS

n' water



VOLUME XIV NUMBER 2

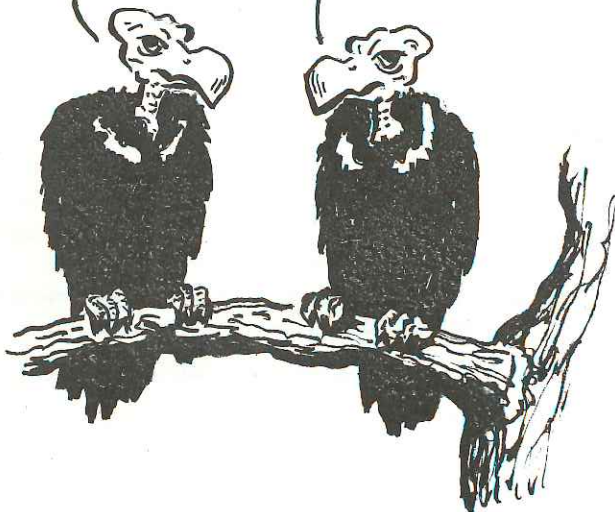
JANUARY — FEBRUARY 1972

1972 Dues Are Due!

1972 Dues in FSSA are due. Mail your check directly to the Corresponding Secretary in Kalamazoo, Mich. Use the envelope enclosed with the last copy of Scots n' Water. Please Make This Something You Do Today.

Say, Did you win the Spinnaker?

Nope I goofed! I didn't mail the check for my dues by Jan. 10th, but I'm gonna write it today and mail it so I won't goof up the "establishment."



Ouyang New Canadian Builder

The Ouyang Boat Works Ltd. of Whitby, Ontario, Canada is now licensed Flying Scot builder. Ti Ouyang is a master builder according to Sandy and is expected to produce a quality boat. Ti Ouyang will be assisted in the business by his son Mao.

Scots n' Water to Publish a New Series

A series of three articles on Flying Scot boat speed are planned. The first will deal with the hull and rigging, the second with the sails and the third with crewing and actually sailing the boat. These articles will be written to explain the basis for doing certain things and how to go about doing them. They will not concentrate on absolute statements such as when going to weather put the centerboard all the way down. They will review some of the more subtle points of developing boat speed, why and how to trim for maximum performance. The first article will appear in the March issue.

The art of getting optimum performance from the Flying Scot, or any other sloop rigged monohull sailboat, is one of understanding the function and dynamic characteristics of the sails, rig, hull, rudder and centerboard, then developing the skills required to optimally configure these for each condition encountered when sailing. Many texts have been written by accomplished sailors and their works should be studied. Each author has points to offer; the reader must determine what is valid for him and his boat then discard the non-applicable data—but only after understanding why it does not apply.

These articles will be a composite of ideas generated by members of Flying Scot. Fleets 32 and 49 and edited by Michael D. Zuteck, Robert Jefferies III, and R. K. Jefferies, Jr. Mike is a product of the MIT sailing team with much time in one-design dinghies including over a year in Flying Scots. Mike with Robert III as crew hold the current North American Championship title for the Tornado catamaran, along with several other titles. Robert III with Mike and R. K., Jr. as crew hold the Southern Regional championship title in the Flying Scot. R. K., Jr. is the Chairman for the 1972 North American Championship — Flying Scot — to be held at the Houston Yacht Club, August 21 to 25, 1972.

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MID-WINTER WARM UP REGATTA

PENSACOLA, FLORIDA YACHT CLUB

Saturday, February 26, 1972

8:00 A.M.—Noon	Registration, Boat and Sail measurement
Noon	Skipper's Meeting
1:00 P.M.	Start first race
3:00 P.M. (approx.)	Start 2nd race — Boats will remain on course, start approximately 15 minutes after last boat finishes.
6:30 P.M.	Buffet — PYC Ballroom
8:00 P.M.—Midnight	Dance

Sunday, February 27, 1972

Noon	Lunch
1:30 P.M.	Start 3rd race
4:00 P.M.	Trophy Presentation

If only one race is sailed on Saturday, the 1st race for Sunday will be started at 11:00 A.M.

1972 FLYING SCOT MID-WINTER REGATTA

MARCH 3-4-5

ST. ANDREWS BAY YACHT CLUB

PANAMA CITY, FLORIDA

Thursday, March 2, 1972

10:00 A.M.—5:00 P.M.	Registration and sail measurement
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Friday, March 3, 1972

8:00 A.M.—Noon	Registration and sail measurement
Noon	Skipper's Meeting
1:30 P.M.	Start of first race
3:00 P.M.	Start of second race
6:30 P.M.—8:00 P.M.	Informal cocktail party

Saturday, March 4, 1972

9:00 A.M.	Skipper's Meeting
10:30 A.M.	Start of third race
2:00 P.M.	Start of fourth race
6:00 P.M.—8:00 P.M.	Cocktail party
8:00 P.M.	Buffet dinner and dance

Sunday, March 5, 1972

10:30 A.M.	Start of fifth race
2:00 P.M.	Trophy presentation

Skipper and crew prizes will be awarded for first five places in Championship and Challenger Divisions.

For further information concerning the Mid-Winters write:

Mrs. Betty Smith
602 East 4th Street
Panama City, Florida 32401

Motels available that are convenient to Yacht Club:

Holiday Inn Downtown	Ramada Inn
711 West Beach Drive	3001 West 10th Street
Panama City, Florida 32401	Panama City, Florida 32401
Telephone: 904-763-4622	Telephone: 904-785-0561

Howard Johnson Motel
4601 West Highway 98
Panama City, Florida 32401
Telephone: 904-785-0222

Fleet 92 – Pascagoula, Mississippi

Mary Doolittle was so impressed by the people and everything about this new fleet that she asked the Fleet Secretary, T. J. Wills to write a story. The story by Mr. Wills follows:

"Timber of chestnut and elm and oak
and scattered here and there with these
the knarled and crooked cedar knees
brought from regions far away
on Pascagoula's sunny bay."

These are words from the poem, *THE BUILDING OF A SHIP*, by Henry Wadsworth Longfellow, who is just one contributor to the many legends which abound in Pascagoula, Mississippi, home of the GYA's newest club. The Singing River Yacht Club.

The name comes from the Pascagoula River, which is known, to the people of the area, as the Singing River. A beautiful legend evolves as how Altama, the son of the Chief of the Pascagoula Indians (a small peace loving band of Choctaws whose name meant 'bread people') met and fell in love with Anola, a beautiful Indian maiden, who was betrothed to Otanga, Chief of the nearby fierce Biloxi tribe. Anola returned, with Altama, to the Pascagoula village, and a wedding feast was planned. However, the night before the big event, Otanga led his warriors against the Pascagoulians. Altama volunteered to surrender himself, but his brave tribe vowed to save the marriage. When defeat became inevitable rather than surrender, the entire Pascagoula tribe joined hands, and chanting their death song, marched into the River, having chosen drowning over defeat. To this day, those sad sounds can still be heard, on occasion, when the 'wind is right and the spirit is willing.'

The mysterious music, which is likened to a swarm of humming bees, was first documented in the summer of 1727, by Governor Perier of Louisiana. However, this was not the white man's first foray in the area. It is believed that Hernando De Soto crossed the Pascagoula River in November, 1540, and Pierre Le Moyne d' Iberville, and his brother, Bienville, explored the area in 1699 searching for a place to establish a fort in the Louisiana territory. The first permanent white settlement was begun in 1715, and this day, Pascagoula is a thriving industrial city, whose inhabitants find time to enjoy the abundant natural facilities in the area, including some of the best fishing and sailing available, in the four different bodies of water which surround the town.

The basic ingredients for a new yacht club are people, facilities, and of course, a fleet. Spiced with frustrations, sweetened with fun and fellowship, and constantly stirred by hard working officers and committee chairmen, a club is born.

Almost two years ago, a small notice appeared in the local paper . . . "All persons interested in forming a yacht club meet at the Chamber of Commerce building Wednesday night at 7:30 P.M." Dr. Jack Hoover had planted the seed and soon became our first Commodore. Doctors, lawyers, ship builders, businessmen, and students rolled up their sleeves and went to work. A non-profit corporation was chartered, a constitution and by-laws adopted which were patterned after those of neighboring yacht clubs. Money came in from initiation fees and dues.

The Board of Governors agreed to ask for only a small part of the full initiation fee until the money was needed for facilities. We were now a club!

What next, A fleet or a clubhouse? Why should one suffer for lack of the other? With the Flying Scot being the official club boat of the Gulf Yachting Association, there was little argument about the choice of boats. Not yet ready to spend club money on boats, individuals and groups of two, and three, club members became boat owners. By the early part of our second summer, eight new Flying Scots' were moored in Pascagoula's inner harbor. One of these has since become a club boat to satisfy GYA requirements. As our organization grows, the club fleet is expected to grow.

Now what about a clubhouse and the money to build? Waterfront property is something like \$35.00 an ounce, and the unimproved parcel of land that we needed was \$30,000.00. Then we needed a building. First taking an option on the property, we found a neat little "A-frame" building for sale "to be moved" then obtained a tentative appraisal, and found that we could borrow enough money to swing the deal. Happily, the club by-laws provided for assessments. But, most reactions to this was "They say a boat is a hole in the water where you throw all your money, and I have done just that, so don't look at me". Finally, when each of our sixty members were told that we could forego the assessments if everyone co-signed the note, happiness broke out all over. Individual liability was held to a maximum of \$600.00.

So now here we are; less that two years old, with membership growing, a waterfront clubhouse, a fleet of eight Scots', and numerous other privately owned boats, and long-range plans for a marina, dry storage, a swimming pool, and a larger clubhouse. We will be hosting some important regattas soon, and we want everyone to come and join us in celebrating our success.

Ohio District and Fleet 12 Plan Regattas

District Governor Rolf Krosteng has announced a Tune-up regatta on July 15 and 16 and the Ohio District Championship on July 22 and 23. Both will be sailed on Lake Erie out of the Edgewater Yacht Club, Cleveland.

These two Regattas will draw some of the best Scot competition in the country. Last years champion Bill Zimmie is expected to defend his title and other top Ohio skippers competing will be Vince Di Maio, Fred Meno, Bob Haska, and Bill Newberry.

Although the races will be professionally handled on the water the committee is planning family type regattas. Plans are being made to make whole families welcome and comfortable—kids and all.

The week between Regattas will see Edgewater Yacht Club the scene of Adams Cup finals. This series is to be sailed in Flying Scots and will include some of the top women sailors in the country.

The Committee is arranging housing in private homes for those who wish. Boat storage is available for those who want to attend both regattas but leave their boats in Cleveland during the intervening week.

One-Design or One-Design?

By: Sandy Douglass

The four letters to the Editor regarding the Tears affair in the November - December SCOTS N' WATER are perfect illustrations of two opposite conceptions of the term "one-design", a term whose definition seems to vary according to the ideas and ideals of the user. The same term is used today to cover anything from those classes in which only the hull is one-design, or where only the hull and spars are one-design, to a class such as the Flying Scot where hull design and construction, spars, rigging and hardware, all are strictly one-design under our class rules.

In addition to the loosely defined use of "one-design", we find also that there are different approaches to the interpretation of the rules. Some classes operate on the principle that anything not expressly forbidden by the rules is permitted, while others follow the idea that no change is permitted unless it is so stipulated. The Flying Scot Sailing Association always has operated on this latter principle, that the boat is one-design as it leaves the builder and that no changes are permitted in the basic design and rigging.

The complaint of Messrs. Church and Swafford, in their defence of Fred Tears is that the specifications are too loosely written. This all depends. To the great majority of Flying Scot owners the "spirit" of the class specifications is that the boat is not to be changed, and with good sportsmanship they follow this intent. There is no need to tighten the rules against those who have no intention of finding loopholes. The rules are adequate and are understood by those who intend to follow them. When 2,000 boats all have been built, rigged and sailed in a certain manner is there any question of the intent — even though we may not have dotted every "i" and crossed every "t"?

In principle I have been against a lot of detailed specifications. They should not be necessary. Sailing is a sport, and sportsmanship is a matter of playing the game within the rules. Even under our present rules it is enough of a job to measure 50 or 70 boats at a regatta without requiring the measurers to check an additional 10 or 20 items per boat. Also, it is human nature that if you put plus and minus limits on anything there will be those who then will try to create a loophole. When dimensions are stipulated the measurer no longer can use his discretion and we are more likely to find ourselves embroiled in arguments and protests over inconsequential fractions of inches. We have enough of that now.

We must bear in mind the fact that it is next to impossible for any rule-making body to bring out a set of rules which will be completely water-tight. The rule-maker does his best to cover known situations. He makes his intent clear. But then the owner, such as Fred Tears, has the time at his leisure to figure out any possible loopholes. Mr. Tears may be trying "to force a tight and strong set of Class Specifications", but I am not aware that any of his self-imposed changes have done anything to make his boat slower than normal. Has he been so self-sacrificing? As Church and Swafford would have us believe?

I agree with ex-Pres. Ernie Godschalk who writes that in his opinion the Constitution and By-Laws are all right as they are and that the failure in Detroit was one of administration of the rules. Our Measurers must check more carefully before the

regatta starts and must turn down anything which, if not covered by the specifications, does not comply with the spirit and intent of the rules.

I would like to question the statement in Mr. Church's letter that he "measured many centerboards and trunks in our fleet — and none of them were the same —". This seems hardly possible when they all came from the same moulds. If Mr. Tea trunk slot was too wide the logical course would have been to have the builder make it narrower. It could readily have been filled in with fiberglass, — instead of shimming and reshaping the centerboard. Mr. Church hopes a committee will "make clearer" what the "spirit" of the specifications means. What could be clearer than 2,000 boats all built and rigged alike in all essentials?

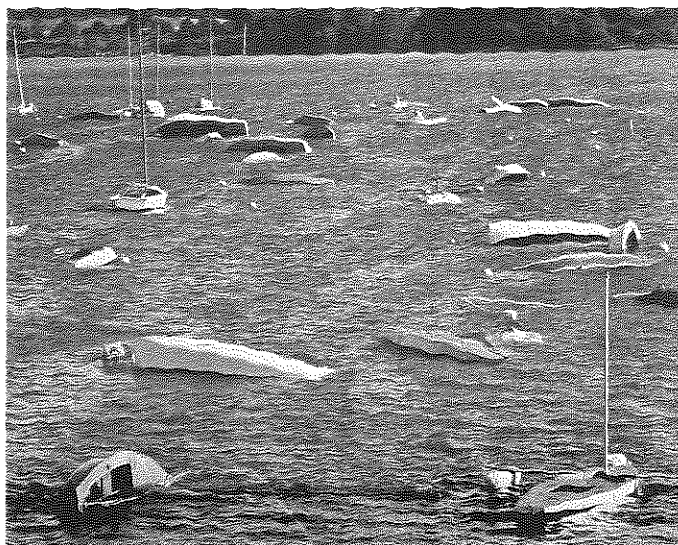
All four writers consider Mr. Tears to be an outstanding skipper, and I am sure that all of us who have raced against him will agree to this. Could he have won the North American Championship without his Tears Special with its illegal equipment? There remains the gnawing doubt. A sensible man does not go to the trouble of installing special equipment unless he thinks it will make his boat go faster.

Always I have made it a special point to sail a strictly stock boat. My No. 1350 is exactly like all of the others we build with not a single item added or changed. Paul Schreck won the North Americans with a chartered Milwaukee boat. I — and many others — would like to see Mr. Tears sail next year in a new, stock, unmodified Flying Scot. Any one of the builders would be happy to build such a boat for him. I would be agreeable to selling him my No. 1350 if he would prefer it. This is a challenge. Let Mr. Tears prove his ability to win without benefit of special equipment.



A New Scot Family

The Steve Fordell family of Comstock Park, Michigan and the Max Doolittle family having an afternoon picnic on Steve's Scot.



London Free Press Photo

Fleet 33 — London, Ontario, Canada

By: Bill Nichols

As reported in the Fanshawe Yacht Club Newsletter: "The night of August 22 will live long in the memory of many F. Y. C. sailors. The 75-80 m.p.h. winds that hit London at 7:40 P.M. were the strongest winds that our city has experienced in over 2 years. The tremendous up-draft that occurred as the storm was developing went to the dizzying height of 50,000 ft. Then, of course, the cold air and rain reversed this upward current and it plunged almost vertically toward the ground at 60-80 m.p.h. This explains why the yachts were literally knocked over sideways in every direction."

Five of the six Scots in Fleet 33 were moored at the time and all went over. Fortunately, they sustained little damage which was a tribute to the ruggedness of the Scot. The worst damage to a Scot was a bent mast on the writer's boat. Wouldn't you know, dear old No. 439 had been brought back home to Fanshawe from Lake Huron only 2 hours before the storm!

In the photo, Fleet Captain Phil Luno and past Fleet Captain George Foster are shown setting out anchors to assist in pulling Phil's mast free of the mud. Four of our five Scots are grouped in the upper left of the photo. Most of the floating yachts in the photo had been righted prior to the time the photo was taken. Although there was extensive damage to a fair number of boats, no one was injured, fortunately.

In our earlier report in the August Scots n' Water of the enjoyable M. O. District Regatta hosted by Fleet 33 on the July 4 weekend, reference was made to the famous frivolous breezes of Fanshawe. This time they carried their frivolity just a little too far!

Sandy Out of Insurance Business

Sandy Douglass has announced he is going out of the Insurance Business. The strict and difficult Maryland State insurance laws was given as the reason.

Fleet 2 — Lafayette, Indiana

Although Fleet No. 2 did not receive its charter until September it was active all summer.

Boats 2 and 3 were bought last spring and immediately they stole the show. The first outing was at Mississinewa Reservoir. The winds were fairly steady and light to moderate as the Scots took 2, 3, and 4 in a mixed fleet including Rebels, a Kestrel, and E. scow, and six others.

The next races were on September 11 and 12 in a 2 day series which included only members of the Lafayette Sailing Club. In this series the Scots took 1, 3, and 5 in winds which were from very strong the first day to a drifter in the last race. In two races the lead Scot beat the E. scow boat for boat because of the scow's inability to keep her spinnaker up.

The Fleet Charter was obtained in late September. Since then the Scots have separate starts in two outings. Although nothing was official in these races it was declared (by the losers) that Fleet Captain and Commodore of the Lafayette Sailing Club John Sullivan was Fleet Champion for 1971.

Fleet 27 — Henderson, North Carolina

Two skippers of Fleet 27, Kerr Lake, North Carolina won the two special awards given by the Carolina Sailing Club. Former District Governor, William A. Myatt, won the coveted Robinson Trophy for the sailor who contributed the most to the sport of sailing this year. Myatt was former Commodore and a Charter Member of the Carolina Sailing Club, and also a past Fleet Captain of Fleet 27.

The Junior Sailing Award went to Debbie Peterson honored for sportsmanship and active contribution to the club.

Trophies were given to the top five sailors for the season. They are:

1. Dr. Richard Schultz, Wentworth
2. George Kirkland, Durham
3. Bill Myatt, Raleigh
4. Howard Manning, Raleigh
5. Ernie Myatt, Greensboro

Fleet 58 — Wollaston, Massachusetts

John Jones writes that GABRIEL PEREZ won the Massachusetts Bay Yacht Racing Union Flying Scot Series for 1971. The first five leaders were:

1. Gabriel Perez
2. Arthur Simpson
3. James Beaton
4. Tom Nolan
5. Arthur Sweeney

Fleet 54 — Fremont, Indiana

This fleet has a new member and a new boat. He is ROY HANSEN and the boat is number 2031. One ride with Wayne Hutchison and the Hansens were sold on the Scot.

Roy celebrated his 60th birthday by taking his mother, daughter and grandson for a sail — four generations!

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1st '71 Nationals**
1st '71 Hospitality Regatta

*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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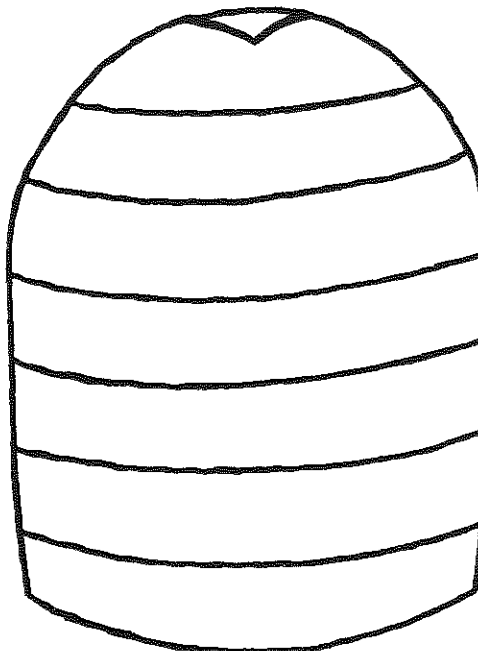
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William Leuchtenmueller, 1312 Ramblewood Drive, East Lansing, Michigan 48823. Telephone 517-351-6522

FS 1170—Douglass Built—All White—Blue Stripe—Anti-Fouling Paint—Spinnaker—New Sheets this summer—Removable Outboard Bracket with 3 h.p. Johnson—Full Canvas Cover—Sterling Tilting Trailer with new hubs and bearings, recently painted—Life Belts and other accessories. Price—\$2,250.

Jim Allen, 425 Poinsett Drive, Chapel Hill, North Carolina 27514. Telephone 919-942-7068

FS 161—Douglass Built—Excellent Condition—Reconditioned by Customflex in 1967—Red Hull—White Deck—Anti-Fouling Paint—Tee-Nee Tilt Trailer—Spinnaker—Accessories. Price—\$1,900.

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

FS 541—Customflex Built—White Deck and Hull—Main—Jib—Motor Bracket—Gator Trailer—Deck Cover—Inside storage and not sailed last 4 years—Condition above average. Price—\$2,000.

Roger H. Remaklus, Dundee, Michigan 48131. Telephone 313-529-2620 (phone week days).

FS 1712—Douglass Built—Sterling Trailer—Blue North Sails—Cockpit Cover—Outboard Bracket, new (never used)—Evinrude Long-Shaft 4½ h.p. Yachtwin—Anchor and Line-Inclinometer—Never raced and mint condition. Price \$2,900.

Edward Dunn, 7330 Barberry Lane, Manlius, New York 13104. Telephone 315-637-9717



Mid-Winter trophies donated by Fred Meno. Keeper trophies will be awarded for the first five places in each division. Not shown here is a Challenger Division trophy donated by Lewis B. Pollack. Dates are March 3, 4, and 5.

Governor Wins First Great South Bay Championship

By: Amy Sachnoff

Bob Rich, Governor of the Greater New York district, started his term off in high style: winning the first Great South Bay Flying Scot Championship with three straight first places.

But it wasn't easy . . .

In the first race, Hal Smith of Narrasketuck Yacht Club led at all marks, only to lose a tacking duel to Rich at the finish line. And right on their heels not more than 40 ft. behind was Stan Cole of Narrasketuck, who took third place.

In the second race, the fleet split into two halves—the starboard side led by Bob Rich and Jerry Sachnoff, the port side led by Stan Cole and Hal Smith. At the first mark it was Stan Cole, Hal Smith, and Bob Rich. Spinnakers were carried for the next 3 legs—a reach, run, and another reach—and positions remained the same until the last beat for the line, where Rich again won the tacking match, this time against Cole, and caught the final gun. Finish order was Rich, Cole, Smith—again, very close.

Race three was started in rain and winds of 15 to 20 knots. After much changing of positions on the beat, at the first mark it was Cole, followed by Morgan France of Md., Jerry Sachnoff, and Hal Smith, with Bob Rich in there pressing. Up went the chutes, and Smith and Rich pulled up to 2nd and 3rd, as the jibe was made, Cole wrapped his spinnaker halyard, and Rich passed him, after which Cole dropped out of the race. On the reach, and another jibe, it was Rich, Smith, and Sachnoff. They remained that way down to the leeward mark, on flat-out planes (winds up to 20 knots)—and Smith lost his tiller while rounding the mark. Rich, Sachnoff, and Smith fought up hill, and raced for the finish line in that order.

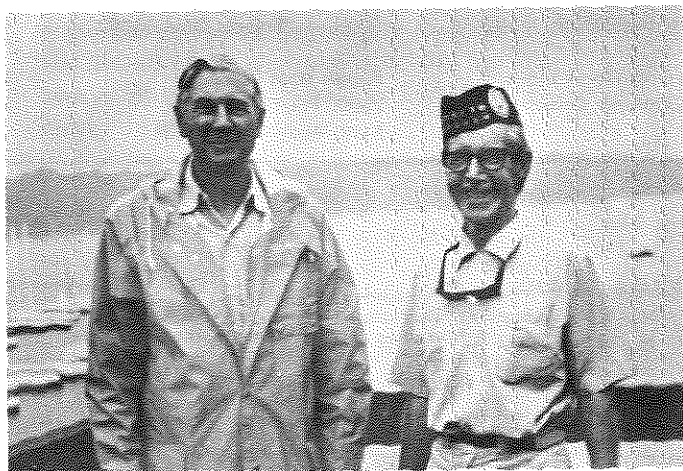
Sunday's squall blew out the rest of the racing, and that was the end of the first G. S. B. regatta.

Note: the 720° rule was used and we did not have one protest.

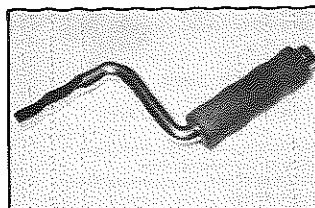
Price Up — Winch Out

The price of the Flying Scot will be increased \$100.00, from \$2,495 to \$2,595, on February 1 according to Sandy Douglass. It is expected other manufacturers will announce similar increases.

Two Harken roller bearing blocks will be used for handling the main sheet. A Becket block will attach to the rudder and a Fiddle hexaratchet at the end of the boom. Two Harken hexaratchet cheek blocks will be used to replace the jib winches.



Bearns Smith, President of the FSSA, in his new boat 2000 won the Maryland Invitational Regatta, July 24 and 25, at Oakland, Maryland, with a first, second, and a third, out of a fleet of 32. Sandy Douglass and Morgan France were crew.



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Corresponding Secretary
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Kalamazoo, Michigan 49007

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Ouyang Boat Works Limited
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Kent, Washington 90831

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Governor: EDWARD E. KIRKHAM
1795 Steeple Chase
Brookfield, Wisconsin 53005
414-782-6595

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- 3-WILMETTE, ILLINOIS-Lake Michigan
- 9-STURGIS, MICHIGAN-Klinger Lake
- 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
- 68-MADISON, WISCONSIN-Lake Monona
- 70-ROCHERT, MINNESOTA-Cotton Lake
- 83-CARLYLE, ILLINOIS-Lake Carlyle
- 88-IOWA CITY, IOWA-Lake Macbride

PRAIRIE DISTRICT

Governor: ROBERT V. BEBB
424 South 13th Street
Muskogee, Oklahoma 74401
918-687-7283

- 39-PORT GROVE, OKLA.-Grand Lake of the Cherokees
- 50-OKLAHOMA CITY, OKLA.-Lake Hefner
- 55-WICHITA, KANSAS-Cheney Reservoir (s)
- 59-TULSA, OKLA.-Keystone Lake
- 89-TOPEKA, KANSAS-Lake Perry

TEXAS DISTRICT

Governor: PAUL C. BERNER
5831 Valkeith
Houston, Texas 77035
713-723-2731

- 23-DALLAS, TEXAS-White Rock Lake
- 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

PACIFIC DISTRICT

Governor: JACKSON T. WITHERSPOON
1255 Hamilton Avenue
Palo Alto, California 94301
415-321-4497

- 40-IVERNESS, CALIFORNIA-Tornales Bay
- (s) Charter Suspended

FLYING SCOT SAILING ASSOCIATION

DISTRICTS



FLEETS

MICHIGAN-ONTARIO DISTRICT

Governor: JAMES R. SMITH
229 Lothrop Road
Grosse Point Farms, Mich. 48236
313-885-2352

- 8-DETROIT, MICH.-EDISON BC-Lake St. Clair
- 15-KALAMAZOO, MICHIGAN-Gull Lake
- 16-DETROIT, MICHIGAN-DETROIT YC-Lake St. Clair
- 17-GROSSE POINT SHORES, MICH.-G.P.T. 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

OHIO DISTRICT

Governor: ROLF F. KROTSCH
1241 Bonnie View Avenue
Lakewood, Ohio 44107
216-521-3250

- 1-WILMINGTON, OHIO-Cowan Lake
- 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
- 43-CAZENOVIA, NEW YORK-Skanateles Lake
- 53-CAYUGA, NEW YORK-Cayuga Lake
- 65-DELLROY, OHIO-Atwood Lake

GULF DISTRICT

Governor: LEWIS B. POLLAK
2410 Connell Drive
Pensacola, Florida 32503
904-433-5999

- 38-MOBILE, ALABAMA-Mobile Bay
- 45-JACKSON, MISS.-Ross Barnett Reservoir
- 56-FORT MYERS, FLORIDA-Galoesahatchee 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
- 91-ALEXANDRIA, LOUISIANA-Lake Cotile and St. John
- 92-PASCAGOULA, MISSISSIPPI-Mississippi Sound

NORTHEAST DISTRICT

Governor: RICHARD HOSMER
12 Huntington Street
Sharon, Massachusetts 02067
617-784-2176

- 5-BURLINGTON, VERMONT-Mallet'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
- 76-SHARON, MASS.-Lake Massapoag
- 77-MENAUHANT, MASS.-Vineyard Sound

GREATER NEW YORK DISTRICT

Governor: ROBERT E. RICH
144 Raymond Street
Rockville Center, New York 11570
516-536-6905

- 7-RIVERSIDE, CONN.-Long Island Sound
- 10-MORICHES, L.I., NEW YORK-Moriches Bay
- 21-LOVELADIES' HARBOR, NEW JERSEY-Barnegat Bay
- 22-SPRAY BEACH, N. J.-Little Egg Harbor
- 24-BROOKFIELD, CONN.-Candlewood Lake
- 28-SHEEPSHEAD BAY, N. Y.-Rockaway Inlet, L. I. (s)
- 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

CAPITOL DISTRICT

Governor: ROBERT E. DAVIS
6 Majestic Court
Wilmington, Delaware 19810
302-475-4242

- 6-OAKLAND, MARYLAND-Deep Creek Lake
- 42-WASHINGTON, D. C.-Potomac River
- 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

CAROLINAS DISTRICT

Governor: WILLIAM V. SINGLETARY
32 Beverly Drive
Durham, North Carolina 27707
919-489-1528

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