

SCOTS

n' water



VOLUME XV, NUMBER 4

APRIL, 1973



Standing Tall

THESE SCOTS hold a tight formation sailing during the second race of the championship division during the Mid-Winters at Panama City. The skippers are Larry Taggart (GYA 24) of New Orleans, John Oerting (GYA 11) of Gulf Breeze, Fla., and Bill Ewing (1961) of Metropolis, Ill.

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Riverside schedules busy week for Scots

The preliminary schedule for the Flying Scot North American Championships at Riverside, Conn., shows that registration will begin on Saturday, Aug. 18, with the first race the following Tuesday.

The activities will continue through Friday, Aug. 24, when the final race and awards banquet will be held.

Saturday, Aug. 18

0900-1200—Registration and measurement (with one greeter on duty all day)

1400—YRA race

Sunday, Aug. 19

0900-1700—Registration and measurement

1400—YRA race (not official Fleet 7 race)

Monday, Aug. 20

0900-1700—Registration and measurement

1700—Registration closed
1400—Tune-up race (Make-ship race committee)
1800-1930—Mixer cocktail party

Tuesday, Aug. 21

0800-1200—Remeasurement as required

1300—Skippers meeting

1430—First race

1900—Cook-out followed by annual meeting

Wednesday, Aug. 22

1030—Second race

1300—Box lunch on water

1430—Third race

(Free Evening)

Thursday, Aug. 23

1400—Fourth race

1830—Buffet

Friday, Aug. 24

1030—Fifth race

1900—Awards banquet

PRE-REGISTRATION

1973 NORTH AMERICAN CHAMPIONSHIP

Please enter me in the 1973 N.A.C. Enclosed is the \$35.00 registration fee.

Name _____
Last First M.I. Nickname

Home Address _____
Street

City State Zip

Fleet _____
Number Location

Boat _____
Number Name

Send fee to: Philip H. Didriksen, Jr.
140 Indian Head Road
Riverside, Connecticut 06878

Make checks payable to FLYING SCOT 1973 N.A.C.

Details of participation will be sent to you on receipt of this form.

Fleet limited for NAC

With a successful FSSA Mid-Winters completed and the sailing season getting into full swing around the country, Scot sailors can set their sights on Riverside, Conn., and the 1973 North American Championships on Aug. 18-24.

It's none too soon to get in your pre-registration, as regatta chairman Dave Griffin of Fleet 7 points out that racing will be limited to 80 entrants. Allocation will be on a first-come, first-served basis. (See pre-registration form on Page 2 of this issue.)

Riverside, host for the 1962 and 1968 nationals, is on Long Island Sound and should provide great sailing conditions for the championships. Riverside is about 30 miles northeast of New York City in the extreme southwest corner of Connecticut. Located five minutes off Interstate Route I-95 (Connecticut Turnpike), the championship site is readily accessible by car.

Griffin says that although ample hotel and motel facilities are available in the immediate vicinity, space is at a premium during August, the height of the vacation season.

Fleet 7 members will be available to assist in the rigging and launching of boats if skippers desire. A power hoist will be on hand to pick boats directly from trailers and place them in the water. The boats will then be towed to the mooring area. Moorings will be provided by the host fleet.

All Scots will be wet sailed. Once a boat is in the water, it cannot be hauled until after the regatta. Exceptions will be possible only with the express consent of the Race Committee.

However, ample beach area is available to allow you to roll you Scot for bottom cleaning. Sail measurement will be indoors on the floor of the clubhouse.

—Wayne Jostrand

Hellendale in charge of chartering

Bob Hellendale of the host Fleet 7 has been appointed chairman in charge of chartering for this year's North American Championships.

Anyone wishing to charter a boat for the championships should get in touch with Hellendale. His address is 21 Shoal Point Lane, Riverside, Conn. 06878, and his telephone number is 203-637-4129.

Listed below are the rules that pertain to the chartering of boats for the NAC regatta. They are taken from the Flying Scot Sailing Association bylaws, Article B-IX, d., (1):

(c) Prospective charterers will write to the Chairman requesting a charter. This letter must be accompanied by a check for \$25.00, payable to the Flying Scot Sailing Association. No requests will be considered without a check or money order. This money will be divided as follows: \$20.00 will be paid to the owner of the boat and \$5.00 will be retained by the Association. A prospective charterer must be a qualified Flying Scot owner (or an Active Member

who is a member of a recognized yacht club which is a Flying Scot owner), and must reside at least 400 miles from the site of the North American Championships except at the discretion of the International Race Committee.

(d) The closing date shall be 15 days prior to the regatta or August 1, which ever is earlier. On this day the Chartering Committee will apportion boats available and promptly thereafter will mail notices of acceptance to successful applicants. If there are more applicants than available boats, checks of the unsuccessful applicants will be returned. If boats are still available, requests received after the closing date will be filled on a "first come, first served" basis. Charterers may cancel a charter within 10 days of the mailing of notice of acceptance thereof. If the cancellation notice is not received within the 10 day period, the \$25.00 will be forfeited and apportioned as originally planned, if the owner has brought his boat to the site; otherwise, the \$25.00 will go to the Association.

(e) Boat owners shall be responsible for bringing their boats to the site of the North American Championship. Boats shall be fully found with all equipment required by the rules. Bottoms shall be cleaned and unfouled. Running and standing rigging shall be sound and able to withstand normal racing conditions.

(f) Charterers must use their own sails. They shall be responsible for all damages to the boat and spars and shall pay the boat owner for same. They will not be responsible for breakages of running or standing rigging except in cases of collision or abnormal racing conditions. In the event of a dispute, the International Race Committee shall be the sole and final judge of responsibility. Charterers may not drill holes in the boat or do anything else that may be construed as defacing without permission of the boat owner. A boat will be returned to its owner in exactly the same condition and arrangement as it was received. This includes unrigging and replacing on a trailer.

Act quickly if she capsizes

By GORDON DOUGLASS

Your Flying Scot is one of the most stable and able of small boats, so much so that you may develop the feeling that she cannot and will not capsize. You may find, on trying to make her capsize, that you are unable to do so. You may find, on a breezy day, that you can make her heel only enough to lift the rudder out of water, after which she will round up into the wind. This is as it should be.

However, remember that the Flying Scot is a centerboarder and that in extreme wind conditions all centerboarders can and will capsize. Remember that the force of the wind increases according to the square of the velocity, that a 30-mile wind is four times the force of a 15-mile wind, not double, and that a 60-mile wind has sixteen times the force! This is more than any small boat can be expected to take, and the smart, experienced sailor will head for shore when he sees a squall coming.

The cockpit of the Flying Scot is designed to prevent her from filling if she does capsize, and after capsizing she can be righted without taking in water. It sounds simple, and it is, but it requires proper handling by her skipper and crew. Without proper handling, in common with all other centerboarders, she can — and may — turn turtle and fill. She will not sink, held up by her buoyancy apparatus, but rescue then requires outside assistance.

In calm water the Flying Scot will float almost indefinitely on her side with the tip of her buoyant mast in the water. When the mast is horizontal she is in balance, and as soon as the mast comes above horizontal, she will come back onto her feet. Obvi-



Scot designer Gordon Douglass

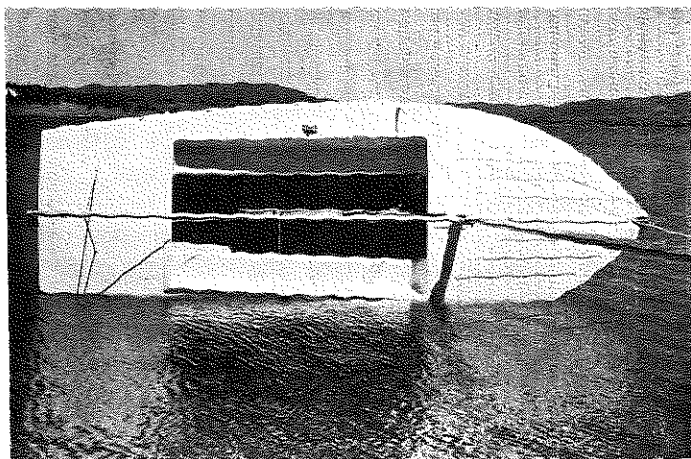
ously, rescue involves getting the top of the mast above horizontal, accomplished by having one or more persons standing on the centerboard and pulling the boat back up.

The picture is not quite so rosy when the wind is strong. Then, if she lies broadside with her bottom to the wind, the wind and seas will drive her sideways, the mast and sail will go deeper and deeper until finally she will fill and sink to the water, bottom side up, where she will float indefinitely until she is rescued. Just about all centerboarders will do the same.

Unless the water is shallow and the mast sticks into the bottom, the boat can be rolled onto her side and then her bottom by one man, after which her crew can climb aboard and sit inside the cockpit, wet but safe. To accomplish this, throw a line such as a jib sheet across the bottom of the boat. Swim to the other side, grasp the line and pull, standing with the feet on the Scot's flare at the gunwale and leaning against the line. Your weight will depress the side of the boat and the pull on the line will slowly rotate the boat in the water, first onto her side and then onto her bottom.

Much better than this, of course, is to prevent the boat from turning turtle and filling. Flying Scots do capsize occasionally, and in most cases are righted through prompt action of skipper and crew. Properly done, this operation does not even mean wetting the feet, and takes only a few seconds.

First of all, let's think in terms of not capsizing because in most cases it can be avoided. Needless to say, the crew should be on the weather rail in heavy



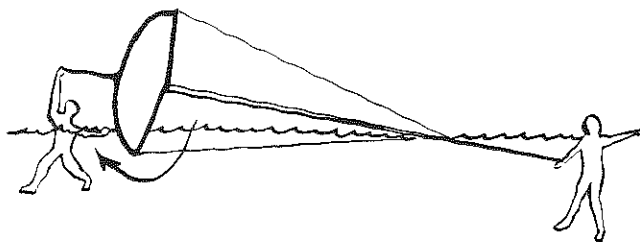
OVER BUT FLOATING—As soon as the mast comes above horizontal, the Scot rights herself. In this photo, the mast had to be held down. Notice that the water cannot enter the boat because of the seat.

weather, and sheets should be hand held and not cleated. It is this writer's opinion that the main sheet of a centerboard boat never should be cleated, and that in heavy weather it should not even be lead through a cam cleat or other device on the centerboard trunk. In a hard slam the main sheet cannot be trusted, even when not cleated, to run out through any such fitting fast enough to save the boat the way it can if it comes directly from the end of the boom.

Keep the boat on her bottom. Don't fight the boat. If she wants to luff, let her luff and ease the main sheet before she heels. At her normal 17 degree angle of heel, she has 73 degrees to go before she is on her side, whereas at 45 degrees of heel she has only 45 more to go. She is most stable at 17 degrees, and the more she heels the less stable she becomes, so act before she heels. If she still heels, don't fight her, help her by letting out the sails, push on the tiller to help her come up into the wind.

The time may come when, in spite of everything, she is knocked onto her ear by a hard slam, making you wonder if she will come back or go on over. If this happens your every instinct should be to stay on top of the boat, so if this happens, let go of sheets and tiller — giving the boat a chance to save herself — and climb! You and crew should already have been on the rail and it shouldn't take long to get on top if she does go on over.

Immediately — repeat, immediately — swing your feet down onto the centerboard (which always should



UNDER AND UP—As this diagram indicates, if you dive under the boat in a capsize, you'll surface below the centerboard.

be part way down, especially in heavy weather), lean back and pull! She'll come back up, and, as she does, you climb back aboard. But don't wait! Don't dawdle!

If, by any chance, you are caught inside the cockpit as she goes over, do not try to hang on to keep your feet dry. Drop into the water. If you try to stay dry in the cockpit with the boat on her side your weight, being on the negative side of the center of buoyancy, will only make the boat turn turtle.

If someone is on the centerboard, just hang onto the seat and, as the boat comes back up, you will be lifted aboard. If there is no one on top to stand on the centerboard, get to the other, the bottom side, of the boat, reach up and grab the centerboard and pull. Don't take the time to swim around. If you dive under the boat, you will come up right below the centerboard.

But act! Every second counts!

Oops — a tip on halyard winches

By Gordon Douglass

Every now and then I have to eat humble pie, and this time it is over the operation of our beautiful halyard winches which I designed some years ago and which I have thought to be just about right. I have not understood why it is that I now and then receive complaints and criticisms, and have written to all too many complainants explaining that if the winches are properly lubricated and the drag spring is properly adjusted, the winches will work perfectly (well, almost), the sails will drop freely and the halyards will not backlash. Mine work that way, and yours should, too.

In the recent Mid-Winters at Panama City, I crewed for Jim Smith in a chartered boat of recent vintage. I found that the halyard winches backlashed badly even though they squawked and chattered from being bone dry; and, of course, the backlash was worse after I had given each hub a touch of Lubriplate. I tightened the winch spring screw. Still they backlashed. I bent the spring for more pressure. Still they backlashed.

THEN I discovered that the little nylon buttons, the brake pads, were "frozen" in their holes in the winch

cheek and could not move, regardless of the spring tension, and I had to pry them out. Obviously the nylon had swollen and there had not been sufficient clearance to begin with. I have since asked the maker to give more clearance.

The holes could not readily be drilled out because of the close proximity of the winch flange on the inside, but it took only a few minutes' work with a knife point to carve out enough clearance for the pads, and the winches then operated as they should, smoothly and with no backlash.

We also found that the snubbing winches did not turn freely and, on taking them apart, discovered that the posts and bearing surfaces were powder dry from lack of lubrication. A modest coating of Vaseline — yes, there's nothing better than Vaseline for lubricating winches — on the posts put them back into working order; and a drop or two of oil on each of the moving parts of the blocks and slides soon had our boat in racing condition with everything working smoothly. Periodic lubrication will do a great deal for all of the working parts and should be considered a routine part of preparation for racing.

TROUBLE . . .



The Fleet's In

What's happening in your fleet — a regatta coming up, new officers, results of a recent regatta or just an interesting tidbit or two? How about sharing it with the rest of the Flying Scot gang? Just pass it along to SCOTS n' WATER, 2205 Newfield Lane, Austin, Tex. 78703, and we'll include it with the rest of the news as soon as The Fleet's In.

10 — N.Y. Districts July 27-29

Fleet 10 and the Westhampton Yacht Squadron will be hosts for the Greater New York Flying Scot District Championship July 27-29 on Moriches Bay.

Races will be Saturday and Sunday. Friday will be for measuring, a practice race and a get-acquainted cocktail party.

For information write to John Foley, fleet secretary, Box 66, Manorville, N.Y. 11949.

—John Foley

23 — Year-around sailing in Dallas

Fleet 23, having finished a very successful 1972 program, is already well into the 1973 season as sailing is a year-around activity for the fleet, whose home is

White Rock Lake in the middle of Dallas. (The lake is devoted exclusively to sailing and small fishing craft.)

Three series are held around the calendar — frostbite, spring-summer and fall — and two races are held every Sunday except Christmas and Easter.

The frostbite series was won by Jim Berry.

And for the first time in three years, Fred Tears was NOT the winner of the spring-summer series. This time Rosalind Bowen won it with Tears second and Berry third. The fall series was also won by Bowen with Tears second and John Diggins third.

—Max Bowen

34 — Waiting for Memorial Day

Fleet 34 will participate in the Clear Lake Yacht Club Annual Memorial Weekend Open Regatta May 27 and 28 in Ray, Ind. Trophies will be given in special classes including Flying Scot and an open class, with winners determined by handicap scoring.

The schedule will be: Skipper's meeting, May 26, 7:30 p.m.; races May 27 and 28, 1 and 3 p.m.; awards May 28, 4 p.m.

Entry fee is \$6. Race chairman is Robert J. Moore,



... right here in Panama City

THERE'S MORE than one way to stop a Scot dead in the water. And on the non-recommended list is filling your chute with water, as this series of photographs indicates. Charlie Gay of Daphne, Ala., had problems with his spinnaker on the first day of racing at the Mid-Winters in Panama City, and before he could bail it in, he had been brought to a stop in mid-course.



964 Lake Dr., Route No. 3, Fremont, Ind. 46737.
Telephone: 219-495-2771.

—Bob Hanna

37—Buckeye trophies will go to top four

Trophies will be awarded to the top four place skippers and their crews at Fleet 37's fifth annual Buckeye Regatta May 19 and 20 at the Hoover Yacht Club, Westerville, Ohio.

The first race warning gun will be sounded at 1 p.m. May 19. Second race warning gun will be 30 minutes after the first race. The final race will be May 20 at 10 a.m. Trophies will be presented at 2 p.m.

In addition to sailing there'll be socializing — a complimentary lunch Saturday at 11:30 a.m., free cocktails at 7 p.m. Saturday followed by an 8 p.m. family style dinner at Yarnell's Party House (\$6 for adults, \$3 for children 15 and under) and a box lunch Sunday. Though pre-registration is not necessary, inner reservations must be made by May 12.

Entry fee is \$7.

—William J. Colonel

58—First race now set for May 12

Fleet 58 in Wollaston, Mass., has reset the date for the first race of its Spring Invitational Regatta. The opener of the five-races series will be Saturday, May 12. It was originally scheduled for Sunday, May 13.

—NORB KLUGA

69—Texas District Championships in May

Fleet 69 will hold the Texas District Championships May 18-20 on Lake Travis, Austin. For information, contact Brian Schuller, 7300 Irving Lane, Austin, Tex. 78752.

One-Design Regatta to be in New Orleans

Southern Yacht Club in New Orleans will host its annual One-Design Regatta Memorial Day Weekend, May 25-May 27. Monday will be a travel day. For information and entry forms write the Southern Yacht Club, P.O. Box 24070, New Orleans, La. 70124.

—Larry Taggart

For Hal Marcus, service is the key

Harold E. "Hal" Marcus' business is association management, and his byword is "service." The new executive secretary of FSSA is currently busy in transferring the association's files to Pensacola, Fla., where he will maintain the FSSA office.

"For FSSA, we will continue to give the membership the fine service that they are accustomed to after a brief period of adjustment getting all the records set up in my office," says Marcus.

"We will be maintaining our records 'in house,' without the use of a computer, which we expect will save FSSA money and still keep the records in order in less time daily." The "we" refers to Marcus and his wife, Pat, who will be helping in the office.

Both of the Marcuses plan to be at the North American Championships in Riverside and look forward to meeting as many persons as possible.

Marcus cites the help of Mary Doolittle in making the transfer of the FSSA office. He says, "I want to personally thank Mary Doolittle for her 100 per cent devoted and complete assistance to us in making the move of the office to Pensacola as smooth and painless as possible. Without her, we would have been 'in a heap of trouble.'"

One method that Marcus plans to use to stay in touch with Scot sailors is a monthly column in SCOTS n' WATER. He says, "This column will be used to air your questions, problems, answers and successes along with your comments on what we can do to make our association continually better. I hope that by handling your correspondence in this manner, everyone will benefit by this dissemination of information to the betterment of the class."

"Primarily, we wish to serve you, the members, and we want you to let us know how we can help you."

Marcus, 38, was born in Atlanta, Ga., and holds a bachelor of science degree in industrial management from Georgia Tech. He served with S.A.C. as a captain in the Air Force. The Marcuses have three children.

Sachnoff winner at Great South Bay

Communications between New York and Texas can be a bit slow, but — in the better-late-than-never category — it is noteworthy that Jerry Sachnoff of Massapequa, N.Y., captured last fall's Great South Bay Championship.

In the racing off Long Island, Sachnoff and crew John Aras sailed a superb series with four firsts and a second.

Hal Smith, who won the third race, finished second overall. Bob Rich was third, Stan Cole fourth and Don Winter fifth.



NEW HANDS—Harold "Hal" Marcus Jr., executive secretary of FSSA, and Joe Harper, managing editor of SCOTS n' WATER, get together at the Mid-Winters in Panama City. The new editor, Dick Elam of Austin, Tex., was busy with his Scot at the time. Elam succeeded Bob Hanna, who reports that his operation was a complete success and he is fully recovered.

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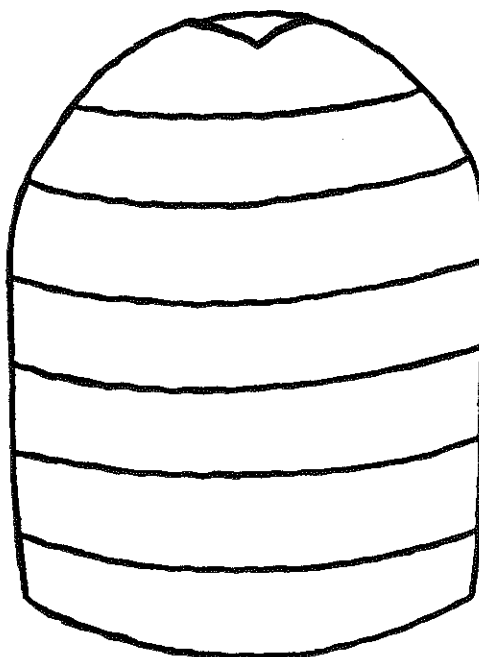
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Murray, NOYC win in fog at Mardi Gras

Mardi Gras is highlighted by masked balls as part of the annual festivities. So it was only fitting that for the New Orleans Yacht Club's Mardi Gras Regatta March 3 and 4, the course on Lake Pontchartrain was covered by a heavy fog, hiding the marks, the competitors and most everything else. The fog was so dense that at times visibility was down to about 100 feet (and one skipper claims it was so thick that he couldn't see his crew).

The fog forced the regatta to be cut from three races to two, with the host NOYC winning the John G. Curran Trophy in the Gulf Yachting Association class and John Murray of Mobile Yacht Club winning the open class.

In the GYA class, one of several interclub races held throughout the year, each club sends three skippers with each to skipper the club-owned Scot in one race.

NOYC won both races in the abbreviated series, with Bay Waveland (Mississippi) Yacht Club second in both races, and defending champion Southern Yacht Club third in both races.

Finishing behind Murray in the open class were Chuck Breath of Bay Waveland Yacht Club and Larry Taggart of Southern Yacht Club in a tie for second. Each had a second and a third place finish.

The first race on Saturday began some 1½ miles offshore in a light fog and ended in a heavy fog. Any boat without a compass had little chance of finding the marks, and thus the first race ended in a navigation contest to see who could find the marks in the shifting wind and limited visibility. There were a number of boats that were "lost" in the fog, and a few ran aground trying to find their way back to the harbor.

—Larry Taggart

Regatta schedule

If you've got a regatta coming up, we'd like to know about it. Write SCOTS N' WATER, 2205 Newfield Lane, Austin, Tex. 78703.

- May 18-20 Texas District Championship
Austin, Tex.
- May 19-20 Buckeye Regatta
Westerville, Ohio
- May 25-27 Southern Yacht Club Invitational
One-Design Regatta
New Orleans, La.
- May 27-28 Clear Lake Yacht Club Memorial
Weekend Open Regatta
Ray, Ind.
- May 26-28 Memorial Day Invitational Regatta
Wollaston, Mass.
- June 2-3 Carolinas District Championship
Morehead City, N.C.
- June 22-24 Northeast Championship Regatta
Spray Beach, N.J.
- July 14-15 Edgewater Yacht Club Regatta
Cleveland, Ohio
- July 21-22 Northeast District Championship
Wollaston, Mass.
- July 21-22 Ohio District Championship
Port Clinton Yacht Club
- July 27-29 Greater New York District
Championship
Moriches Bay, N.Y.
- Aug. 21-24 FSSA North American Championship
Riverside, Conn.

Storm sails — Junior sails

Heavy weather reefing not necessary with 131 sq. ft., 5 oz. storm sails, carefully designed to give same fine balance as full-size sails. Same sheet blocks used. Also ideal as "junior" sails for 10-13 year olds. Kids love their "very own" sails; quickly gain confidence and sailing ability because the Scot is even more stable with them. Dacron main and jib 4 oz. \$188; 5 oz. \$196, plus postage and numbers. J. C. Jones, III, 55 Hawes Street, Brookline, Massachusetts 02146.

Beginners LEARN TO SAIL quickly, easily with authoritative 16-pg. booklet "A Minimum SAILING PRIMER." Over 85,500 sold to yacht clubs, sailing schools, camps, etc. Its 7 sections explain all fundamentals of sailing with easy-to-understand text, simple diagrams. Basic sailing terms carefully defined, Flying Scot boat nomenclature, a glossary, 15 important safety precautions. Quantity prices on request. Send 58 cents (incl. postage) for prompt mailing. J. C. Jones, III, 55 Hawes Street, Brookline, Massachusetts 02146.

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Tears sets the pace in Houston Mid-Winters

The Houston Mid-Winters, serving as the first race of the Texas Road Runner series, was sailed Feb. 23 and 24 on Galveston Bay, and it was Fred Tears of Dallas who led the way in ideal winter race weather.

Tears took two firsts and a second to finish ahead of John Wolfshohl of Houston. The pair was tied after the first two races, each with a first and a second. However, Tears sailed to a victory in the third race, while Wolfshohl could do no better than seventh.

Twelve skippers representing six fleets sailed in the regatta.

Five more regattas remain in the Road Runner series. The next one will be the Ft. Worth Boat Club regatta on June 1-3, sponsored by Fleet 62.

Other regattas in the series are the Governor's Cup, Austin, June 30 and July 1, Fleet 69; Port Arthur regatta, July 14 and 15, Fleet 66; White Rock regatta, Dallas, Sept. 29 and 30, Fleet 23; and Wursthfest regatta, San Marcos, Nov. 3 and 4, Fleet 67.

Results for the first five finishers in the Houston Mid-Winters were:

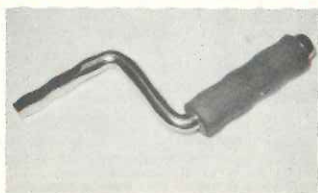
Skipper	Sail No.	1	2	3	Total
Fred Tears	553	1	2	1	3½
John Wolfshohl ..	1389	2	1	7	9¾
Rosalind Bowen ..	925	3	3	5	11
Nat Wells	1239	5	5	2	12
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312-272-6187
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3-WILMETTE, ILLINOIS-Lake Michigan
9-STURGIS, 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
95-MINNEAPOLIS, MINNESOTA-Lake Minnetonka
107-NEENAH, WISCONSIN-Lake Winnebago
110-ROCHESTER, MINNESOTA-Lake Pepin

PRAIRIE DISTRICT

- Governor: WILLIAM H. BURDEN, JR.
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Joplin, Missouri 64801
417-624-9089
- 39-PORT GROVE, OKLA.-Grand Lake of the Cherokees
50-OKLAHOMA CITY, OKLA.-Lake Hefner
59-TULSA, OKLA.-Keystone Lake
89-TOPEKA, KANSAS-Lake Perry
93-LAWTON, OKLA.-Fort Sill, Lake Lawtonka
106-NORTH PLATTE, NEBRASKA-Lake Maloney

TEXAS DISTRICT

- Governor: DONALD S. CHURCH
9012 Blue Quail Drive
Austin, Texas 78758
512-836-2836
- 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
68-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
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Palo Alto, California 94301
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- 40-INVERNESS, CALIFORNIA-Tomales Bay
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DISTRICTS



FLEETS

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Grosse Pointe 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-Farnshaw Lake
41-CRYSTAL, MICHIGAN-Crystal Lake
52-LAKE ORION, MICHIGAN-Lake Orion

OHIO DISTRICT

- Governor: JACK SEIFRICK
643 Timberlake Drive
Westerville, Ohio 43081
614-892-6739
- 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-SYRACUSE, NEW YORK-Skanateles Lake
53-CAYUGA, NEW YORK-Cayuga Lake
65-DELLROY, OHIO-Atwood Lake
101-AKRON, OHIO-Turkey Foot Lake
109-COOPERSTOWN, NEW YORK-Orsego Lake

GULF DISTRICT

- Governor: JOHN B. MORROW
319 Bunkers Cove Road
Panama City, Florida 32401
904-763-1157
- 38-MOBILE, ALABAMA-Mobile Bay
45-JACKSON, MISS.-Ross Barnett Reservoir
56-FORT MYERS, FLORIDA-Caloosahatchee River
75-PANAMA CITY, FLORIDA-St. Andrew 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 Coteau and St. John
92-PASCAGOULA, MISSISSIPPI-Mississippi Sound
96-NEW ORLEANS, LOUISIANA SYC-Lake Pontchartrain
98-BAY ST. LOUIS, MISSISSIPPI-Bay St. Louis
99-NEW ORLEANS, LOUISIANA NOYC-Lake Pontchartrain
102-FAIRHOPE, ALABAMA F.Y.C.-Mobile Bay

NORTHEAST DISTRICT

- Governor: CLARENCE A. ROSE
8 Cedar Ridge Drive
Bedford, Massachusetts 01730
617-275-7463
- 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
105-COHASSET, MASSACHUSETTS-Cohasset Harbor

GREATER NEW YORK DISTRICT

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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-LOVELADES' HARBOR, NEW JERSEY-Barnegat Bay
22-SPRAY BEACH, N. J.-Little Egg Harbor
24-BROOKFIELD, CONN.-Candlewood Lake
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
94-LAKE HIAWATHA, NEW JERSEY-Western L.I. Sound
104-OLD FORGE, NEW YORK-Fourth Lake

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-HAVE 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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103-YORKTOWN, VIRGINIA-York River at Chesapeake Bay

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.-Boys Sound
108-SOUTHMONT, N.C.-High Rock Lake